	Bidder Complies	
	Yes	No

SPECIFICATIONS FOR A 100' HEAVY DUTY AERIAL TOWER

Sealed bids will be received by Austell for the furnishing of all necessary labor, equipment and material for the Fire Apparatus and other equipment as outlined in the following specifications.

INTENT OF SPECIFICATIONS

It shall be the intent of these specifications to cover the furnishing and delivery of a complete fire apparatus. These detailed specifications cover the requirements as to the type of construction, finish, equipment and tests to which the fire apparatus shall conform. Minor details of construction and materials, which are not otherwise specified, are left to the discretion of the contractor.

Images and illustrative material in this specification are as accurate as known at the time of publication but are subject to change without notice. Images and illustrative material is for reference only, and may include optional equipment and accessories and may not include all standard equipment.

INSTRUCTIONS TO BIDDERS

The purchaser's standards for bidding automotive fire apparatus must be strictly adhered to, and all bid forms and questions must be complete and submitted with the bid. **Omissions and variations shall result in immediate rejection of the bid.**

Bids shall only be considered from companies that have an established reputation in the field of fire apparatus construction and have been in business for a minimum of 20 years. Furthermore, in order to insure fair, ethical, and legal competition, neither the original equipment manufacturer (O.E.M.) nor parent company of the O.E.M. shall have ever been fined or convicted of price fixing, bid rigging, or collusion in any domestic or international fire apparatus market (no exception).

If a bidder represents more than one fire apparatus company or brands of apparatus, they must only bid the top of the line that meets specification.

Each bidder shall furnish satisfactory evidence of their ability to construct the apparatus specified.

Any apparatus manufacturer or their parent company who has had a performance bond called in the last 10 years, shall not be eligible to bid. Any bids from these manufactures shall be immediately rejected (no exception).

Each bid shall be accompanied by a set of manufacturer's set of specifications consisting of a detailed description of the apparatus, construction methods, and equipment proposed to which the apparatus furnished under contract shall conform. These specifications shall indicate size, type, model and make of all component parts and equipment, providing proof of compliance with each and every item in the departments advertised specifications. A letter only, even though

	Bidder Complies	
	Yes	No

written on company letterhead, shall not be sufficient. **An exception to this requirement shall not be acceptable.**

In accordance with the current edition of NFPA 1901 standards, the proposal shall specify whether the fire department or apparatus dealership shall provide required loose equipment.

The purchaser will utilize this advertised specification to compare all submitted bid proposals. To facilitate comparison, all bid proposal specifications shall be submitted in the same sequence as the advertised specification. Any bidder who fails to submit a set of bid proposal specifications, or who photocopies and submits these specifications as their own construction details will be considered non responsive. This shall render such proposal ineligible for award.

The purchaser's specification shall, in all cases, govern the construction of the apparatus, unless a properly documented exception or deviation was approved. Any bid indicating that the manufacturer's proposal shall supersede the purchaser's specification will be considered a complete substitute and immediately rejected.

THE PURCHASER HAS THE RIGHT TO REJECT ANY BIDS WHICH DOES NOT MEET THESE SPECIFICATIONS AND IS THE SOLE DECIDER TO DEEM WHICH BID IS IN THE BEST INTEREST OF THE PURCHASER.

EXCEPTIONS

These specifications are based upon design and performance criteria which have been developed by the fire department as a result of extensive research and careful analysis. Subsequently these specifications reflect the only type of fire apparatus that is acceptable at this time and all specifications herein contained are considered as minimum. Therefore, exceptions to the specifications may not be accepted.

Bidders shall indicate in the "yes/no" column if their bid complies on each item (paragraph) specified.

If a product brand name is specified and is commercially available to all bidders, an exception to such items is not acceptable and such bid may be rejected.

Exceptions shall be allowed if they are equal to or superior to that specified and provided, they are listed and fully explained on a separate page. All deviations, no matter how slight, shall be clearly explained on a separate sheet, in the bid sequence, citing the page and paragraph number(s) of the specifications, how the proposal deviation is different, how the deviation meets or exceeds the specifications and why it is necessary, and entitled "EXCEPTIONS TO SPECIFICATIONS". The buyer reserves the right to require a bidder to provide proof in each case that a substituted item is equal to that specified. The buyer shall be the sole judge in determination of acceptable substitutes.

Proposals that are found to have deviations without listing them or bids taking total exceptions to these advertised specifications will be rejected (no exception).

	Bidder Complies	
	Yes	No

Bids not including all exceptions is a material breach and shall result in the bid being immediately rejected (no exception).

GENERAL DESIGN AND CONSTRUCTION

The cab, chassis, pump module, and body are to be entirely designed, assembled and painted by the prime vehicle manufacturer, which minimizes third party involvement on engineering, design, service and warranty issues.

All bidders shall provide a list of the company, manufacturing location, and engineering source for each individual major component, including but not limited to the welded cab assembly, the pumphouse module assembly, the chassis assembly, body and electrical system. Apparatus using any subcontracted cab, chassis, pump module, electrical system or body will not be acceptable.

The apparatus shall be designed with due consideration to distribution of load between the front and rear axles. Weight balance and distribution shall be in accordance with the recommendations of the National Fire Protection Association.

The bidder shall make accurate statements as to the apparatus weight and dimensions.

QUALITY AND WORKMANSHIP

All steel welding shall follow American welding Society D1.1-2004 recommendations for structural steel welding. All aluminum welding shall follow American welding Society and ANSI D1.2-2003 requirements for structural welding of aluminum. All sheet metal welding shall follow American Welding Society B2.1-2000 requirements for structural welding of sheet metal. Flux core arc welding to use alloy rods, type 7000, American welding Society standards A5.20-E70T1. Employees classified as welders are tested and certified to meet the American Welding Society codes upon hire and every three (3) years thereafter. The manufacturer shall be required to have an American welding Society certified welding inspector in plant during working hours to monitor weld quality.

The manufacturer shall also be certified to operate a Quality Management System under the requirements of ISO 9001. These standards sponsored by the International organization for Standardization (ISO) specify the quality systems that shall be established by the manufacturer for design, manufacture, installation and service. A copy of the certificate of compliance shall be included with the bid.

To demonstrate the quality of the product and service, each bidder shall provide a list of at least five (5) fire departments/municipalities in the region that have bought a second time from the representing dealer. **An exception to this requirement shall not be acceptable.**

DELIVERY

Apparatus, to ensure proper break in of all components while still under warranty, **shall be delivered under its own power** - rail or truck freight shall not be acceptable. A qualified

	Bidder Complies	
	Yes	No

delivery representative shall deliver the apparatus and remain for a sufficient length of time to instruct personnel in proper operation, care and maintenance of the equipment delivered.

MANUALS AND SERVICE INFORMATION

The manufacturer shall supply at time of delivery, complete operation and maintenance manuals covering the complete apparatus as delivered. A permanent plate shall be mounted in the drivers compartment which specifies the quantity and type of fluid required including engine oil, engine coolant, transmission, pump transmission lubrication, pump primer and drive axle.

SAFETY VIDEO

Since video is much more effective than written documentation and can be replayed for new personnel and as a refresher for existing personnel, an apparatus safety video, in DVD format shall be provided at time of delivery. This video shall address key safety considerations for personnel to follow when they are driving, operating, and maintaining the apparatus. Safety procedures for the following shall be included on the video: vehicle pre trip inspection, chassis operation, pump operation and maintenance.

PERFORMANCE TESTS AND REQUIREMENTS

A road test shall be conducted with the apparatus fully loaded and a continuous run of ten (10) miles or more shall be made under all driving conditions, during which time the apparatus shall show no loss of power or overheating. The transmission drive shaft or shafts, and rear axle shall run quietly and be free from abnormal vibration or noise throughout the operating range of the apparatus. Vehicle shall adhere to the following parameters:

A) The apparatus, when fully equipped and loaded, shall have not less than 25 percent nor more than 50 percent of the weight on the front axle, and not less than 50 percent nor more than 75 percent on the rear axle.

B) The apparatus shall be capable of accelerating to 35 mph from a standing start within 25 seconds on a level concrete highway without exceeding the maximum governed rpm of the engine.

C) The service brakes shall be capable of stopping a fully loaded vehicle in 35 feet at 20 mph on a level concrete highway. The air brake system shall conform to Federal Motor vehicle Safety Standards (FMVSS) 121.

D) The apparatus, fully loaded, shall be capable of obtaining a speed of 50 mph on a level concrete highway with the engine not exceeding the governed rpm (full load).

FAILURE TO MEET TEST

In the event the apparatus fails to meet the test requirements of these specifications on the first trial, second trials may be made at the option of the bidder within 30 days of the date of the first trial. Such trials shall be final and conclusive and failure to comply with these requirements shall be cause for rejection. failure to comply with changes to conform to any clause of the specifications, within 30 days after notice is given to the bidder of such changes, shall also be

	Bidder Complies	
	Yes	No

cause for rejection of the apparatus. Permission to keep or store the apparatus in any building owned or occupied by the purchaser or its use by the purchaser during the above-specified period with the permission of the bidder shall not constitute acceptance.

SERVICE AND WARRANTY SUPPORT (DEALERSHIP)

TO ENSURE FULL SERVICE AFTER DELIVERY, THE SELLING BIDDER/DEALERSHIP MUST BE CAPABLE OF PROVIDING SERVICE WHEN REQUIRED.

The bidder/dealership shall show that the company is in position to render prompt service and to furnish replacement parts.

Each bidder/dealership must be able to display that they are actively in the fire apparatus service business by operating a factory authorized service center and parts repository capable of satisfying the warranty service requirements and parts requirements of the vehicle(s) being purchased.

The bidder/dealership must state the location of this authorized service center. This service center must have a staff of factory-trained mechanics, well versed in all aspects of service for all major components of the apparatus. The service center must be within fifty (50) miles of the Fire Department.

SERVICE AND WARRANTY SUPPORT (MANUFACTURER)

To provide an additional layer of service support, the successful manufacturer must also own a least two separate service facilities, one located in the northern portion of the US to service both Canada and the northern US states and one in the south to service the southern states.

The manufacturer shall stock 1 million parts equating to $5,000,000 of inventory dedicated to service and replacement parts to ensure quick response and minimize down time. Furthermore, the manufacturer shall house the inventory in a dedicated facility, with a dedicated shipping area that ensures service parts are given priority. The bidder shall provide detailed documentation of service and replacement part resources.

Parts identification shall be provided to both the dealer and the Fire Department through an on line web based application for the specific truck reflected in this specification. Access will be granted using the specific VIN number of the vehicle. The online web application will provide the ability to view complete bills of materials, digital photographs, parts drawings, assembly drawings, and access to all current operation, maintenance and service publications.

The manufacturer must also maintain a 24 hour/ 7 day a week, toll free emergency hot line.

The manufacturer shall employ a staff of adequate size (a minimum of 30 personnel) specifically dedicated to providing customer support and parts for the fielded fleet of vehicles it has produced.

	Bidder Complies	
	Yes	No

The manufacturer must be capable of providing both in-house and on-site service for the apparatus.

The manufacturer shall offer regional factory hands-on repair and maintenance training classes.

The manufacturer shall employ a minimum of four certified EVT technicians on staff, not only providing technical expertise in the repair of fire apparatus, but also demonstrating the commitment to service after the sale.

LIABILITY

The successful bidder shall defend any and all suits and assume all liability for the use of any patented process including any device or article forming a part of the apparatus or any appliance furnished under the contract.

INSURANCE PROVIDED BY BIDDER

COMMERCIAL GENERAL LIABILITY INSURANCE

The successful bidder shall, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of commercial general liability insurance:

Each Occurrence: $1,000,000

Products/Completed Operations Aggregate: $1,000,000

Personal and Advertising Injury: $1,000,000

General Aggregate: $2,000,000

Coverage shall be written on a Commercial General Liability form. The policy shall be written on an occurrence form and shall include Contractual Liability coverage for bodily injury and property damage subject to the terms and conditions of the policy. The policy shall include Owner as an additional insured when required by written contract.

COMMERCIAL AUTOMOBILE LIABILITY INSURANCE

The successful bidder shall, during the performance of the contract, keep in force at least the following minimum limits of commercial automobile liability insurance and coverage shall be written on a Commercial Automobile liability form:

Each Accident Combined Single Limit: $1,000,000

UMBRELLA/EXCESS LIABILITY INSURANCE

The successful bidder shall, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Aggregate: $3,000,000

	Bidder Complies	
	Yes	No

Each Occurrence: $3,000,000

The umbrella policy shall be written on an occurrence basis and at a minimum provide excess to the bidder's General Liability and Automobile Liability policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage shall be provided by a carrier(s) rated A- or better by A.M. Best.

All policies shall provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance shall provide the following cancellation clause: Should any of the above described polices be cancelled before the expiration date thereof, notice shall be delivered in accordance with the policy provisions.

Bidder agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate shall show the purchaser as certificate holder.

INSURANCE PROVIDED BY MANUFACTURER

PRODUCT LIABILITY INSURANCE

The manufacturer shall, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of Product Liability insurance:

Each Occurrence: $1,000,000

Products/Completed Operations Aggregate: $1,000,000

Coverage shall be written on a Commercial General Liability form. The policy shall be written on an occurrence form. The manufacturer's policy shall include the owner as additional insured when required by written contract between the Owner and the authorized dealer.

UMBRELLA/EXCESS LIABILITY INSURANCE

The manufacturer shall, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Each Occurrence: $25,000,000

Aggregate: $25,000,000

The umbrella policy shall be written on an occurrence basis and provide excess to the manufacturer's General Liability/Products policies.

	Bidder Complies	
	Yes	No

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage shall be provided by a carrier(s) rated A- or better by A.M. Best.

All policies shall provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance shall provide the following cancellation clause: Should any of the above described polices be cancelled before the expiration date thereof, notice shall be delivered in accordance with the policy provisions.

Manufacturer agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate shall show the purchaser as the certificate holder.

SINGLE SOURCE MANUFACTURER

Bids shall only be accepted from a single source apparatus manufacturer. The definition of single source is a manufacturer that designs and manufactures their products using an integrated approach, including the chassis, cab weldment, cab, pump house (including the sheet metal enclosure, valve controls, piping and operator's panel) body and aerial device being designed, fabricated and assembled on the bidder's premises. The electrical system (hardwire or multiplex) shall be both designed and integrated by the same apparatus manufacturer. The warranties relative to these major components (excluding component warranties such as engine, transmission, axles, pump, etc.) must be from a single source manufacturer and not split between manufacturers (i.e., body, pump house, cab weldment, chassis and aerial). The bidder shall provide evidence that they comply with this requirement.

The bidder shall state the location of the factory where the apparatus is to be built.

NFPA 2016 STANDARDS

This unit shall comply with the NFPA standards effective January 1, 2016, except for fire department specifications that differ from NFPA specifications. These exceptions shall be set forth in the Statement of Exceptions.

Certification of slip resistance of all stepping, standing and walking surfaces shall be supplied with delivery of the apparatus.

All horizontal surfaces designated as a standing or walking surface that are greater than 48.00" above the ground must be defined by a 1.00" wide line along its outside perimeter. Perimeter markings and designated access paths to destination points shall be identified on the customer approval print and are shown as approximate. Actual location(s) shall be determined based on materials used and actual conditions at final build. Access paths may pass through hose storage areas and opening or removal of covers or restraints may be required. Access paths may require the operation of devices and equipment such as the aerial device or ladder rack.

	Bidder Complies	
	Yes	No

A plate that is highly visible to the driver while seated shall be provided. This plate shall show the overall height, length, and gross vehicle weight rating.

The manufacturer shall have programs in place for training, proficiency testing and performance for any staff involved with certifications.

An official of the company shall designate, in writing, who is qualified to witness and certify test results.

NFPA COMPLIANCY

Apparatus proposed by the bidder shall meet the applicable requirements of the National Fire Protection Association (NFPA) as stated in current edition at time of contract execution. Fire department's specifications that differ from NFPA specifications shall be indicated in the proposal as "non-NFPA".

VEHICLE INSPECTION PROGRAM CERTIFICATION

To assure the vehicle is built to current NFPA standards, the apparatus, in its entirety, shall be third-party, independent, audit-certified through Underwriters Laboratory (UL) that it is built and complies to all applicable standards in the current edition of NFPA 1901. The certification includes: all design, production, operational, and performance testing of not only the apparatus, but those components that are installed on the apparatus (no exception).

