



Emergency Response Vehicle

Built to Answer the Call.

You don't choose when the call comes in. But you choose what shows up. The Brandt Emergency Response Vehicle (ERV) delivers the power and versatility you need to take on the toughest, most urgent tasks. And it's built on the proven R5 truck so you know you can count on it when the stakes are high.

① Safety First

Safety is job one for the ERV. Multiple features ensure a secure working environment for the operator:

- New Peterbilt chassis delivers better visibility day and night, with fewer blind spots, plus backlit controls and infrared cameras.
- Multiple grab handles that meet SAE and ISO standards (even though the platform is less than 2 m high) make three-point contact possible when climbing into cab or on deck.
- Configurable system information is safely presented to the operator via the main dash display alongside other critical truck information. All system information is there at a glance.

② Increased Productivity

The ERV's versatility on and off the road is purpose built to keep customers productive and efficient:

- Capable of producing up to 605 hp, 2050 ft lbs, and at least 24,000 lbs of tractive effort.
- Power and torque are delivered by an off-road transmission and tridem drive axles, capable of highway speeds of up to 65 mph and on-rail speeds of 30 mph and 25 mph in reverse.
- Tractive effort is controlled at the push of a button to suit changing track conditions by adjusting the weight distribution between rail and drive wheels.
- Combining pulling power with up to 92 sq ft of customizable cargo-carrying deck area maximizes your material management needs.

③ More Uptime

The ERV is designed with uptime in mind. Reliability and serviceability have been engineered into every aspect of the machine to allow operation in all conditions:

- Align the truck with the rail and switch from road to rail within three minutes.
- Improved operator feedback delivering data on fluid levels, temperatures, and current tractive effort needs.
- Simplicity of computer-controlled, tractive effort settings, and pneumatic routings reduces corrosion points, troubleshooting, and repair times.
- Greater maintenance point access reduces the time needed during regular service intervals.

EMERGENCY RESPONSE VEHICLE SPECIFICATIONS

SPEC

Vehicle Chassis	Peterbilt 567
Fuel Capacity	Driver Side: 120 USG, Passenger Side: 90 USG
Diesel Exhaust Fluid Capacity	24 USG
Engine	15L Cummins ISX15 Diesel, 605 hp, 2050 ft lbs
Transmission and Torque Converter	Twindisc TD-62-1179 Auto Shift Positions: 6 forward/2 reverse/neutral
Axle Ratings	Front: 20,000 lb, Rear: 34,666 lb
Tires	Steer: Michelin XZY3, 425/65R22.5 Drives: Singles: Michelin XZE, 425/65R22.5 Duals: Michelin X Line Energy Coach, 315/80R22.5
Hi Rail	28" AAR Class-C Wheels With 2A Profile, AAR 6x11 Roller Bearings
Operator Interface	Brandt Control System
Auxiliary Air Compressor	Vanair 85 cfm 150 UDHD-EC (under deck, hydraulically driven, electronically controlled)
Locomotive Air Horn	Nathan Airchime P142A, three-tone
Fire Extinguishers	Class A120-B:C, 20 lb extinguisher in an under-deck cabinet, 5 lb extinguisher on floor beside driver seat
First Aid Kit	3-person



For more information:
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