A placard shall be affixed in the driver's side area stating the third-party agency, the date, the standard and the certificate number of the whole vehicle audit.

INSPECTION CERTIFICATE

A third-party inspection certificate for the aerial device shall be furnished upon delivery of the aerial device. The certificate shall be Underwriters Laboratories Inc. Type 1 and shall indicate that the aerial device has been inspected on the production line and after final assembly.

Visual structural inspections shall be performed on all welds on both aluminum and steel ladders.

On critical weld areas, or on any suspected defective area, the following tests shall be conducted:

- Magnetic particle inspection shall be conducted on steel aerials to assure the integrity of the weldments and to detect any flaws or weaknesses. Magnets shall be placed on each side of the weld while iron powder is placed on the weld itself. The powder shall detect any crack that may exist. This test shall conform to ASTM E709 and be performed prior to assembly of the aerial device.
- A liquid penetrant test shall be conducted on aluminum aerials to assure the integrity of the weldments and to detect any flaws or weaknesses. This test shall conform to ASTM E165 and be performed prior to assembly of the aerial device.

	Bidder Complies	
	Yes	No

- Ultrasonic inspection shall be conducted on all aerials to detect any flaws in pins, bolts and other critical mounting components.

In addition to the tests above, functional tests, load tests, and stability tests shall be performed on all aerials. These tests shall determine any unusual deflection, noise, vibration, or instability characteristics of the unit.

INSPECTION VISITS

Bidder shall include accommodations for two inspection trips: three (3) fire department personnel for each trip. One trip will be for the pre-construct meeting and the second trip shall be for the final inspection. Both visits shall be held at the manufacturer's facility and all lodging, flights, and meals shall be included.

PUMP TEST

The pump shall be tested, approved and certified by Underwriter's Laboratory at the manufacturer's expense. The test results and the pump manufacturer's certification of hydrostatic test; the engine manufacturer's certified brake horsepower curve; and the manufacturer's record of pump construction details shall be forwarded to the Fire Department.

BID BOND

All bidders shall provide a bid bond as security for the bid in the form of a 10% bid bond to accompany their bid. This bid bond shall be issued by a Surety Company who is listed on the U.S. Treasury Departments list of acceptable sureties as published in Department Circular 570. The bid bond shall be issued by an authorized representative of the Surety Company and shall be accompanied by a certified power of attorney dated on or before the date of bid. The bid bond shall include language, which assures that the bidder/principal shall give a bond or bonds as may be specified in the bidding or contract documents, with good and sufficient surety for the faithful performance of the contract, including the Basic One (1) Year Limited Warranty, and for the prompt payment of labor and material furnished in the prosecution of the contract.

Proposals received from bidders who do not manufacture the chassis shall provide a warranty that shall be issued jointly and severally by, and signed by, both the bidder and the chassis manufacturer.

If the successful bidder does not manufacture the chassis, the bidder shall supply a warranty bond, in addition to their performance bond, along with their signed contract. This warranty bond shall guarantee all terms and conditions of the Basic One (1) Year Limited Warranty and names both the bidder and chassis manufacturer as co-principals. This warranty bond shall be issued for the contract amount and shall remain in force for a term which is consistent with the term of the Basic One (1) Year Limited Warranty.

Notwithstanding any document or assertion to the contrary, any surety bond related to the sale of a vehicle shall apply only to the Basic One (1) Year Limited Warranty for such vehicle. Any surety bond related to the sale of a vehicle shall not apply to any other warranties that are

	Bidder Complies	
	Yes	No

included within this bid (OEM or otherwise) or to the warranties (if any) of any third party of any part, component, attachment or accessory that is incorporated into or attached to the vehicle. In the event of any contradiction or inconsistency between this provision and any other document or assertion, this provision shall prevail.

PERFORMANCE BOND NOT REQUESTED

A performance bond shall not be included. If requested at a later date, one shall be provided to you for an additional cost and the following shall apply:

The successful bidder shall furnish a Performance and Payment bond (Bond) equal to 100 percent of the total contract amount within 30 days of the notice of award. Such Bond shall be in a form acceptable to the Owner and issued by a surety company included within the Department of Treasury's Listing of Approved Sureties (Department Circular 570) with a minimum A.M. Best Financial Strength Rating of A and Size Category of XV. In the event of a bond issued by a surety of a lesser Size Category, a minimum Financial Strength rating of A+ is required.

Bidder and Bidder's surety agree that the Bond issued hereunder, whether expressly stated or not, also includes the surety's guarantee of the vehicle manufacturer's Bumper to Bumper warranty period included within this proposal. Owner agrees that the penal amount of this bond shall be simultaneously amended to 25 percent of the total contract amount upon satisfactory acceptance and delivery of the vehicle(s) included herein. Notwithstanding anything contained within this contract to the contrary, the surety's liability for any warranties of any type shall not exceed three (3) years from the date of such satisfactory acceptance and delivery, or the actual Bumper to Bumper warranty period, whichever is shorter.

APPROVAL DRAWING

A drawing of the proposed apparatus shall be provided for approval before construction begins. The sales representative shall also have a copy of the same drawing. The finalized and approved drawing shall become part of the contract documents. This drawing shall indicate the chassis make and model, location of the lights, siren, horns, compartments, major components, etc.

A "revised" approval drawing of the apparatus shall be prepared and submitted by the manufacturer to the purchaser showing any changes made to the approval drawing.

ELECTRICAL WIRING DIAGRAMS

Two (2) electrical wiring diagrams, prepared for the model of chassis and body, shall be provided.

CHASSIS

The chassis provided shall be a new, tilt-type custom fire apparatus. The chassis shall be manufactured in the apparatus body builder's facility, eliminating any split responsibility. The

	Bidder Complies	
	Yes	No

chassis shall be designed and manufactured for heavy-duty service, with adequate strength and capacity for the intended load to be sustained and the type of service required.

WHEELBASE
The wheelbase of the vehicle shall be no greater than 271".

GVW RATING
The gross vehicle weight rating shall be a minimum of 76,000 #.

OVERALL LENGTH AND HEIGHT

The overall length shall not exceed 44 feet. The overall height shall not exceed 11 feet 1 inch. *Length and height restrictions are due to engine bay dimensions of station one. **(NO EXCEPTIONS)**

FRAME
The chassis frame shall be built with two (2) steel channels bolted to five (5) cross members or more, depending on other options of the apparatus.

The side rails shall have a 13.38" tall web over the front and mid sections of the chassis, with a continuous smooth taper to 10.75" over the rear axle.

Each rail shall have a section modulus of 25.992 cubic inches and a resisting bending moment (rbm) of 3,119,040 in-lb over the critical regions of the frame assembly, with a section modulus of 18.96 cubic inches with a rbm of 2,275,200 in-lb over the rear axle.

The frame rails shall be constructed of 120,000 psi yield strength heat-treated 0.38" thick steel with 3.50" wide flanges.

FRAME REINFORCEMENT
In addition, a full-length mainframe internal "C" liner shall be provided. It shall be heat-treated steel measuring 12.50" x 3.00" x 0.25". Each liner shall have a section modulus of 13.58 cubic inches, yield strength of 110,000 psi, and rbm of 857,462 in-lb. Total rbm at wheelbase center shall be 4,391,869 in-lb.

The frame liner shall be mounted inside of the chassis frame rail and extend the full length of the frame.

FRONT NON-DRIVE AXLE
The front axle shall be of the independent suspension design with a ground rating of 24,000 lb.

Upper and lower control arms shall be used on each side of the axle. Upper control arm castings shall be made of 100,000-psi yield strength 8630 steel and the lower control arm casting shall be made of 55,000-psi yield ductile iron.

	Bidder Complies	
	Yes	No

The center cross members and side plates shall be constructed out of 80,000-psi yield strength steel.

Each control arm shall be mounted to the center section using elastomer bushings. These rubber bushings shall rotate on low friction plain bearings and be lubricated for life. Each bushing shall also have a flange end to absorb longitudinal impact loads, reducing noise and vibrations.

There shall be nine (9) grease fittings supplied, one (1) on each control arm pivot and one (1) on the steering gear extension.

The upper control arm shall be shorter than the lower arm so that wheel end geometry provides positive camber when deflected below rated load and negative camber above rated load.

Camber at load shall be 0 degrees for optimum tire life.

The ball joint bearing shall be of low friction design and be maintenance free.

Toe links that are adjustable for alignment of the wheel to the center of the chassis shall be provided.

The wheel ends must have little to no bump steer when the chassis encounters a hole or obstacle.

The steering linkage shall provide proper steering angles for the inside and outside wheel, based on the vehicle wheelbase.

The axle shall have a third party certified turning angle of 40 degrees. Front discharge, front suction, or aluminum wheels shall not infringe on this cramp angle.

FRONT SUSPENSION

Front independent suspension shall be provided with a minimum ground rating of 24,000 lb.

The independent suspension system shall be designed to provide maximum ride comfort. The design shall allow the vehicle to travel at highway speeds over improved road surfaces and at moderate speeds over rough terrain with minimal transfer of road shock and vibration to the vehicle's crew compartment.

Each wheel shall have a torsion bar type spring. In addition, each front wheel end shall also have energy absorbing jounce bumpers to prevent bottoming of the suspension.

The suspension design shall be such that there is at least 10.00" of total wheel travel and a minimum of 3.75" before suspension bottoms.

The torsion bar anchor lock system allows for simple lean adjustments, without the use of shims. One can adjust for a lean within 15 minutes per side. Anchor adjustment design is such that it allows for ride height adjustment on each side.

	Bidder Complies	
	Yes	No

The independent suspension shall have gone through a durability test that simulated a minimum of 140,000 miles of inner city driving.

FRONT SHOCK ABSORBERS
KONI heavy-duty telescoping shock absorbers shall be provided on the front suspension.

FRONT OIL SEALS
Oil seals with viewing window shall be provided on the front axle.

FRONT TIRES
Front tires shall be Goodyear 425/65R22.50 radials, 20 ply G296 tread, rated for 24,400 lb maximum axle load and 68 mph maximum speed.

The tires shall be mounted on 2.50" x 12.25”-disc type wheels with a ten (10)stud, 11.25" bolt circle.

REAR AXLE
The rear axle shall be a Meritor™, Model RT-50-160, tandem axle assembly with a capacity of 52,000 lb.

An inter-axle differential, which divides torque evenly between axles, shall be provided on the rear axle with an indicator light mounted on the cab instrument panel.

TOP SPEED OF VEHICLE
A rear axle ratio shall be furnished to allow the vehicle to reach a top speed of 60 mph.

SUSPENSION, REAR
Rear suspension shall be Link® combination air ride and walking beam with a ground rating of 52,000 lb.

REAR OIL SEALS
Oil seals shall be provided on the rear axles.

REAR TIRES
Rear tires shall be eight (8) Goodyear 12R22.50 radials, 16 ply all season G622 RSD tread, rated for 54,240 lb maximum axle load and 75 mph maximum speed.

The tires shall be mounted on 22.50" x 8.25" steel disc type wheels with a ten (10) stud, 11.25" bolt circle.

TIRE BALANCE
All tires shall be balanced with Counteract balancing beads. The beads shall be inserted into the tire and eliminate the need for wheel weights.

	Bidder Complies	
	Yes	No

TIRE PRESSURE INDICATOR
NFPA 1901, 2016 edition, section 4.13.4 requires each tire be equipped with a visual indicator or monitoring system that indicates tire pressure.

Per Fire Department specification, a tire pressure indicator is not on the apparatus as manufactured. This apparatus shall be non-compliant to NFPA 1901 standards effective at time of contract execution.

FRONT HUB COVERS
Stainless steel hub covers shall be provided on the front axle. An oil level viewing window shall be provided.

REAR HUB COVERS
Stainless steel, high hat, hub covers shall be provided on the rear axle hubs.

CHROME LUG NUT COVERS
Chrome lug nut covers shall be supplied on front and rear wheels.

MUD FLAPS
Mud flaps shall be installed behind the front and rear wheels of the apparatus.

WHEEL CHOCKS PROVIDED BY DEALER
NFPA 1901, 2016 edition, section 9.9.4 requires two (2) or more wheel chocks mounted in readily accessible locations,that together shall hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released.

The wheel chocks are not on the apparatus as manufactured. The dealer shall provide and install these wheel chocks.

Wheel Chock Brackets Provided by Dealer
The wheel chock brackets are not on the apparatus as manufactured. The dealer shall provide and install the wheel chock brackets.

ANTI-LOCK BRAKE SYSTEM
The vehicle shall be equipped with a Wabco 4S4M, anti-lock braking system. The ABS shall provide a four (4) channel anti-lock braking control on both the front and rear wheels (rear tandem wheels). A digitally controlled system that utilizes microprocessor technology shall control the anti-lock braking system. Each wheel shall be monitored by the system. When any particular wheel begins to lockup, a signal shall be sent to the control unit. This control unit then shall reduce the braking of that wheel for a fraction of a second and then reapply the brake. This anti-lock brake system shall eliminate the lockup of any wheel thus helping to prevent the apparatus from skidding out of control.

	Bidder Complies	
	Yes	No

BRAKES
The service brake system shall be full air type.

The front brakes shall be Knorr/Bendix disc type with a 17.00" ventilated rotor for improved stopping distance.

The brake system shall be certified, third party inspected, for improved stopping distance.

The rear brakes shall be Meritor™, Disc Plus, EX225 disc operated with automatic slack adjusters and a 17.00" ventilated rotor for improved stopping distance.

BRAKE SYSTEM AIR COMPRESSOR
The air compressor shall be a Cummins/WABCO with 18.7 cubic feet per minute output.

BRAKE SYSTEM
The brake system shall include:

- Bendix dual brake treadle valve
- Heated automatic moisture ejector on air dryer
- Total air system capacity of 6,653 cubic inches
- Two (2) air pressure gauges with a red warning light and an audible alarm, that activates when air pressure falls below 60 psi.
- Spring set parking brake system
- Parking brake operated by a push-pull style control valve.
- A parking "brake on" indicator light on instrument panel
- Park brake relay/inversion and anti-compounding valve, in conjunction with a double check valve system, shall be provided with an automatic spring brake application at 40 psi.
- A pressure protection valve shall be provided to prevent all air operated accessories from drawing air from the air system when the system pressure drops below 80 psi (550 kPa).
- Quarter turn drain valves on each air tank.

The air tank shall be primed and painted to meet a minimum 750-hour salt spray test.

To reduce the effects of corrosion, the air tank shall be mounted with stainless steel brackets (no exception).

BRAKE SYSTEM AIR DRYER
The air dryer shall be WABCO System Saver 1200 with spin-on coalescing filter cartridge and 100-watt heater.

BRAKE LINES
Color-coded nylon brake lines shall be provided. The lines shall be wrapped in a heat protective loom where necessary in the chassis.

	Bidder Complies	
	Yes	No

AIR INLET/OUTLET

One (1) air inlet/outlet shall be installed with the female coupling located in the driver side lower step well of cab. This system shall tie into the "wet" tank of the brake system and include a check valve in the inlet line and an 85-psi pressure protection valve in the outlet line. The air outlet shall be controlled by a needle valve.

A mating male coupling shall be provided with the loose equipment.

The air inlet shall allow a shoreline air hose to be connected to the vehicle. This shall allow station air to be supplied to the brake system of the vehicle to ensure constant air pressure without the need to open the needle valve, by a series of fittings and a check valve.

All fittings shall be Milton "M" brand.

RECESSED BOX FOR AIR FITTING

One (1) air inlet/outlet shall have an aluminum treadplate recessed box provided. The box shall allow the air fitting to be recessed inside the stepwell to prevent damage.

ALL WHEEL LOCK-UP

An additional all wheel lock-up system shall be installed which applies air to the front brakes only. The standard spring brake control valve system shall be used for the rear.

ADDITIONAL AIR TANK FOR AIR HORN

An additional air tank with 1,454 cubic inch displacement shall be provided to increase the capacity of the air system. This tank shall be dedicated for air horn use.

The air tank shall be primed and painted to meet a minimum 750-hour salt spray test. To reduce the effects of corrosion, the air tank shall be mounted with stainless steel brackets (no exception).

The output flow of the engine air compressor varies with engine rpm. Full compressor output is only achieved at governed engine speed. Engine speed may be limited by generators, pumps and other PTO driven options.

COMPRESSION FITTINGS

Any nylon tube on the apparatus that is pneumatic shall be plumbed with compression type fittings where applicable. Push lock fittings shall not be acceptable for any pneumatic nylon tube plumbing.

ENGINE

The chassis shall be powered by an electronically controlled engine as described below:

Make:	Cummins®
Model:	X15
Power:	605 hp at 1800 rpm
Torque:	1850 lb-ft at 1000 rpm

	Bidder Complies	
	Yes	No

Governed Speed:	2100 rpm
Emissions Level:	EPA 2021
Fuel:	Diesel
Cylinders:	Six (6)
Displacement:	912 cubic inches (14.9L)
Starter:	Delco 39MT+™
Fuel Filters:	Frame mounted spin-on style primary filter with water separator and water-in-fuel sensor

The engine shall include On-board diagnostics (OBD), which provides self-diagnostic and reporting. The system shall give the owner or repair technician access to state of health information for various vehicle sub systems. The system shall monitor vehicle systems, engine and after treatment. The system shall illuminate a malfunction indicator light on the dash console if a problem is detected.

REMOTE MOUNTED ENGINE FILTERS

The engine fuel and oil filters shall be remote mounted for ease of maintenance.

HIGH IDLE

A high idle switch shall be provided, inside the cab, on the instrument panel, that shall automatically maintain a preset engine rpm. A switch shall be installed, at the cab instrument panel, for activation/deactivation.

The high idle shall be operational only when the parking brake is on and the truck transmission is in neutral. A green indicator light shall be provided, adjacent to the switch. The light shall illuminate when the above conditions are met. The light shall be labeled "OK to Engage High Idle."

ENGINE BRAKE

A Jacobs® engine brake is to be installed with the controls located on the instrument panel within easy reach of the driver.

The driver shall be able to turn the engine brake system on/off and have a high, medium and low setting.

The engine brake shall activate when the system is on and the throttle is released.

The high setting of the brake application shall activate and work simultaneously with the variable geometry turbo (VGT) provided on the engine.

The engine brake shall be installed in such a manner that when the engine brake is slowing the vehicle the brake lights are activated.

	Bidder Complies	
	Yes	No

The ABS system shall automatically disengage the auxiliary braking device, when required.

CLUTCH FAN

A Horton® fan clutch shall be provided. The fan clutch shall be automatic when the pump transmission is in "Road" position, and fully engaged in "Pump" position.

ENGINE AIR INTAKE

An air intake with an ember separator (to prevent road dirt, burning embers, and recirculating hot air from entering the engine) shall be mounted at the front of the apparatus, on the passenger side of the engine.

The ember separator shall be mounted in the air intake with flame retardant, roto-molded polyethylene housing. It shall be easily accessible by the hinged access panel at the front of the vehicle.

EXHAUST SYSTEM

The exhaust system shall include a Single Module™ aftertreatment device to meet current EPA standards. The exhaust system shall be stainless steel from the turbo to the inlet of the aftertreatment device and shall be 5.00" in diameter. An insulation wrap shall be provided on all exhaust pipes between the turbo and aftertreatment device to minimize the heat loss to the aftertreatment device. The exhaust shall terminate horizontally ahead of the right-side rear wheels. A tailpipe diffuser shall be provided to reduce the temperature of the exhaust as it exits. Heat deflector shields shall be provided to isolate chassis and body components from the heat of the tailpipe diffuser.

RADIATOR

The radiator and the complete cooling system shall meet or exceed NFPA and engine manufacturer cooling system standards.

For maximum corrosion resistance and cooling performance, the entire radiator core shall be constructed using long life aluminum alloy. The core shall be made of aluminum fins, having a serpentine design, brazed to aluminum tubes. The tubes shall be brazed to aluminum headers. No solder joints or leaded material of any kind shall be acceptable in the core assembly. The radiator core shall have a minimum frontal area of 1434 square inches. Supply tank made of glass-reinforced nylon and a return tank of cast aluminum alloy shall be crimped on to the core assembly using header tabs and a compression gasket to complete the radiator core assembly. The radiator shall be compatible with commercial antifreeze solutions.

There shall be a full steel frame around the entire radiator core assembly. The radiator core assembly shall be isolated within the steel frame by rubber inserts to enhance cooling system durability and reliability. The radiator shall be mounted in such a manner as to prevent the development of leaks caused by twisting or straining when the apparatus operates over uneven ground. The radiator assembly shall be isolated from the chassis frame rails with rubber isolators.

	Bidder Complies	
	Yes	No

The radiator assembly shall include an integral deaeration tank permanently mounted to the top of the radiator framework, with a readily accessible remote-mounted overflow tank. For visual coolant level inspection, the radiator shall have a built-in sight glass. The radiator shall be equipped with a 15-psi pressure relief cap.

A drain port shall be located at the lowest point of the cooling system and/or the bottom of the radiator to permit complete flushing of the coolant from the system.

A heavy-duty fan shall draw in fresh, cool air through the radiator. Shields or baffles shall be provided to prevent recirculation of hot air to the inlet side of the radiator.

COOLANT LINES

Gates, or Goodyear, rubber hose shall be used for all engine coolant lines installed by the chassis manufacturer.

Hose clamps shall be stainless steel "constant torque type" to prevent coolant leakage. They shall react to temperature changes in the cooling system and expand or contract accordingly while maintaining a constant clamping pressure on the hose.

FUEL TANK

A 65-gallon fuel tank shall be provided and mounted at the rear of the chassis. The tank shall be constructed of 12-gauge, hot rolled steel. It shall be equipped with swash partitions and a vent. To eliminate the effects of corrosion, the fuel tank shall be mounted with stainless steel straps (no exception).

A 0.75" drain plug shall be provided in a low point of the tank for drainage.

A fill inlet shall be located on the left-hand side of the body and be covered with a hinged, spring loaded, stainless steel door that is marked "Ultra Low Sulfur - Diesel Fuel Only."

A 0.50" diameter vent shall be provided running from top of tank to just below fuel fill inlet.

The tank shall meet all FHWA 393.67 requirements including a fill capacity of 95 percent of tank volume.

All fuel lines shall be provided as recommended by the engine manufacturer.

DIESEL EXHAUST FLUID TANK

A 4.5-gallon diesel exhaust fluid (DEF) tank shall be provided and mounted in the driver's side body forward of the rear axle.

A 0.50" drain plug shall be provided in a low point of the tank for drainage.

A fill inlet shall be located on the driver's side of the body and be covered with a hinged, spring loaded, Painted Job Color door that is marked "Diesel Exhaust Fluid Only".

	Bidder Complies	
	Yes	No

The tank shall meet the engine manufacturers requirement for 10 percent expansion space in the event of tank freezing.

The tank shall include an integrated heater unit that utilizes engine coolant to thaw the DEF in the event of freezing.

FUEL PRIMING PUMP

A Cummins electronic fuel priming pump shall be integrated as part of the engine.

FUEL SHUTOFF

A fuel line shutoff valve shall be installed on both the inlet and outlet of the primary fuel filter.

FUEL COOLER

An air to fuel cooler shall be installed in the engine fuel return line.

FUEL SEPARATOR

The engine shall be equipped with a Racor in-line spin-on fuel and water separator in addition to the engine fuel filters.

TRANSMISSION

An Allison 5th generation, Model EVS 4000P, electronic, torque converting, automatic transmission shall be provided.

The transmission shall be equipped with prognostics to monitor oil life, filter life, and transmission health. A wrench icon on the shift selector's digital display shall indicate when service is due.

Two (2) PTO openings shall be located on left side and top of converter housing (positions 8 o'clock and 1 o'clock).

A transmission temperature gauge with red light and buzzer shall be installed on the cab instrument panel.

TRANSMISSION SHIFTER

A six (6)-speed push button shift module shall be mounted to right of driver on console. Shift position indicator shall be indirectly lit for after dark operation.

The transmission ratio shall be:

1st	3.51 to 1.00
2nd	1.91 to 1.00
3rd	1.43 to 1.00
4th	1.00 to 1.00
5th	0.75 to 1.00
6th	0.64 to 1.00
R	4.80 to 1.00

	Bidder Complies	
	Yes	No

TRANSMISSION COOLER
A Modine plate and fin transmission oil cooler shall be provided using engine coolant to control the transmission oil temperature.

DOWNSHIFT MODE (W/ENGINE BRAKE)
The transmission shall be provided with an aggressive downshift mode.

This shall provide earlier transmission downshifts to 2nd gear from 6th gear, resulting in improved engine braking performance.

DRIVELINE
Drivelines shall be a heavy-duty metal tube and be equipped with Spicer® 1810 universal joints.

The shafts shall be dynamically balanced before installation.

A splined slip joint shall be provided in each driveshaft where the driveline design requires it. The slip joint shall be coated with Glidecoat® or equivalent.

STEERING
Dual Sheppard, Model M110, steering gears, with integral heavy-duty power steering, shall be provided. For reduced system temperatures, the power steering shall incorporate an air to oil cooler and an Eaton, Model VN20, hydraulic pump with integral pressure and flow control. All power steering lines shall have wire braded lines with crimped fittings.

A tilt and telescopic steering column shall be provided to improve fit for a broader range of driver configurations.

STEERING WHEEL
The steering wheel shall be 18.00" in diameter, have tilting and telescoping capabilities, and a 4-spoke design.

LOGO AND CUSTOMER DESIGNATION ON DASH
The dash panel shall have an emblem containing the fire apparatus manufacturer's logo and customer name. The emblem shall have three (3) rows of text for the customer's department name. There shall be a maximum of eight (8) characters in the first row, 11 characters in the second row and 11 characters in the third row.

The first row of text shall be: Austell.

The second row of text shall be: Fire.

The third row of text shall be: Department.

	Bidder Complies	
	Yes	No

BUMPER

A One (1) piece aluminum bumper minimum of 10.00" high and 45-degree corners containing a 3/8" bend radius and 1.50" top and bottom flange shall be attached to the modular frame extension. The bumper shall be extended 15.00" from front face of cab.

It shall have fully covered stabilizer cylinders that tip within a pocket inside the covers allowing the bumper to be a single wrap around piece.

The bumper shall be metal finished and painted job color.

GRAVEL PAN

A gravel pan, constructed of bright aluminum treadplate, shall be furnished between the bumper and cab face. The gravel pan shall be properly supported from the underside to prevent flexing and vibration of the aluminum treadplate.

LIFT AND TOW MOUNTS

Mounted to the frame extension shall be lift and tow mounts. The lift and tow mounts shall be designed and positioned to adapt to certain tow truck lift systems.

The lift and tow mounts with eyes shall be painted the same color as the frame.

TOW HOOKS

No tow hooks are to be provided. This truck shall be equipped with a lift and tow package with integral tow eyes.

CAB

The cab shall be designed specifically for the fire service and shall be manufactured by the chassis builder.

To provide quality at the source and single source customer support, the cab shall be built by the apparatus manufacturer in a facility located on the manufacturer's premises (no exception).

For reasons of structural integrity and enhanced occupant protection, the cab shall be of heavy-duty design, constructed to the following minimal standards.

The cab shall have 12 main vertical structural members located in the A-pillar (front cab corner posts), B-pillar (side center posts), C-pillar (rear corner posts) and rear wall areas. The A-pillar shall be constructed of 0.25" heavy wall extrusions joined by a solid A356-T6 aluminum joint casting. The B-pillar and C-pillar shall also be constructed from 0.25" heavy wall extrusions. The rear wall shall be constructed of two (2) 4.00" x 2.00" outer aluminum extrusions and two (2) 3.00" x 2.00" inner aluminum extrusions. All main vertical structural members shall run from the floor to 7.50" x 3.50" x 0.125" thick roof extrusions to provide a cage-like structure with the A-pillar and roof extrusions being welded into a 0.75" thick corner casting at each of the front corners of the roof assembly.

	Bidder Complies	
	Yes	No

The front of the cab shall be constructed of a 0.25" thick firewall, covered with a 0.125" front skin (for a total thickness of 0.38"), and reinforced with 24.50" wide x 10.00" deep x 0.50" thick supports on each side of the engine tunnel. The cross-cab support shall be welded to the A-pillar, 0.25" firewall, and engine tunnel, on the left and right sides.

The cab floors shall be constructed of 0.1875" thick aluminum plate and reinforced at the firewall with an additional 0.25" thick cross-floor support providing a total thickness of 0.44" of structural material at the front floor area. The front floor area shall also be supported with three (3) 0.50" plates bolted together that also provides the mounting point for the cab lift. This tubing shall run from the front of the cab to the 0.1875" thick engine tunnel, creating the structure to support the forces created when lifting the cab.

The cab shall be a full-tilt style. A 3-point cab mount system with rubber isolators shall improve ride quality by isolating chassis vibrations from the cab.

The crew cab shall be a totally enclosed design with the interior area completely open to improve visibility and verbal communication between the occupants.

The overall height (from the cab roof to the ground) shall be approximately 102.00". The overall height listed shall be calculated based on a truck configuration with the lowest suspension weight ratings, the smallest diameter tires for the suspension, no water weight, no loose equipment weight, and no personnel weight. Larger tires, wheels, and suspension shall increase the overall height listed.

The cab shall have an interior width of not less than 93.50". The driver and passenger seating positions shall have a minimum 24.00" clear width at knee level.

To reduce injuries to occupants in the seated positions, proper head clearance shall be provided. The floor-to-ceiling height inside the forward cab shall be no less than 60.25". The floor-to-ceiling height inside the crew cab shall be no less than 52.95" in the center position and 58.75" in the outboard positions.

The crew cab shall measure a minimum of 57.50" from the rear wall to the backside of the engine tunnel (knee level) for optimal occupant legroom.

INTERIOR CAB INSULATION

The cab walls, ceiling and engine tunnel shall be insulated in all strategic locations to maximize acoustic absorption and thermal insulation. The cab shall be insulated with 2.00" insulation in the rear wall, 3.00" insulation in the side walls, and 1.50" insulation in the ceiling.

FENDER LINERS

Full-circular, aluminum inner fender liners in the wheel wells shall be provided.

	Bidder Complies	
	Yes	No

PANORAMIC WINDSHIELD

A one (1)-piece, safety glass windshield with more than 2,802 square inches of clear viewing area shall be provided. The windshield shall be full width and shall provide the occupants with a panoramic view. The windshield shall consist of three (3) layers: the outer light, the middle safety laminate, and the inner light. The 0.114" thick outer light layer shall provide superior chip resistance. The middle safety laminate layer shall prevent the windshield glass pieces from detaching in the event of breakage. The inner light shall provide yet another chip resistant layer. The cab windshield shall be bonded to the aluminum windshield frame using a urethane adhesive. A custom frit pattern shall be applied on the outside perimeter of the windshield for a finished automotive appearance.

WINDSHIELD WIPERS

Three (3) electric windshield wipers with a washer, in conformance with FMVSS and SAE requirements, shall be provided. The wiper blades shall be 21.65" long and together shall clear a minimum of 1,783 square inches of the windshield for maximum visibility in inclement weather.

The windshield washer fluid reservoir shall be located at the front of the vehicle and be accessible through the access hood for simple maintenance.

FAST SERVICE ACCESS FRONT TILT HOOD

A full-width access hood shall be provided for convenient access to engine coolant, steering fluid, wiper fluid, cab lift controls, headlight power modules, and ember separator. The hood shall also provide complete access to the windshield wiper motor and components. The hood shall be contoured to provide a sleek, automotive appearance. The hood shall be constructed of two (2) fiberglass panels bonded together and shall include reinforcing ribs for structural integrity. The hood shall include air cylinders to hold the hood in open and closed positions, and a heavy-duty latch system that shall meet FMVSS 113 (Hood Latch System). The spring-loaded hood latch shall be located at the center of the hood with a double-action release lever located behind the upper grille. The two (2)-step release requires the lever first be pulled to the driver side until the hood releases from the first latch (primary latch) then to the passenger side to fully release the hood (secondary latch).

ENGINE TUNNEL

To provide structural strength, the engine tunnel sidewalls shall be constructed of 0.50" aluminum plate that is welded to both the 0.25" firewall and .38" heavy wall extrusion under the crew cab floor. To maximize occupant space, the top edges shall be tapered.

The back of the engine tunnel shall be no higher than 17.50" off the crew cab floor.

The engine tunnel shall be insulated on both sides for thermal and acoustic absorption. The underside of the tunnel shall be sprayed with insulation. The insulation shall keep noise (dBA) levels at or lower than the specifications in the current edition of the NFPA 1901 standards.

	Bidder Complies	
	Yes	No

CAB REAR WALL EXTERIOR COVERING

The exterior surface of the rear wall of the cab shall be overlaid with bright aluminum treadplate except for areas that are not typically visible when the cab is lowered.

CAB LIFT

A hydraulic cab lift system shall be provided, consisting of an electric-powered hydraulic pump, fluid reservoir, dual lift cylinders, remote cab lift controls and all necessary hoses and valves. The hydraulic pump shall have a backup manual override, for use in the event of an electrical failure.

The cab lift controls shall be located at the driver side front of the cab, easily accessible under the full width front access hood. The controls shall include a permanently mounted raise/lower switch. For enhanced visibility during cab tilt operations, a remote-control tether with on/off switch shall be supplied on a coiled cord that shall extend from 2.00' (coiled) to 6.00' (extended).

The cab shall be capable of tilting 42 degrees and 80 degrees with crane assist to accommodate engine maintenance and removal. The cab pivots shall be located 46.00" apart to provide stability while tilting the cab.

The rear of the cab shall be locked down by a two (2)-point, automatic, hydraulic, double hook mechanism that fully engages after the cab has been lowered (self-locking). The dual 2.25" diameter hydraulic cylinders shall be equipped with a velocity fuse that protects the cab from accidentally descending when the cab is in the tilt position.

For increased safety, a redundant mechanical stay arm shall be provided that must be manually put in place on the driver side between the chassis and cab frame when cab is in the raised position. This device shall be manually stowed to its original position before the cab can be lowered.

Cab Lift Interlock

The cab lift safety system shall be interlocked to the parking brake. The cab tilt mechanism shall be active only when the parking brake is set, and the ignition switch is in the on position. If the parking brake is released, the cab tilt mechanism shall be disabled.

The cab lift safety system shall also be interlocked to the front stabilizers in the bumper. The cab tilt mechanism shall be active only when the front stabilizers are fully stowed, and fully tilted outboard. The cab tilt mechanism shall not allow the front stabilizers to be tilted inboard until the cab has been fully lowered and locked into position.

GRILLE

A bright finished aluminum mesh grille screen, inserted behind a formed bright finished grille surround, shall be provided on the front center of the cab, and shall serve as an air intake to the radiator.

	Bidder Complies	
	Yes	No

MIRRORS

A Retrac, Model 613422, dual vision, motorized, west coast style mirror with black finish shall be mounted on each side of the front cab door with chrome spring loaded retractable arms. The flat glass and convex glass shall be heated and adjustable with remote control within reach of the driver.

SIDE VIEW MIRROR

An 8.00" diameter convex mirror shall be provided over the passenger's side front corner of the cab. The mirror shall provide the driver with a view of the passenger side of the vehicle. The mirror back shall be black.

The mirror housing, tubing, clamps and hardware shall be constructed of corrosion resistant stainless steel and painted Black.

CAB DOORS

To enhance entry and egress to the cab, the forward cab doors shall be a minimum of 43.59" wide x 76.46" high. The crew cab doors shall be located on the sides of the cab and shall be constructed in the same manner as the forward cab doors. The crew cab doors shall measure a minimum of 37.87" wide x 76.46" high.

The forward cab and crew cab doors shall be constructed of extruded aluminum with a nominal material thickness of 0.125". The exterior door skins shall be constructed from 0.090" aluminum.

The forward cab door windows shall include a 7.50" high x 10.00" wide drop area at the front to enhance visibility.

A customized, vertical, pull-down type door handle shall be provided on the exterior of each cab door. The exterior handle shall be designed specifically for the fire service to prevent accidental activation and shall provide 4.00" wide x 2.00" deep hand clearance for ease of use with heavy gloved hands. Each door shall also be provided with an interior flush, open style paddle handle that shall be readily operable from fore and aft positions and be designed to prevent accidental activation. The interior handles shall provide 4.00" wide x 1.25" deep hand clearance for ease of use with heavy gloved hands.

The cab doors shall be provided with both interior (rotary knob) and exterior (keyed) locks exceeding FMVSS standards. The keys shall be Model 751. The locks shall be capable of activating when the doors are open or closed. The doors shall remain locked if locks are activated when the doors are opened, then closed.

A heavy duty, stainless steel, piano-type hinge with a 0.38" pin and 11-gauge leaf shall be provided on all cab doors. There shall be double automotive-type rubber seals around the perimeter of the door framing and door edges to ensure a weather-tight fit.

A chrome grab handle shall be provided on the inside of each cab and crew cab door.

	Bidder Complies	
	Yes	No

A red webbed grab handle shall be installed on the crew cab door stop strap. The grab handles shall be securely mounted.

The cab steps at each cab door location shall be located inside the cab doors to protect the steps from weather elements.

Door Panels

The inner cab door panels shall be constructed out of brushed stainless steel. The cab door panels shall be removable.

RECESSED POCKET WITH ELASTIC COVER

To provide organized storage (clutter control) in the cab for miscellaneous equipment, the cab interior shall be provided with recessed storage pockets. The pockets shall be 5.63" wide x 2.00" high x 4.00" deep. The pockets shall be provided with a perforated elastic material cover to secure the equipment in the pocket. The pockets shall be installed in all available mounting locations of the overhead console.

ELECTRIC WINDOW CONTROLS

Each cab entry door shall be equipped with an electrically operated tempered glass window. A window control panel shall be located on the door panel within easy reach of the respective occupant. Each switch shall allow intermittent or auto down operation for ease of use. Auto down operation shall be actuated by holding the window down switch for approximately 1 second. The driver control panel shall contain a control switch for each cab door's window. All other door control panels shall contain a single switch to operate the window within that door.

The window switches shall be connected directly to the battery power. This allows the windows to be raised and lowered when the battery switch is in the off position.

CAB STEPS

The forward cab and crew cab access steps shall be a full size two (2) step design to provide largest possible stepping surfaces for safe ingress and egress. The bottom steps shall be designed with a grip pattern punched into bright aluminum treadplate material to provide support, slip resistance, and drainage. The bottom steps shall be a bolt-in design to minimize repair costs should they need to be replaced. The forward cab steps shall be a minimum 31.00" wide, and the crew cab steps shall be 24.25" wide with an 8.00" minimum depth. The inside cab steps shall not exceed 18.00" in height and be limited to two (2) steps. Three (3) step entrance designs shall not be acceptable due to safety concerns.

CAB EXTERIOR HANDRAILS

A 1.25" diameter slip-resistant, knurled aluminum handrail shall be provided adjacent to each cab and crew cab door opening to assist during cab ingress and egress.

STEP LIGHTS

For reduced overall maintenance costs compared to incandescent lighting, there shall be four (4) white LED step lights provided. The lights shall be installed at each cab and crew cab door,

	Bidder Complies	
	Yes	No

one (1) per step. The lights shall be located in the driver side front doorstep, driver side crew cab doorstep, passenger side front doorstep and passenger side crew cab doorstep.

In order to ensure exceptional illumination, each light shall provide a minimum of 25 foot-candles (fc) covering an entire 15.00" x 15.00" square placed 10.00" below the light and a minimum of 1.5 fc covering an entire 30.00" x 30.00" square at the same 10.00" distance below the light.

The lights shall be activated when the adjacent door is opened.

FENDER CROWNS

Painted stainless steel fender crowns shall be installed at the cab wheel openings. The crowns shall be painted black.

CREW CAB WINDOWS

One (1) fixed window with tinted glass shall be provided on each side of the cab, to the rear of the front cab door. The windows shall be sized to enhance light penetration into the cab interior. The windows shall measure 20.00" wide x 20.50" high.

WINDOW INTERIOR TRIM

For improved aesthetics, the cab side windows shall include a vacuum formed ABS interior trim panel.

WINDOWS, REAR

The rear wall of the crew cab shall have two (2) windows, each being 11.25" wide x 18.00" high.

WINDOW INTERIOR TRIM

For improved aesthetics, the cab rear wall windows shall include a vacuum formed ABS interior trim panel.

WINDOW PROTECTOR BARS, CREW CAB DOORS

A knurled window protector bar shall be installed on each crew cab door, 2.00" above the bottom of the window opening. The bar shall extend from the front of the crew cab door to the rear of the crew cab door, mounted as close to the door frame as possible. The ends shall be angled 45 degrees.

STORAGE COMPARTMENTS

Provided on each side of the cab, to the rear of the crew cab access doors, shall be a storage compartment.

The compartments shall be approximately 10.71" wide x 30.00" high x 14.00" deep.

There shall be two (2) double pan doors painted to match the cab exterior with a non-locking D-Ring latch, one (1) on each side of the cab. A cable for each exterior door shall be used as a door stop.

	Bidder Complies	
	Yes	No

The compartment interior shall be painted spatter gray.

Compartment Light

There shall be two (2) white LED strip lights provided, one (1) each hinged side of compartment door openings. The lights shall be controlled by an automatic door switch.

CAB INSULATION

The underside of the cab and crew cab floor shall be sprayed with insulation. The insulation shall keep noise (dBA) levels at or lower than the specifications in the current edition of the NFPA 1901 standards.

MOUNTING PLATE ON ENGINE TUNNEL

Equipment installation provisions shall be installed on the engine tunnel.

A .188" smooth aluminum plate shall be bolted to the top surface of the engine tunnel. The plate shall be located to the left of the officer and on the rear of the tunnel. It shall follow the contour of the engine tunnel and shall run the entire length of the engine tunnel. The plate shall be spaced off the engine tunnel 1.00" to allow for wire routing below the plate.

The mounting surface shall be painted to match the cab interior.

CAB INTERIOR

With safety as the primary objective, the wrap-around style cab instrument panel shall be designed with unobstructed visibility to instrumentation. The dash layout shall provide the driver with a quick reference to gauges that allows more time to focus on the road.

The center console shall be a high impact ABS polymer and shall be easily removable.

The passenger side dashboard shall be constructed of painted aluminum for durability and low maintenance. For enhanced versatility, the passenger side dash shall include a flat working surface.

To provide optional (service friendly) control panels, switches and storage modules, a painted aluminum overhead console shall also be provided.

To complete the cab front interior design, painted aluminum modesty panels shall be provided under the dash on both sides of the cab. The driver side modesty panel shall provide mounting for the battery switch and diagnostic connectors, while the passenger side modesty panel provides a glove box, and ground access to the main electrical distribution panel via quick quarter turn fasteners.

To provide a deluxe automotive interior, the engine tunnel, side walls and rear wall shall be covered by a leather grain vinyl that is resistant to oil, grease, and mildew.

The headliner shall be installed in both forward and rear cab sections. The headliner panel shall be a composition of an aluminum panel covered with a sound barrier and upholstery.

	Bidder Complies	
	Yes	No

The cab structure shall include designated raceways for electrical harness routing from the front of the cab to the rear upper portion of the cab. Raceways shall be extruded in the forward door frame, floor, walls and overhead in the area where the walls meet the ceiling. The raceways located in the floor shall be covered by aluminum extrusion, while the vertical and overhead raceways shall be covered by painted aluminum covers. The raceways shall improve harness integrity by providing a continuous harness path that eliminates wire chafing and abrasion associated with exposed wiring or routing through drilled metal holes. Harnesses shall be laid in place. Routing through holes in tubing shall not be accepted due to chaffing that installation causes.

CAB INTERIOR UPHOLSTERY

The cab interior upholstery shall be 36 oz black vinyl. All cab interior materials shall meet FMVSS 302 (flammability of interior materials).

CAB INTERIOR PAINT

The following metal surfaces shall be painted black, vinyl textured paint:

- Modesty panel in front of driver
- Vertical surface of dash in front of the officer
- Power distribution in front of the officer
- Rear heater vent panels

The remaining cab interior metal surfaces shall be painted fire smoke gray, vinyl texture paint.

CAB FLOOR

The cab and crew cab floor areas shall be covered with Polydamp™ acoustical floor mat consisting of a black pyramid rubber facing and closed cell foam decoupler.

The top surface of the material has a series of raised pyramid shapes evenly spaced, which offer a superior grip surface. Additionally, the material has a 0.25" thick closed cell foam (no water absorption) which offers a sound dampening material for reducing sound levels.

DEFROST/AIR CONDITIONING SYSTEM

A ceiling mounted combination heater, defroster and air conditioning system shall be installed in the cab above the engine tunnel area.

Cab Defroster

A 54,000 BTU heater-defroster unit with 690 SCFM of air flow shall be provided inside the cab. The heater-defrost shall be installed in the forward portion of the cab ceiling. Air outlets shall be strategically located in the cab header extrusion per the following:

- One (1) adjustable shall be directed towards the left side cab window.
- One (1) adjustable shall be directed towards the right-side cab window.
- Six (6) fixed outlets shall be directed at the windshield.

	Bidder Complies	
	Yes	No

The defroster shall be capable of clearing 98 percent of the windshield and side glass when tested under conditions where the cab has been cold soaked at 0 degrees Fahrenheit for 10 hours, and a 2 ounce per square inch layer of frost/ice has been able to build up on the exterior windshield. The defroster system shall meet or exceed SAE J382 requirements.

Cab/Crew Auxiliary Heater

There shall be one (1) 31,000 BTU auxiliary heater with 560 SCFM of air flow provided in each outboard rear facing seat risers with a dual scroll blower. An aluminum plenum incorporated into the cab structure used to transfer heat to the forward positions.

Air Conditioning

A 19.10 cubic inch compressor shall be installed on the engine.

A roof-mounted condenser with a 78,000 BTU output at 2,400 SCFM that meets and exceeds the performance specification shall be installed on the cab roof. Mounting the condenser below the cab or body would reduce the performance of the system and shall not be acceptable. The condenser cover to be painted to match the cab roof.

The air conditioning system shall be capable of cooling the average cab temperature from 100 degrees Fahrenheit to 75 degrees Fahrenheit at 50 percent relative humidity within 30 minutes. The cooling performance test shall be run only after the cab has been heat soaked at 100 degrees Fahrenheit for a minimum of 4 hours.

The evaporator unit shall be installed in the rear portion of the cab ceiling over the engine tunnel. The evaporator shall include one (1) high performance heating core, one (1) high performance cooling core with (1) plenum directed to the front and one (1) plenum directed to the rear of the cab.

The evaporator unit shall have a 52,000 BTU at 690 SCFM rating that meets and exceeds the performance specifications.

Adjustable air outlets shall be strategically located on the forward plenum cover per the following:

- Four (4) shall be directed towards the seating position on the left side of the cab.
- Four (4) shall be directed towards the seating position on the right side of the cab.

Adjustable air outlets shall be strategically located on the evaporator cover per the following:

- Five (5) shall be directed towards crew cab area.

A high efficiency particulate filter air (HEPA) shall be included for the system. Access to the filter cover shall be secured with four (4) screws.

The air conditioner refrigerant shall be R-134A and shall be installed by a certified technician.

	Bidder Complies	
	Yes	No

Climate Control
An automotive style controller shall be provided to control the heat and air conditioning system within the cab. The controller shall have three (3) functional knobs for fan speed, temperature, and air flow distribution (front to rear) control.

The system shall control the temperature of the cab and crew cab automatically by pushing the center of the fan speed control knob. Rotate the center temperature control knob to set the cab and crew cab temperature.

The AC system shall be manually activated by pushing the center of the temperature control knob.
Pushing the center of the air flow distribution knob shall engage the AC for max defrost, setting the fan speeds to 100 percent and directing all air flow to the overhead forward position.

Gravity Drain Tubes
Two (2) condensate drain tubes shall be provided for the air conditioning evaporator. The drip pan shall have two (2) drain tubes plumbed separately to allow for the condensate to exit the drip pan. No pumps shall be provided.

SUN VISORS
Two (2) smoked Lexan™ sun visors shall be provided. The sun visors shall be located above the windshield with one (1) mounted on each side of the cab.

There shall be a black plastic thumb latch provided to help secure each sun visor in the stowed position.

GRAB HANDLE
A black rubber covered grab handle shall be mounted on the door post of the driver side and passenger cab door to assist in entering the cab. The grab handle shall be securely mounted to the post area between the door and windshield.

A long rubber grab handle shall be mounted on the dashboard in front of the officer.

ENGINE COMPARTMENT LIGHT
An engine compartment light shall be installed under the engine hood, of which the switch is an integral part. Light shall have a .125" diameter weep hole in its lens to prevent moisture retention.

ACCESS TO ENGINE DIPSTICKS
For access to the engine oil and transmission fluid dipsticks, there shall be a door on the engine tunnel, inside the crew cab. The door shall be on the rear wall of the engine tunnel, on the vertical surface. The door shall be 20.00" wide x 8.25" high and be flush with the wall of the engine tunnel.

	Bidder Complies	
	Yes	No

The engine oil dipstick shall allow for checking only. The transmission dipstick shall allow for both checking and filling. An additional port shall be provided for filling the engine oil.

The door shall have a rubber seal for thermal and acoustic insulation. One (1) flush latch shall be provided on the access door.

SEATING CAPACITY

The seating capacity in the cab shall be four (4).

DRIVER SEAT

A seat shall be provided in the cab for the driver. The seat design shall be a cam action type, with air suspension. For increased convenience, the seat shall include electric controls to adjust the rake (15 degrees), height (1.75" travel) and horizontal (7.00" travel) position. Electric controls shall be located below the forward part of the seat cushion. To provide flexibility for multiple driver configurations, the seat shall have a reclining back, adjustable from 20 degrees back to 45 degrees forward. The seat back shall be a high back style with manual lumbar adjustment lever, for lower back support, and shall include minimum 7.50" deep side bolster pads for maximum support. For optimal comfort, the seat shall be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control).

The seat shall be furnished with a 3-point, shoulder type seat belt. The seat belt shall be furnished with dual automatic retractors that shall provide ease of operation in the normal seating position.

OFFICER SEAT

A seat shall be provided in the cab for the officer. The seat shall be a cam action type, with air suspension. For increased convenience, the seat shall include a manual control to adjust the horizontal position (6.00" travel). The manual horizontal control shall be a towel-bar style located below the forward part of the seat cushion. For optimal comfort, the seat shall be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seat shall be equipped with seat belt sensors in the seat cushion and belt receptacle that shall activate an alarm indicating a seat is occupied but not buckled.

The seat back shall be an SCBA back style with 7.50 degree fixed recline angle and shall include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity shall be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity shall be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat shall be furnished with a 3-point, shoulder type seat belt. The seat belt shall be furnished with dual automatic retractors that shall provide ease of operation in the normal seating position.

	Bidder Complies	
	Yes	No

REAR FACING DRIVER SIDE OUTBOARD SEAT

There shall be one (1) rear facing seat provided at the driver side outboard position in the crew cab. For optimal comfort, the seat shall be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seat shall be equipped with seat belt sensors in the seat cushion and belt receptacle that shall activate an alarm indicating a seat is occupied but not buckled.

The seat back shall be an SCBA back style with 7.5 degree fixed recline angle and shall include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity shall be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity shall be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat shall be furnished with a 3-point, shoulder type seat belt. The seat belt shall be furnished with dual automatic retractors that shall provide ease of operation in the normal seating position.

REAR FACING PASSENGER SIDE OUTBOARD SEAT

There shall be one (1) rear facing seat provided at the passenger side outboard position in the crew cab. For optimal comfort, the seat shall be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seat shall be equipped with seat belt sensors in the seat cushion and belt receptacle that shall activate an alarm indicating a seat is occupied but not buckled.

The seat back shall be an SCBA back style with 7.5 degree fixed recline angle and shall include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity shall be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity shall be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat shall be furnished with a 3-point, shoulder type seat belt. The seat belt shall be furnished with dual automatic retractors that shall provide ease of operation in the normal seating position.

FORWARD FACING CENTER CABINET

A forward-facing cabinet shall be provided in the crew cab at the center position.

The cabinet shall be 42.00" wide x 48.00" high x 14.00" deep with one (1) Gortite rollup door with satin anodized finish, locking with #1250 key. The cabinet shall be provided with no false floor. The frame to frame opening of the cabinet shall be 39.50" wide x 42.75" high. The minimum clear door opening shall be 36.75" wide x 36.87" high.

The cabinet shall include two (2) infinitely adjustable shelves with a 1.25" up-turned lip painted to match the cab interior.

	Bidder Complies	
	Yes	No

The cabinet shall include no louvers.

The cabinet shall be constructed of smooth aluminum and painted to match the cab interior.

Cabinet Light
There shall be one (1) white LED strip light installed on the left side of the interior cabinet door opening. The lighting shall be controlled by an automatic door switch.

SEAT UPHOLSTERY
All seat upholstery shall be black Turnout Tuff material.

AIR BOTTLE HOLDERS
All SCBA type seats in the cab shall have a "Hands-Free" auto clamp style bracket in its backrest. For efficiency and convenience, the bracket shall include an automatic spring clamp that allows the occupant to store the SCBA bottle by simply pushing it into the seat back. For protection of all occupants in the cab, in the event of an accident, the inertial components within the clamp shall constrain the SCBA bottle in the seat and shall exceed the NFPA standard of 9G. Bracket designs with manual restraints (belts, straps, buckles) that could be inadvertently left unlocked and allow the SCBA to move freely within the cab during an accident, shall not be acceptable.

There shall be a quantity of three (3) SCBA brackets.

SEAT BELTS
All seating positions in the cab and crew cab shall have red seat belts.

To provide quick, easy use for occupants wearing bunker gear, the female buckle and seat belt webbing length shall meet or exceed the current edition of NFPA 1901 and CAN/ULC - S515 standards.

The 3-point shoulder type seat belts shall also include an assembly to the shoulder belt system. This feature adds an extender arm to the D-loop location placing the D-loop in a closer, easier to reach location.

Any flip up seats shall include a 3-point shoulder type belts only.

SHOULDER HARNESS HEIGHT ADJUSTMENT
All seating positions furnished with 3-point shoulder type seat belts shall include a height adjustment. This adjustment shall optimize the belts effectiveness and comfort for the seated firefighter.

A total of four (4) seating positions shall have the adjustable shoulder harness.

HELMET STORAGE PROVIDED BY FIRE DEPARTMENT
NFPA 1901, 2016 edition, section 14.1.7.4.1 requires a location for helmet storage be provided.

	Bidder Complies	
	Yes	No

There is no helmet storage on the apparatus as manufactured. The fire department shall provide a location for storage of helmets.

CAB DOME LIGHTS

There shall be four (4) dual LED dome lights with black bezels provided. Two (2) lights shall be mounted above the inside shoulder of the driver and officer and two (2) lights shall be installed and located, one (1) on each side of the crew cab.

The color of the LED's shall be red and white.

The white LEDs shall be controlled by the door switches and the lens switch.

The color LEDs shall be controlled by the lens switch.

In order to ensure exceptional illumination, each white LED dome light shall provide a minimum of 10.1 foot-candles (fc) covering an entire 20.00" x 20.00" square seating position when mounted 40.00" above the seat.

PORTABLE HAND LIGHTS, PROVIDED BY DEALER

NFPA 1901, 2016 edition, section 9.9.4 requires two portable hand lights mounted in brackets fastened to the apparatus.

The hand lights are not on the apparatus as manufactured. The dealer shall provide and mount these hand lights.

CAB INSTRUMENTATION

The cab instrument panel shall consist of gauges, an LCD display, telltale indicator lights, alarms, control switches, and a diagnostic panel. The function of instrument panel controls and switches shall be identified by a label adjacent to each item. Actuation of the headlight switch shall illuminate the labels in low light conditions. Telltale indicator lamps shall not be illuminated unless necessary. The cab instruments and controls shall be conveniently located within the forward cab section directly forward of the driver. Gauge and switch panels shall be designed to be removable for ease of service and low cost of ownership.

Gauges

The gauge panel shall include the following ten (10) ivory gauges with chrome bezels to monitor vehicle performance:

- Voltmeter gauge (Volts)
  - Low volts (11.8 VDC)
    - Amber indicator on gauge assembly with alarm
  - High volts (15 VDC)
    - Amber indicator on gauge assembly with alarm
  - Very low volts (11.3 VDC)
    - Amber indicator on gauge assembly with alarm

	Bidder Complies	
	Yes	No

- Very high volts (16 VDC)
  - Amber indicator on gauge assembly with alarm
- Tachometer (RPM)
- Speedometer (Primary (outside) MPH, Secondary (inside) Km/H)
- Fuel level gauge (Empty - Full in fractions)
  - Low fuel (1/8 full)
    - Amber indicator on gauge assembly with alarm
  - Very low fuel (1/32) fuel
    - Amber indicator on gauge assembly with alarm
- Engine oil pressure gauge (PSI)
  - Low oil pressure to activate engine warning lights and alarms.
    - Red indicator on gauge assembly with alarm.
- Front air pressure gauge (PSI)
  - Low air pressure to activate warning lights and alarm.
    - Red indicator on gauge assembly with alarm.
- Rear air pressure gauge (PSI)
  - Low air pressure to activate warning lights and alarm.
    - Red indicator on gauge assembly with alarm
- Transmission oil temperature gauge (Fahrenheit)
  - High transmission oil temperature activates warning lights and alarm.
    - Amber indicator on gauge assembly with alarm
- Engine coolant temperature gauge (Fahrenheit)
  - High engine temperature activates an engine warning light and alarm.
    - Red indicator on gauge assembly with alarm
- Diesel Exhaust Fluid Level Gauge (Empty - Full in fractions)
  - Low fluid (1/8 full)
    - Amber indicator on gauge assembly with alarm.

All gauges and gauge indicators shall perform prove out at initial power-up to ensure proper performance.

Indicator Lamps

To promote safety, the following telltale indicator lamps shall be integral to the gauge assembly and are located above and below the center gauges. The indicator lamps shall be "dead-front" design that is only visible when active. The colored indicator lights shall have descriptive text or symbols.

The following amber telltale lamps shall be present:

- Low coolant
- Check engine
- Check trans (check transmission)
- Air rest (air restriction)

	Bidder Complies	
	Yes	No

- Caution (triangle symbol)
- Water in fuel
- DPF (engine diesel particulate filter regeneration)
- Wait to start
- HET (engine high exhaust temperature)
- ABS (antilock brake system)
- MIL (engine emissions system malfunction indicator lamp)
- DEF (low diesel exhaust fluid level)

The following red telltale lamps shall be present:

- Warning (stop sign symbol)
- Seat belt
- Parking brake
- Stop engine

The following green telltale lamps shall be provided:

- Left turn
- Right turn
- Battery on

The following blue telltale lamp shall be provided:

- High beam

Alarms

Audible steady tone warning alarm: A steady audible tone alarm shall be provided whenever a warning message is present.

Audible pulsing tone caution alarm: A pulsing audible tone alarm (chime/chirp) shall be provided whenever a caution message is present without a warning message being present.

Alarm silence: Any active audible alarm shall be able to be silenced by holding the ignition switch at the top position for 3 to 5 seconds. For improved safety, silenced audible alarms shall intermittently chirp every 30 seconds until the alarm condition no longer exists. The intermittent chirp shall act as a reminder to the operator that a caution or warning condition still exists. Any new warning or caution condition shall enable the steady or pulsing tones respectively.

Indicator Lamp and Alarm Prove-Out

Telltale indicators and alarms shall perform prove-out at initial power-up to ensure proper performance.

	Bidder Complies	
	Yes	No

Control Switches

For ease of use, the following controls shall be provided immediately adjacent to the cab instrument panel within easy reach of the driver.

Emergency master switch: A molded plastic push button switch with integral indicator lamp shall be provided. Pressing the switch shall activate emergency response lights and siren control. A green lamp on the switch provides indication that the emergency master mode is active. Pressing the switch again disables the emergency master mode.

Headlight / Parking light switch: A three (3)-position maintained rocker switch shall be provided. The first switch position shall deactivate all parking lights and the headlights. The second switch position shall activate the parking lights. The third switch position shall activate the headlights.

Panel backlighting intensity control switch: A three (3)-position momentary rocker switch shall be provided. The first switch position decreases the panel backlighting intensity to a minimum level as the switch is held. The second switch position is the default position that does not affect the backlighting intensity. The third switch position increases the panel backlighting intensity to a maximum level as the switch is held.

The following standard controls shall be integral to the gauge assembly and are located below the right-hand gauges. All switches have backlit labels for low light applications.

High idle engagement switch: A two (2)-position momentary rocker switch with integral indicator lamp shall be provided. The first switch position is the default switch position. The second switch position shall activate and deactivate the high idle function when pressed and released. The "Ok To Engage High Idle" indicator lamp must be active for the high idle function to engage. A green indicator lamp integral to the high idle engagement switch shall indicate when the high idle function is engaged.

"Ok To Engage High Idle" indicator lamp: A green indicator light shall be provided next to the high idle activation switch to indicate that the interlocks have been met to allow high idle engagement.

The following standard controls shall be provided adjacent to the cab gauge assembly within easy reach of the driver. All switches shall have backlit labels for low light applications.

Ignition switch: A three (3)-position maintained/momentary rocker switch shall be provided. The first switch position shall deactivate vehicle ignition. The second switch position shall activate vehicle ignition. The third momentary position shall disable the Command Zone audible alarm if held for 3 to 5 seconds. A green indicator lamp shall be activated with vehicle ignition.

Engine start switch: A two (2)-position momentary rocker switch shall be provided. The first switch position is the default switch position. The second switch position shall activate the vehicle's engine. The switch actuator is designed to prevent accidental activation.

	Bidder Complies	
	Yes	No

4-way hazard switch: A two (2)-position maintained rocker switch shall be provided. The first switch position shall deactivate the 4-way hazard switch function. The second switch position shall activate the 4-way hazard function. The switch actuator shall be red and includes the international 4-way hazard symbol.

Heater, defroster, and optional air conditioning control panel: A control panel with membrane switches shall be provided to control heater/defroster temperature and heater, defroster, and air conditioning fan speeds. A green LED status bar shall indicate the relative temperature and fan speed settings.

Turn signal arm: A self-canceling turn signal with high beam headlight and windshield wiper/washer controls shall be provided. The windshield wiper control shall have high, low, and intermittent modes.

Parking brake control: An air actuated push/pull park brake control valve shall be provided.

Chassis horn control: Activation of the chassis horn control shall be provided through the center of the steering wheel.

Custom Switch Panels

The design of cab instrumentation shall allow for emergency lighting and other switches to be placed within easy reach of the operator thus improving safety. There shall be positions for up to four (4) switch panels in the overhead console on the driver's side, up to four (4) switch panels in the engine tunnel console facing the driver, up to four (4) switch panels in the overhead console on the officer's side and up to two (2) switch panels in the engine tunnel console facing the officer. All switches shall have backlit labels for low light applications.

Diagnostic Panel

A diagnostic panel shall be accessible while standing on the ground and located inside the driver's side door left of the steering column. The diagnostic panel shall allow diagnostic tools such as computers to connect to various vehicle systems for improved troubleshooting providing a lower cost of ownership. Diagnostic switches shall allow ABS systems to provide blink codes should a problem exist.

The diagnostic panel shall include the following:

- Engine diagnostic port
- Transmission diagnostic port
- ABS diagnostic port
- Command Zone USB diagnostic port
- ABS diagnostic switch (blink codes flashed on ABS telltale indicator)
- Diesel particulate filter regeneration switch
- Diesel particulate filter regeneration inhibit switch

	Bidder Complies	
	Yes	No

Cab LCD Display
A digital four (4)-row by 20-character dot matrix display shall be integral to the gauge panel. The display shall be capable of showing simple graphical images as well as text. The display shall be split into three (3) sections. Each section shall have a dedicated function. The upper left section shall display the outside ambient temperature.

The upper right section shall display, along with other configuration specific information:

- Odometer
- Trip mileage
- PTO hours
- Fuel consumption
- Engine hours

The bottom section shall display INFO, CAUTION, and WARNING messages. Text messages shall automatically activate to describe the cause of an audible caution or warning alarm. The LCD shall be capable of displaying multiple text messages should more than one caution or warning condition exist.

AIR RESTRICTION INDICATOR
A high air restriction warning indicator light LCD message with amber warning indicator and audible alarm shall be provided.

"DO NOT MOVE APPARATUS" INDICATOR
A flashing red indicator light, located in the driving compartment, shall be illuminated automatically per the current NFPA requirements. The light shall be labeled "Do Not Move Apparatus If Light Is On."

The same circuit that activates the Do Not Move Apparatus indicator shall activate a pulsing alarm when the parking brake is released.

DO NOT MOVE TRUCK MESSAGES
Messages shall be displayed on the color display screen, located within sight of the driver whenever the Do Not Move Truck light is active. The messages shall designate the item or items not in the stowed for vehicle travel position (parking brake released).

The following messages shall be displayed (where applicable):

- Do Not Move Truck
- LS CAB DOOR, the left side cab door is open
- LS CAB COMPT DOOR, the left side cab compartment door is open.
- LS CREWCAB DOOR, the left side crew cab door is open.
- STEP NOT STOWED; pump house step not stowed.
- LS TURNTABLE STEP, left side turntable step not stowed.
- AERIAL CONTROL DR, aerial override control compartment door is open.

	Bidder Complies	
	Yes	No

- LS6 COMPT DR, the left side LS6 compartment door is open.
- LS5 COMPT DR, the left side LS5 compartment door is open.
- LS4 COMPT DR, the left side LS4 compartment door is open.
- LS3 COMPT DR, the left side LS3 compartment door is open.
- LS2 COMPT DR, the left side LS2 compartment door is open.
- LS1 COMPT DR, the left side LS1 compartment door is open.
- LS AIR BTL COMPT DR, the left side air bottle compartment door is open.
- LS BASKET STEP, the left side basket steps not stowed.
- STABILIZER CTRL DR, the rear stabilizer control compartment door is open.
- STABILIZER DEPLOYED; the stabilizers are not stowed.
- B1 REAR COMPT DR, the rear B1 compartment door is open.
- TURNTBL CTRL CNSL, the turntable control console not stowed.
- RS BASKET STEP, the right-side basket steps not stowed.
- RS AIR BTL COMPT DR, the right-side air bottle compartment door is open.
- RS1 COMPT DR, the right side RS1 compartment door is open.
- RS2 COMPT DR, the right side RS2 compartment door is open.
- RS3 COMPT DR, the right side RS3 compartment door is open.
- RS4 COMPT DR, the right side RS4 compartment door is open.
- RS5 COMPT DR, the right side RS5 compartment door is open.
- RS6 COMPT DR, the right side RS6 compartment door is open.
- RS7 COMPT DR, the right side RS7 compartment door is open.
- RS CREWCAB DR, the right-side crew cab door is open.
- RS CAB COMPT DR, the right-side cab compartment door is open.
- RS CAB DR, the right-side cab door is open.

Any other device that is opened, extended, or deployed that creates a hazard or is likely to cause major damage to the apparatus if the apparatus is moved shall be displayed as a caution message after the parking brake is released.

SWITCH PANELS

The emergency light switch panel shall have a master switch for ease of use plus individual switches for selective control. Each switch panel shall contain eight (8) membrane-type switches each rated for one million (1,000,000) cycles. Panels containing less than eight (8) switch assignments shall include non-functioning black appliqués. Documentation shall be provided by the manufacturer indicating the rated cycle life of the switches. The switch panel(s) shall be located in the overhead position above the windshield on the driver side overhead to allow for easy access.

Additional switch panel(s) shall be located in the overhead position(s) above the windshield or in designated locations on the lower instrument panel layout.

	Bidder Complies	
	Yes	No

The switches shall be membrane-type and also act as an integral indicator light. For quick, visual indication the entire surface of the switch shall be illuminated white whenever back lighting is activated and illuminated green whenever the switch is active. An active illuminated switch shall flash when interlock requirements are not met, or device is actively being load managed. For ease of use, a two (2)-ply, scratch resistant laser engraved label indicating the use of each switch shall be placed in the center of the switch. The label shall allow light to pass through the letters for ease of use in low light conditions.

WIPER CONTROL

For simple operation and easy reach, the windshield wiper control shall be an integral part of the directional light lever located on the steering column. The wiper control shall include high and low wiper speed settings, a one (1)-speed intermittent wiper control and windshield washer switch. The control shall have a "return to park" provision, which allows the wipers to return to the stored position when the wipers are not in use.

HOURMETER - AERIAL DEVICE

The following aerial hour meter messages shall be included in the information centers:

- Aerial Hours, that keeps track of the time the aerial device is in motion.
- Aerial PTO Hours, that keeps track of the time the aerial master switch is on and the aerial PTO is engaged.

AERIAL MASTER

There shall be a master switch for the aerial operating electrical system provided.

AERIAL PTO SWITCH

A PTO switch for the aerial with indicator light shall be provided.

SPARE CIRCUIT

There shall be two (2) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires shall have the following features:

- The positive wire shall be connected directly to the battery power.
- The negative wire shall be connected to ground.
- Wires shall be protected to 15 amps at 12 volts DC.
- Power and ground shall terminate officer side dash area.
- Termination shall be with heat shrinkable butt splicing.
- Wires shall be sized to 125 percent of the protection.

The circuit may be load managed when the parking brake is set.

	Bidder Complies	
	Yes	No

INFORMATION CENTER

An information center employing a 7.00" diagonal touch screen color LCD display shall be encased in an ABS plastic housing.

The information center shall have the following specifications:

- Operate in temperatures from -40 to 185 degrees Fahrenheit.
- An Optical Gel shall be placed between the LCD and protective lens.
- Five weather resistant user interface switches
- Grey with black accents
- Sunlight Readable
- Linux operating system
- Minimum of 1000nits rated display.
- Display can be changed to an available foreign language.
- An LCD display integral to the cab gauge panel shall be included as outlined in the cab instrumentation area.
- Programmed to read US Customary.

General Screen Design

Where possible, background colors shall be used to provide "At a Glance" vehicle information. If information provided on a screen is within acceptable limits, a green background shall be used.

If a caution or warning situation arises the following shall occur:

- An amber background/text color shall indicate a caution condition.
- A red background/text color shall indicate a warning condition.
- The information center shall utilize an "Alert Center" to display text messages for audible alarm tones. The text messages shall be written to identify the item(s) causing the audible alarm to sound. If more than one (1) text message occurs, the messages shall cycle every second until the problem(s) have been resolved. The background color for the "Alert Center" shall change to indicate the severity of the "warning" message. If a warning and a caution condition occur simultaneously, the red background color shall be shown for all alert center messages.
- A label for each button shall exist. The label shall indicate the function for each active button for each screen. Buttons that are not utilized on specific screens shall have a button label with no text or symbol.

Home/Transit Screen

This screen shall display the following:

- Water Level
- Seat Belt Monitoring Screen
- Digital Speedometer

	Bidder Complies	
	Yes	No

- Active Alarms

On Scene Screen

This screen shall display the following and shall be auto activated with pump engaged (if equipped):

- Battery Voltage
- Fuel
- Oil Pressure
- Coolant Temperature
- RPM
- Water Level
- Water Flow Rate
- Water Used
- Active Alarms

Virtual Buttons

There shall be four (4) virtual switch panel screens that match the overhead and lower lighting and HVAC switch panels.

Page Screen

The page screen shall display the following and allow the user to progress into other screens for further functionality:

- Diagnostics
  - Faults
    - Listed by order of occurrence.
    - Allows to sort by system.
  - Interlock
    - Throttle Interlocks
    - Pump Interlocks
    - Aerial Interlocks
    - PTO Interlocks
  - Load Manager
    - A list of items to be load managed shall be provided. The list shall provide a description of the load.
    - The lower the priority numbers the earlier the device shall be shed should a low voltage condition occur.
    - The screen shall indicate if a load has been shed (disabled) or not shed.
    - "At a glance" color features are utilized on this screen.
  - Systems
    - Command Zone
      - Module type and ID number

	Bidder Complies	
	Yes	No

- Module Version
- Input or output number
- Circuit number connected to that input or output.
- Status of the input or output
- Power and Constant Current module diagnostic information

    - Pressure Controller
  - Live Data
    - General Truck Data
- Maintenance
  - Engine oil and filter
  - Transmission oil and filter
  - Pump oil
  - Aerial
- Setup
  - Clock Setup
  - Date & Time
    - 12- or 24-hour format
    - Set time and date.
  - Backlight
    - Daytime
    - Nighttime
    - Sensitivity
  - Unit Selection
  - Home Screen
  - Virtual Button Setup
  - On Scene Screen Setup
  - Configure Video Mode
    - Set Video Contrast
    - Set Video Color
    - Set Video Tint
- Do Not Move
  - The screen shall indicate the approximate location and type of item that is open or is not stowed for travel. The actual status of the following devices shall be indicated:
    - Driver Side Cab Door
    - Passenger's Side Cab Door
    - Driver Side Crew Cab Door
    - Passenger's Side Crew Cab Door
    - Driver Side Body Doors
    - Passenger's Side Body Doors
    - Rear Body Door(s)
    - Stabilizers

	Bidder Complies	
	Yes	No

        - Steps
- Notifications
    - View Active Alarms
        - Shows a list of all active alarms including date and time of the occurrence is shown with each alarm.
        - Silence Alarms - All alarms are silenced.
- Timer Screen
- HVAC
- Ascendant Set Up Confirmation

Button functions and button labels may change with each screen.

COLLISION MITIGATION

There shall be a collision avoidance system provided on the apparatus. The cellular transponder module shall be installed behind the cab windshield, as high and near to the center as practical, to allow clear visibility to the sky. The module dimensions are 5.40" long x 2.70" wide x 1.30" high, and operating temperature range is -40 degree C to 85-degree C.

The transponder shall be connected to the vehicle's emergency master circuit and battery direct power and ground.

While responding with emergency lights on, the transponder sends alert messages via cellular network to motorists in the vicinity of the responding truck that are equipped with the WAZE app.

While on scene with emergency lights on, the transponder sends road hazard alerts to motorists in the vicinity of the truck that are equipped with the WAZE app.

The collision avoidance system shall include the transponder and a 5-year cellular plan subscription.

Activation of the system requires a representative of the customer to accept the End User License Agreement (EULA) via an on-line portal.

VEHICLE DATA RECORDER

There shall be a vehicle data recorder (VDR) capable of reading and storing vehicle information provided.

The information stored on the VDR can be downloaded through a USB port mounted in a convenient location determined by cab model. A USB cable can be used to connect the VDR to a laptop to retrieve required information. The program to download the information from the VDR will be available to download on-line.

The vehicle data recorder shall be capable of recording the following data via hardwired and/or CAN inputs:

	Bidder Complies	
	Yes	No

- Vehicle Speed - MPH
- Acceleration - MPH/sec
- Deceleration - MPH/sec
- Engine Speed - RPM
- Engine Throttle Position - % of Full Throttle
- ABS Event - On/Off
- Seat Occupied Status - Yes/No by Position
- Seat Belt Buckled Status - Yes/No by Position
- Master Optical Warning Device Switch - On/Off
- Time - 24 Hour Time
- Date - Year/Month/Day

Seat Belt Monitoring System

A seat belt monitoring system (SBMS) shall be provided on the color display. The SBMS shall be capable of monitoring up to 10 seating positions indicating the status of each seat position per the following:

- Seat Occupied & Buckled = Green LED indicator illuminated
- Seat Occupied & Unbuckled = Red LED indicator with audible alarm
- No Occupant & Buckled = Red LED indicator with audible alarm
- No Occupant & Unbuckled = No indicator and no alarm

The seat belt monitoring screen shall become active on the color display when:

- The home screen is active:
  - and there is any occupant seated but not buckled or any belt buckled with an occupant.
  - and there are no other Do Not Move Apparatus conditions present. As soon as all Do Not Move Apparatus conditions are cleared, the SBMS shall be activated.

The SBMS shall include an audible alarm that shall warn that an unbuckled occupant condition exists and the parking brake is released, or the transmission is not in park.

RADIO ANTENNA MOUNT

There shall be one (1) standard 1.125", 18 thread antenna-mounting base installed on the right side on the cab roof with high efficiency, low loss, coaxial cable routed to the instrument panel area. A weatherproof cap shall be installed on the mount.

HEADSET SYSTEM

A Firecom headset system shall be installed with four stations. Stations shall be provided for the driver, officer, and two crew cab seating positions. A wireless headset shall be provided for the driver's station and a wired headset shall be provided for the officer's location. Both headsets

	Bidder Complies	
	Yes	No

shall have transmit and receive capability. Headsets shall not be provided for the two crew cab locations, only a pre-wired plug-in module to plug a wired headset shall be provided.

VEHICLE CAMERA SYSTEM

There shall be a color vehicle camera system provided with the following:

- One (1) camera located at the rear of the apparatus, pointing rearward, displayed automatically with the vehicle in reverse.

The camera images shall be displayed on the driver's vehicle information center display. Audio from the microphone on the active camera shall be emitted by an amplified speaker with volume control located behind the driver seat.

The following components shall be included:

- One (1) SV-CW134639CAI, camera
- One (1) amplified speaker
- All necessary cables

ELECTRICAL POWER CONTROL SYSTEM

The primary power distribution shall be located forward of the officer's seating position and be easily accessible while standing on the ground for simplified maintenance and troubleshooting. Additional electrical distribution centers shall be provided throughout the vehicle to house the vehicle's electrical power, circuit protection, and control components. The electrical distribution centers shall be located strategically throughout the vehicle to minimize wire length. For ease of maintenance, all electrical distribution centers shall be easily accessible. All distribution centers containing fuses, circuit breakers and/or relays shall be easily accessible.

Distribution centers located throughout the vehicle shall contain battery powered studs for supplying customer installed equipment thus providing a lower cost of ownership.

Circuit protection devices, which conform to SAE standards, shall be utilized to protect electrical circuits. All circuit protection devices shall be rated per NFPA requirements to prevent wire and component damage when subjected to extreme current overload. General protection circuit breakers shall be Type-I automatic reset (continuously resetting). When required, automotive type fuses shall be utilized to protect electronic equipment. Control relays and solenoid shall have a direct current rating of 125 percent of the maximum current for which the circuit is protected per NFPA.

SOLID-STATE CONTROL SYSTEM

A solid-state electronics-based control system shall be utilized to achieve advanced operation and control of the vehicle components. A fully computerized vehicle network shall consist of electronic modules located near their point of use to reduce harness lengths and improve reliability. The control system shall comply with SAE J1939-11 recommended practices.

	Bidder Complies	
	Yes	No

The control system shall operate as a master-slave system whereas the main control module instructs all other system components. The system shall contain patented Mission Critical software that maintains critical vehicle operations in the unlikely event of a main controller error. The system shall utilize a Real Time Operating System (RTOS) fully compliant with OSEK/VDX™ specifications providing a lower cost of ownership.

For increased reliability and simplified use, the control system modules shall include the following attributes:

- Green LED indicator light for module power
- Red LED indicator light for network communication stability status
- Control system self-test at activation and continually throughout vehicle operation
- No moving parts due to transistor logic
- Software logic control for NFPA mandated safety interlocks and indicators
- Integrated electrical system load management without additional components.
- Integrated electrical load sequencing system without additional components.
- Customized control software to the vehicle's configuration
- Factory and field re programmable to accommodate changes to the vehicle's operating parameters.
- Complete operating and troubleshooting manuals.
- USB connection to the main control module for advanced troubleshooting

To assure long life and operation in a broad range of environmental conditions, the solid-state control system modules shall meet the following specifications:

- Module circuit board shall meet SAE J771 specifications
- Operating temperature from -40C to +70C
- Storage temperature from -40C to +70C
- Vibration to 50g

IP67 rated enclosure (Totally protected against dust and also protected against the effect of temporary immersion between 15 centimeters and one (1) meter)

Operating voltage from eight (8) volts to 16 volts DC

The main controller shall activate status indicators and audible alarms designed to provide warning of problems before they become critical.

CIRCUIT PROTECTION AND CONTROL DIAGRAM

Copies of all job-specific, computer network input and output (I/O) connections shall be provided with each chassis. The sheets shall indicate the function of each module connection point, circuit protection information (where applicable), wire numbers, wire colors and load management information.

	Bidder Complies	
	Yes	No

ON-BOARD ADVANCED/VISUAL ELECTRICAL SYSTEM DIAGNOSTICS

The on-board information center shall include the following diagnostic information:

- Text description of active warning or caution alarms
- Simplified warning indicators
- Amber caution indication with intermittent alarm
- Red warning indication with steady tone alarm

All control system modules, with the exception of the main control module, shall contain on-board visual diagnostic LEDs that assist in troubleshooting. The LEDs shall be enclosed within the sealed, transparent module housing near the face of the module. One LED for each input or output shall be provided and shall illuminate whenever the respective input or output is active. Color-coded labels within the modules shall encompass the LEDs for ease of identification. The LED indicator lights shall provide point of use information for reduced troubleshooting time without the need for an additional computer.

TECH MODULE WITH WIFI

An in-cab module shall provide WiFi wireless interface and data logging capability (no exception). The WiFi interface shall comply with IEEE 802.11 b/g/n capabilities while communicating at 2.4 Gigahertz. The module shall provide a black external antenna connection allowing a line of site communication range of up to 300 feet with a roof mounted antenna.

The module shall transmit a password protected web page to a WiFi enabled device (i.e., most smart phones, tablets or laptops) allowing two levels of user interaction. The firefighter level shall allow vehicle monitoring of the vehicle and firefighting systems on the apparatus. The technician level shall allow diagnostic access to inputs and outputs installed on the display screen control and information system.

The data logging capability shall record faults from the engine, transmission, ABS and Command Zone™, control and information systems as they occur. No other data shall be recorded at the time the fault occurs. The data logger shall provide up to 2 Gigabytes of data storage.

A USB connection shall be provided on the Tech Module. It shall provide a means to download data logger information and update software in the device.

PROGNOSTICS

A software-based vehicle tool shall be provided to predict remaining life of the vehicle's critical fluid and events (no exception).

The system shall send automatic indications to the display screen, color display and/or wireless enabled device to proactively alert of upcoming service intervals.

Prognostics shall include:

	Bidder Complies	
	Yes	No

- Engine oil and filter
- Transmission oil and filter
- Pump oil
- Aerial oil and filter

ADVANCED DIAGNOSTICS

An advanced, Windows-based, diagnostic software program shall be provided for this control system. The software shall provide troubleshooting tools to service technicians equipped with a Windows-based computer or wireless enabled device.

The service and maintenance software shall be easy to understand and use and have the ability to view system input/output (I/O) information.

INDICATOR LIGHT AND ALARM PROVE-OUT SYSTEM

A system shall be provided which automatically tests basic indicator lights and alarms located on the cab instrument panel.

VOLTAGE MONITOR SYSTEM

A voltage monitoring system shall be provided to indicate the status of the battery system connected to the vehicle's electrical load. The system shall provide visual and audible warning when the system voltage is below or above optimum levels.

The alarm shall activate if the system falls below 11.8 volts DC for more than two (2) minutes.

DEDICATED RADIO EQUIPMENT CONNECTION POINTS

There shall be three (3) studs provided in the primary power distribution center located in front of the officer for two-way radio equipment.

- The studs shall consist of the following:
- 12-volt 40-amp battery switched power
- 12-volt 60-amp ignition switched power
- 12-volt 60-amp direct battery power

There shall also be a 12-volt 100-amp ground stud located in or adjacent to the power distribution center.

ENHANCED SOFTWARE

The solid-state control system shall include the following software enhancements:

All perimeter lights and scene lights (where applicable) shall be deactivated when the parking brake is released.

Cab and crew cab dome lights shall remain on for ten (10) seconds for improved visibility after the doors close. The dome lights shall dim after ten (10) seconds or immediately if the vehicle is put into gear.

	Bidder Complies	
	Yes	No

Cab and crew cab perimeter lights shall remain on for ten (10) seconds for improved visibility after the doors close. The dome lights shall dim after ten (10) seconds or immediately if the vehicle is put into gear.

EMI/RFI PROTECTION

To prevent erroneous signals from crosstalk contamination and interference, the electrical system shall meet, at a minimum, SAE J551/2, thus reducing undesired electromagnetic and radio frequency emissions. An advanced electrical system shall be used to ensure radiated and conducted electromagnetic interference (EMI) or radio frequency interference (RFI) emissions are suppressed at their source.

The apparatus shall have the ability to operate in the electromagnetic environment typically found in fire ground operations to ensure clean operations. The electrical system shall meet, without exceptions, electromagnetic susceptibility conforming to SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter. The vehicle OEM, upon request, shall provide EMC testing reports from testing conducted on an entire apparatus and shall certify that the vehicle meets SAE J551/2 and SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter requirements. Component and partial (incomplete) vehicle testing is not adequate as overall vehicle design can impact test results and thus is not acceptable by itself.

EMI/RFI susceptibility shall be controlled by applying appropriate circuit designs and shielding. The electrical system shall be designed for full compatibility with low-level control signals and high-powered two-way radio communication systems. Harness and cable routing shall be given careful attention to minimize the potential for conducting and radiated EMI/RFI susceptibility.

ELECTRICAL

All 12-volt electrical equipment installed by the apparatus manufacturer shall conform to modern automotive practices. All wiring shall be high temperature crosslink type. Wiring shall be run, in loom or conduit, where exposed and have grommets where wire passes through sheet metal. Automatic reset circuit breakers shall be provided which conform to SAE Standards. Wiring shall be color, function and number coded. Function and number codes shall be continuously imprinted on all wiring harness conductors at 2.00" intervals. Exterior exposed wire connectors shall be positive locking, and environmentally sealed to withstand elements such as temperature extremes, moisture and automotive fluids.

Electrical wiring and equipment shall be installed utilizing the following guidelines:

1. All holes made in the roof shall be caulked with silicon, rope caulk is not acceptable. Large fender washers, liberally caulked, shall be used when fastening equipment to the underside of the cab roof.
2. Any electrical component that is installed in an exposed area shall be mounted in a manner that shall not allow moisture to accumulate in it. Exposed area shall be defined as any location outside of the cab or body.

	Bidder Complies	
	Yes	No

3. Electrical components designed to be removed for maintenance shall not be fastened with nuts and bolts. Metal screws shall be used in mounting these devices. Also, a coil of wire shall be provided behind the appliance to allow them to be pulled away from mounting area for inspection and service work.
4. Corrosion preventative compound shall be applied to all terminal plugs located outside of the cab or body. All non-waterproof connections shall require this compound in the plug to prevent corrosion and for easy separation (of the plug).
5. All lights that have their sockets in a weather exposed area shall have corrosion preventative compound added to the socket terminal area.
6. All electrical terminals in exposed areas shall have silicon (1890) applied completely over the metal portion of the terminal.

All lights and reflectors, required to comply with Federal Motor Vehicle Safety Standard #108, shall be furnished. Rear identification lights shall be recessed mounted for protection. Lights and wiring mounted in the rear bulkheads shall be protected from damage by installing a false bulkhead inside the rear compartments.

An operational test shall be conducted to ensure that any equipment that is permanently attached to the electrical system is properly connected and in working order.

The results of the tests shall be recorded and provided to the purchaser at time of delivery.

BATTERY SYSTEM

There shall be four (4) 12-volt Exide®, Model 31S950X3W, batteries that include the following features shall be provided:

- 950 CCA, cold cranking amps
- 190-amp reserve capacity
- High cycle
- Group 31
- Rating of 3800 CCA at 0 degrees Fahrenheit
- 760 minutes of reserve capacity
- Threaded stainless steel studs.

Each battery case shall be a black polypropylene material with a vertically ribbed container for increased vibration resistance. The cover shall be manifold vented with a central venting location to allow a 45-degree tilt capacity.

The inside of each battery shall consist of a "maintenance free" grid construction with poly wrapped separators and a flooded epoxy bottom anchoring for maximum vibration resistance.

BATTERY SYSTEM

There shall be a single starting system with an ignition switch and starter button provided and located on the cab instrument panel.

	Bidder Complies	
	Yes	No

MASTER BATTERY SWITCH

There shall be a master battery switch provided within the cab within easy reach of the driver to activate the battery system.

An indicator light shall be provided on the instrument panel to notify the driver of the status of the battery system.

BATTERY COMPARTMENTS

The batteries shall be stored in well-ventilated compartments that are located under the cab and bolted directly to the chassis frame. The battery compartments shall be constructed of 3/16" steel plate and be designed to accommodate a maximum of three (3) group 31 batteries in each compartment. The compartments shall include formed fit heavy-duty roto-molded polyethylene battery tray inserts with drains on each side of the frame rails. The batteries shall be mounted inside of the roto-molded trays.

JUMPER STUDS

One (1) set of battery jumper studs with plastic color-coded covers shall be installed on the battery box on the driver's side. This shall allow enough room for easy jumper cable access.

BATTERY CHARGER

There shall be a Kussmaul 1200, Model 091-187-12-Remote, battery charger provided. A Kussmaul, Model 091-194-IND-WT-**, watertight auto charge status center indicating the state of charge shall be included. The color of the charge indicator shall be red.

The charger shall have a maximum output of 40 amps and a fully automatic regulation.

The battery charger shall be wired to the AC shoreline inlet through an AC receptacle adjacent to the battery charger.

Battery charger shall be located in the cab behind the driver seat.

The battery charger indicator shall be located behind the driver's door on the outside of the cab.

AUTO EJECT FOR SHORELINE

There shall be one (1) Kussmaul™, Model 091-55-20-120, 20-amp 120-volt AC shoreline inlet provided to operate the dedicated 120-volt AC circuits on the apparatus.

The shoreline inlet shall include a red weatherproof flip up cover.

There shall be a release solenoid wired to the vehicle's starter to eject the AC connector when the engine is starting.

The shoreline shall be connected to the battery charger and 110-volt receptacle.

There shall be a mating connector body supplied with the loose equipment.

There shall be a label installed near the inlet that state the following:

	Bidder Complies	
	Yes	No

- Line Voltage
- Current Ratting (amps)
- Phase
- Frequency

The shoreline receptacle shall be located on the driver side of cab, above wheel.

ALTERNATOR

A Delco Remy®, Model 55SI, alternator shall be provided. It shall have a rated output current of 430 amps, as measured by SAE method J56. The alternator shall feature an integral regulator and rectifier system that has been tested and qualified to an ambient temperature of 257 degrees Fahrenheit (125 degrees Celsius). The alternator shall be connected to the power and ground distribution system with heavy-duty cables sized to carry the full rated alternator output.

ELECTRONIC LOAD MANAGER

An electronic load management (ELM) system shall be provided that monitors the vehicles 12-volt electrical system, automatically reducing the electrical load in the event of a low voltage condition, and automatically restoring the shed electrical loads when a low voltage condition expires. This ensures the integrity of the electrical system.

For improved reliability and ease of use, the load manager system shall be an integral part of the vehicle's solid state control system requiring no additional components to perform load management tasks. Load management systems which require additional components shall not be allowed.

The system shall include the following features:

- System voltage monitoring.
- A shed load shall remain inactive for a minimum of five minutes to prevent the load from cycling on and off.
- Sixteen available electronic load shedding levels.
- Priority levels can be set for individual outputs.
- High Idle to activate before any electric loads are shed and deactivate with the service brake.
    - If enabled:
        - "Load Man Hi-Idle On" shall display on the information center.
        - Hi-Idle shall not activate until 30 seconds after engine start up.
- Individual switch "on" indicator to flash when the particular load has been shed.
- The information center indicates system voltage.

The information center, where applicable, includes a "Load Manager" screen indicating the following:

- Load managed items list, with priority levels and item condition.

	Bidder Complies	
	Yes	No

- Individual load managed item condition:
  - ON = not shed
  - SHED = shed

SEQUENCER

A sequencer shall be provided that automatically activates and deactivates vehicle loads in a preset sequence thereby protecting the alternator from power surges. This sequencer operation shall allow a gradual increase or decrease in alternator output, rather than loading or dumping the entire 12-volt load to prolong the life of the alternator.

For improved reliability and ease of use, the load sequencing system shall be an integral part of the vehicle's solid state control system requiring no additional components to perform load sequencing tasks. Load sequencing systems which require additional components shall not be allowed.

Emergency light sequencing shall operate in conjunction with the emergency master light switch. When the emergency master switch is activated, the emergency lights shall be activated one by one at half-second intervals. Sequenced emergency light switch indicators shall flash while waiting for activation.

When the emergency master switch is deactivated, the sequencer shall deactivate the warning light loads in the reverse order.

Sequencing of the following items shall also occur, in conjunction with the ignition switch, at half-second intervals:

- Cab Heater and Air Conditioning
- Crew Cab Heater
- Crew Cab Air Conditioning

HEADLIGHTS

There shall be four (4) rectangular LED head lights mounted in the front quad style housing on each side of the cab grille:

- The outside light on each side shall contain a LED low and high beam module.
- The inside light on each side shall contain a LED high beam module only.

DIRECTIONAL LIGHTS

There shall be two (2) Whelen® 600 series, LED combination directional/marker lights provided with black flanges. The lights shall be located on the outside cab corners, next to the headlights.

The color of the lenses shall be clear.

	Bidder Complies	
	Yes	No

INTERMEDIATE LIGHT

There shall be two (2) Weldon, Model 9186-8580-29, amber LED turn signal marker lights furnished, one (1) each side, in the rear fender panel. The light shall double as a turn signal and marker light.

CAB CLEARANCE/MARKER/ID LIGHTS

There shall be seven (7) amber LED lights provided to indicate the presence and overall width of the vehicle in the following locations:

- Three (3) amber LED identification lights shall be installed in the center of the cab above the windshield.
- Two (2) amber LED clearance lights shall be installed, one (1) on each outboard side of the cab above the windshield.
- Two (2) amber LED marker lights shall be installed, one (1) on each side above the cab doors.

REAR CLEARANCE/MARKER/ID LIGHTING

There shall be three (3) LED identification lights located at the rear of the apparatus installed per the following:

- As close as practical to the vertical centerline and one (1) on each outside edge
- Centers spaced not less than 6.00" or more than 12.00" apart.
- Red in color
- All at the same height
- All visible from the rear

There shall be two (2) LED lights installed at the rear of the apparatus used as clearance lights located at the rear of the apparatus per the following:

- To indicate the overall width of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the rear
- All at the same height

There shall be two (2) LED lights installed on the side of the apparatus used as marker lights as close to the rear as practical per the following:

- To indicate the overall length of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the side

	Bidder Complies	
	Yes	No

- All at the same height

There shall be two (2) red reflectors located on the rear of the truck facing to the rear. One (1) each side, as far to the outside as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

There shall be two (2) red reflectors located on the side of the truck facing to the side. One (1) each side, as far to the rear as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

Per FMVSS 108 and CMVSS 108 requirements.

MARKER LIGHTS

There shall be one (1) pair of amber and red LED marker lights with rubber arm, located at the rearmost lower corner of the body. The amber lens shall face the front and the red lens shall face the rear of the truck.

These lights shall be activated with the running lights of the vehicle.

REAR FMVSS LIGHTING

The rear stop/tail and directional LED lighting shall consist of the following:

- Two (2) Whelen®, Model M6BTT, red LED stop/taillights
- Two (2) Whelen, Model M6T, amber LED arrow turn lights.

The lights shall be provided with color lenses.

There shall be two (2) Whelen Model M6BUW, LED backup lights provided in the taillight housing.

LICENSE PLATE BRACKET

There shall be one (1) license plate bracket mounted on the rear of the body.

A white LED light shall illuminate the license plate. A stainless-steel light shield shall be provided over the light that shall direct illumination downward, preventing white light to the rear.

LIGHTING BEZEL

There shall be two (2) Whelen®, four (4) place black housings provided for the rear M6 series stop/tail, directional, back up, scene lights or warning lights.

BACK-UP ALARM

A PRECO, Model 1040, solid-state electronic audible back-up alarm that actuates when the truck is shifted into reverse shall be provided. The device shall sound at 60 pulses per minute and automatically adjust its volume to maintain a minimum ten (10) dBA above surrounding environmental noise levels.

	Bidder Complies	
	Yes	No

CAB PERIMETER SCENE LIGHTS

There shall be four (4) Amdor, Model AY-LB-12HW020, 350 lumens each, 20.00" white LED strip lights provided, one (1) for each cab door.

These lights shall be activated automatically when the battery switch is on and the exit doors are opened or by the same means as the body perimeter scene lights.

PUMP HOUSE PERIMETER LIGHTS

There shall be one (1) Amdor, Model AY-LB-12HW020, 350 lumens, 20.00" LED weatherproof strip light with bracket provided under the passenger's side pump panel running board.

If the combination of options in the vehicle does not permit clearance for a 20.00" light, a 12.00" version of the Amdor light shall be installed.

The light shall be activated when the battery switch is on and controlled by the same means as the body perimeter lights.

BODY PERIMETER SCENE LIGHTS

There shall be three (3) Amdor®, Model AY-LB-12HW012, 190 lumens, 12.00" long, white 12-volt DC LED strip lights provided.

The lights shall be mounted in the following locations.

- One (1) light shall be provided under the left side turntable access steps.
- One (1) light shall be provided under the left side basket access steps.
- One (1) light shall be provided under the right-side basket access steps.

The perimeter scene lights shall be activated when the parking brake is applied.

12 VOLT LIGHTING

There shall be two (2) HiViz, part number FT-MB-24-TRGWA-*-**, 2.56" high x 31.11" long x 3.31" deep 8,880 lumens 12-volt DC LED lights installed with TRGWA adjustable tilt mounts. Location to be determined at the pre-construct meeting. The lights shall be supplied with flood optics.

The painted parts to be black.

The lights selected above shall be controlled by a switch at the driver's side switch panel and by a switch at the driver's side pump panel.

These lights may be load managed when the parking brake is applied.

12 VOLT LIGHTING

There shall be two (2) HiViz, part number FT-MB-24-TRGWA-*-**, 2.56" high x 31.11" long x 3.31" deep 8,880 lumens 12-volt DC LED lights installed with TRGWA adjustable tilt mounts.

	Bidder Complies	
	Yes	No

Location to be determined at the pre-construct meeting. The lights shall be supplied with flood optics.

The painted parts to be black.

The lights selected above shall be controlled by a switch at the driver's side switch panel and by the switch at the driver's side pump panel.

These lights may be load managed when the parking brake is applied.

12 VOLT LIGHTING

There shall be one (1) Whelen® Model P*H2*, 17,750 lumens 12-volt DC light with a combination of flood and spot optics provided on the front visor, centered.

The housings painted parts of this light assembly to be black. The light shall be controlled by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

This light may be load managed when the parking brake is applied.

HOSE BED LIGHTS

There shall be 12-volt DC light strips with stainless steel protective covers and white LEDs provided to illuminate the hose bed area per the following:

- A light strip shall be installed along the front edge of the hose bed facing rearward.
- A light strip shall be installed under the boom support facing forward.

The lights shall be activated when the aerial device parking brake is applied.

REAR SCENE LIGHTS

There shall be two (2) Whelen®, Model M6ZC white LED scene lights mounted in Model M6P15*, 15 degree trim angled downward, installed at the rear of the apparatus. These lights shall be installed between 58.00" and 72.00" above the ground.

The lights shall be controlled by a switch at the driver's side switch panel.

WALKING SURFACE LIGHT

There shall be two (2) Model P25 12-volt DC LED lights provided to illuminate the top of body walking surface. These LED lights shall be located on the rear facing surface of the upper portion of the body to illuminate the walking surface to the platform basket. There shall be a Model FRP, 4" round black 12-volt DC LED floodlight located forward on the left side top of the body.

These lights shall be activated when "Aerial Master" is on.

WATER TANK

The water tank shall have a capacity of 300 gallons and shall be constructed of UV stabilized ultra-high impact polypropylene plastic.

	Bidder Complies	
	Yes	No
The joints and seams shall be nitrogen welded inside and out.		
The tank shall be baffled in accordance with the current edition of NFPA 1901 requirements.		
The baffles shall have vent openings at both the top and bottom of each baffle to permit movement of air and water between compartments.		
The longitudinal partitions shall be constructed of 0.38" polypropylene plastic and extend from the bottom of the tank through the top cover to allow positive welding.		
The transverse partitions extend from 4.00" off the bottom to the underside of the top cover.		
All partitions interlock and shall be welded to the tank bottom and sides.		
The tank top shall be constructed of 0.50" polypropylene.		
It shall be recessed 0.38" and shall be welded to the tank sides and the longitudinal partitions.		
It shall be supported to keep it rigid during fast filling conditions.		
Construction shall include 2.00" polypropylene dowels spaced no more than 30.00" apart and welded to the transverse partitions.		
Two (2) of the dowels shall be drilled and tapped (0.50" diameter, 13.00" deep) to accommodate lifting eyes.		
A sump shall be provided at the bottom of the water tank. The sump shall include a drain plug and the tank outlet.		
Tank shall be installed on top of the torque box with the use of two (2) brackets constructed of structural steel. The torque box shall resist transferring any torsional stress caused by the chassis frame flexing to the water tank.		
Rubber cushions, 0.50" thick x 3.00" wide, shall be placed on all horizontal surfaces that the tank rests on.		
Stops shall be provided to prevent an empty tank from bouncing excessively while moving vehicle.		
Tank mounting system shall be approved by the manufacturer.		
Fill tower shall be constructed of .50" polypropylene and shall be a minimum of 6.00" wide x 12.00" long.		
Fill tower shall be furnished with a .25" thick polypropylene screen and a hinged cover.		

	Bidder Complies	
	Yes	No

An overflow pipe, constructed of 3.00" schedule 40 polypropylene, shall be installed approximately halfway down the fill tower and extend through the water tank and exit to the rear of the rear axle.

HOSE BED

The hose bed shall be fabricated of 0.125" 5052-H32 aluminum with a tensile strength range of 31,000 to 38,000 psi.

The upper and rear edges of the hose bed side panels shall have a double break for rigidity.

The hose bed shall be located ahead of the ladder turntable.

There shall be a hose chute to the side and rear of the hose bed on the right side to allow for payout/removal of the hose.

The hose bed flooring shall consist of removable aluminum grating with a top surface that is perforated to aid in hose aeration.

Hose capacity shall be a minimum of 800 feet of 5.00" large diameter hose.

AERIAL HOSE BED HOSE RESTRAINT

The hose in the hose bed shall be restrained as follows:

- The hose bed forward of the aerial boom support and in the upper body area shall be restrained by a red vinyl cover with Velcro® securing all four (4) sides.
- The hose bed chute located under the aerial basket shall be restrained by an aluminum treadplate cover and guide plate at the transition point of the upper hose bed to the lower hose chute. The cover shall hinge to the inside to allow ease of access to the hose.
- The rear of the hose bed chute shall be restrained with black webbing that shall have 1.00" web straps that loop through footman loops and fasten with spring clip and hook fasteners.

RUNNING BOARDS

The running boards shall be fabricated of 0.125" bright aluminum treadplate and supported by structural steel angle assemblies bolted to the chassis frame rails.

Running boards shall be 13.00" deep and are spaced away from the body 0.50".

A splash guard shall be provided to keep road dirt or water from splashing up onto the pump panels.

The running boards shall have a riser on the body to protect the painted surface from damage by stepping on the running boards.

The entire surface of the running boards shall be covered with bright aluminum treadplate.

	Bidder Complies	
	Yes	No

TURNTABLE STEPS

Access to the turntable shall be provided by a set of swing-down steps on the left side of the truck. There shall be no bottom flip step provided. The bottom step shall have a step height not exceeding 24.00" from the ground to the top surface of the step at any time. All steps shall have a height no greater than 14.00" from top surface to top surface.

The access steps shall be located just behind the front body and in front of the middle stabilizer.

The swing down step assembly shall be constructed of D/A finished aluminum with bright aluminum treadplate steps. The steps shall have a punched grip pattern design.

The stepwell shall be lined with bright aluminum treadplate to act as scuffplates.

A knurled aluminum handrail shall be provided on the left side of the steps.

Holes shall be provided in each sidestep plate for hand holds.

The steps shall be connected to the "Do Not Move Truck" indicator in the cab.

STEP LIGHTS

There shall be three (3) white LED step lights provided for the aerial turntable access steps.

In order to ensure exceptional illumination, each light shall provide a minimum of 25 foot-candles (fc) covering an entire 15" x 15" square placed ten (10) inches below the light and a minimum of 1.5 fc covering an entire 30" x 30" square at the same ten (10) inch distance below the light.

The step lights shall be actuated by the aerial master switch in the cab.

SMOOTH ALUMINUM REAR WALL

The rear wall shall be smooth aluminum.

TOW EYES

Two (2) rear painted tow eyes shall be located at the rear of the apparatus and shall be mounted directly to the frame rails. The inner and outer edges of the tow eyes shall be radiused.

RUNNING BOARD HOSE RESTRAINT

A pair of 2.00" wide black nylon straps with Velcro fasteners shall be provided for each hose tray to secure the hose during travel. There shall be one (1) hose tray located in the right-side running board.

HOSE TRAY

One (1) hose tray shall be recessed in the right-hand side running board.

The hose tray shall be approximately 36.00" long x 11.50" overall depth x 9.00" wide. There shall be 8.25" of usable depth due to the drain valve swing handles.

	Bidder Complies	
	Yes	No

Rubber matting shall be installed on the floor of the tray to provide proper ventilation.

COMPARTMENTATION

Compartmentation shall be fabricated of 0.125" 5052 aluminum.

Side compartments shall be an integral assembly with the rear fenders.

Circular fender liners shall be provided. For prevention of rust pockets and ease of maintenance, the fender liners shall be formed from aluminum and removable for maintenance.

Compartment flooring shall be of the sweep out design with the floor higher than the compartment door lip.

Drip protection shall be provided above the doors by means of bright aluminum extrusion, formed bright aluminum treadplate or polished stainless steel.

The top of the compartment shall be covered with bright aluminum treadplate rolled over the edges on the front, rear and outward side. These covers shall have the corners welded.

Side compartment covers shall be separate from the compartment tops.

All screws and bolts, which are not Grade 8, shall be stainless steel and where they protrude into a compartment shall have acorn nuts on the ends to prevent injury.

UNDERBODY SUPPORT SYSTEM

The backbone of the body support system shall begin with the aerial torque box which is the strongest component of the apparatus and is designed for sustaining maximum loads.

An aluminum body structure shall be mounted to the aerial torque box at four (4) points using neoprene elastomer isolators. The front mounts shall attach from structural steel brackets on the sides of the torque box to a structural tube on the body. The rear mounts shall attach structural members on the rear body to the top of the rear down rigger mounting structure.

The combination of the elastomer isolators and the body structure design allow the chassis and torque box to flex without driving loads into the body.

The compartment floor support design shall result in an 800 lb equipment support rating per lower compartment, and a 500 lb equipment support rating for the upper, over the axle compartments.

AGGRESSIVE WALKING SURFACE

All exterior surfaces designated as stepping, standing, and walking areas shall comply with the required average slip resistance of the current NFPA standards.

LOUVERS

All body compartments shall be vented to provide one (1) way airflow out of the compartment that prevents water and dirt from gaining access to the compartment.

	Bidder Complies	
	Yes	No

TESTING OF BODY DESIGN

Body structural analysis shall be fully tested. Proven engineering and test techniques such as finite element analysis, model analysis, and strain gauging have been performed with special attention given to fatigue, life and structural integrity of the body and substructure.

The body shall be tested while loaded to its greatest in-service weight.

The criteria used during the testing procedure shall include:

- Raising opposite corners of the vehicle tires 9.00" to simulate the twisting a truck may experience when driving over a curb.
- Making a 90-degree turn, while driving at 20 mph to simulate aggressive driving conditions.
- Driving the vehicle on at 35 mph on a washboard road.
- Driving the vehicle at 55 mph on a smooth road.
- Accelerating the vehicle fully, until reaching the approximate speed of 45 mph on rough pavement.

Evidence of the actual testing techniques shall be made available upon request.

LEFT SIDE COMPARTMENTATION

A full height rollup door compartment ahead of the rear wheels shall be approximately 29.16" wide x 23.25" high (floor to false ceiling) x 27.13" deep inside with a minimum clear door opening of approximately 26.38" wide x 21.37" high.

One (1) rollup door compartment above the fender compartments and over the rear axles shall be provided. The compartment shall be approximately 84.00" wide x 16.50" high (floor to false ceiling) x 27.13" deep inside with a minimum clear door opening of approximately 81.25" wide x 15.25" high.

A full height rollup door compartment behind the rear wheels shall be approximately 41.25" wide x 47.00" high (floor to false ceiling) x 27.13" deep. The minimum clear door opening shall be approximately 38.50" wide x 47.00" high.

One (1) rollup door compartment behind the rear stabilizer shall be provided. The compartment shall be approximately 18.13" wide x 38.63" high (floor to false ceiling) x 27.13" deep inside with a minimum clear door opening of approximately 15.50" wide x 38.87" high.

Roll-up door compartments shall include a drip pan below the roll of the door.

RIGHT SIDE COMPARTMENTATION

A full height rollup door compartment ahead of the front stabilizer shall be provided. The compartment shall be approximately 18.38" wide x 27.75" high (floor to false ceiling) x 9.91" deep inside with a minimum clear door opening of approximately 15.63" wide x 28.37" high.

	Bidder Complies	
	Yes	No

A full height rollup door compartment ahead of the rear wheels shall be approximately 29.13" wide x 23.25" high (floor to false ceiling) x 27.13" deep inside with a minimum clear door opening of approximately 26.38" wide x 21.37" high.

One (1) rollup door compartment above the fender compartments and over the rear axles shall be approximately 59.00" wide x 16.50" high (floor to false ceiling) x 15.75" deep inside with a minimum clear door opening of approximately 56.25" wide x 15.25" high.

A full height rollup door compartment behind the rear wheels shall be approximately 41.25" wide x 47.00" high (floor to false ceiling). It shall be 27.13" deep in the lower 41.50" of compartment height and 15.75" deep in the remaining upper portion. The minimum clear door opening shall be approximately 38.50" wide x 47.00" high.

One (1) rollup door compartment behind the rear stabilizer shall be approximately 18.13" wide x 38.63" high (floor to false ceiling) x 27.13" deep inside with a minimum clear door opening of approximately 15.50" wide x 38.87" high.

Roll-up door compartments shall include a drip pan below the roll of the door.

SIDE COMPARTMENT ROLL-UP DOORS

There shall be nine (9) compartment doors installed on the side compartments. The Gortite doors shall be double faced aluminum construction and painted one (1) color to match the lower portion of the body.

Lath sections shall be an interlocking rib design and shall be individually replaceable without complete disassembly of door.

Between each slat at the pivoting joint shall be a PVC inner seal to prevent metal to metal contact and prevent dirt or moisture from entering the compartments. Seals shall allow door to operate in extreme temperatures ranging from plus 180 to minus 40 degrees Fahrenheit. Side, top and bottom seals shall be provided to resist ingress of dirt and weather and be made of Santoprene.

All hinges, barrel clips and end pieces shall be nylon 66. All nylon components shall withstand temperatures from plus 300 to minus 40 degrees Fahrenheit. Hardened plastic shall not be acceptable.

A polished stainless steel lift bar to be provided for each roll-up door. Lift bar shall be located at the bottom of door and have latches on the outer extrusion of the doors frame. A ledge shall be supplied over lift bar for additional area to aid in closing the door.

Doors shall be constructed from an aluminum box section. The exterior surface of each slat shall be flat. The interior surfaces shall be concave to provide strength and prevent loose equipment from jamming the door from inside.

	Bidder Complies	
	Yes	No

To conserve space in the compartments, the spring roller assembly shall not exceed 3.00" in diameter. A garage style roll door shall not be acceptable.

The header for the rollup door assembly shall not exceed 4.00".

A heavy-duty magnetic switch shall be used for control of open compartment door warning lights.

REAR BUMPER

A 3.00" rear bumper shall be furnished. Bumper shall be constructed of steel and shall be covered with polished aluminum treadplate. The bumper shall be 2.50" deep x 4.00" high and shall be spaced away from the body approximately 0.50". The corners of the bumper shall be angled at 45 degrees to be flush with the angled rear body. It shall extend the full width of the body.

ROLL UP DOOR HANDHOLD CUT-OUT

There shall be nine (9) compartment doors that have cut-outs in the bottom door flange for easier access to the lift bar. Doors 30.00" wide or less shall have one (1) cut-out while doors 30.00" or wider shall have two (2) cut-outs.

COMPARTMENT LIGHTING

There shall be nine (9) compartments with two (2) white 12-volt DC LED compartment light strips. The dual light strips shall be centered vertically along each side of the door framing. There shall be two (2) light strips per compartment. The dual light strips shall be in all body compartments.

Opening the compartment door shall automatically turn the compartment lighting on.

MOUNTING TRACKS

There shall be recessed tracks installed vertically to support the adjustable shelves.

Tracks shall not protrude into any compartment in order to provide the greatest compartment space and widest shelves possible.

The tracks shall be provided in each compartment except for the one that contains the pump operator's panel.

ADJUSTABLE SHELVES

There shall be seven (7) shelves with a capacity of 500 lb provided.

The shelf construction shall consist of .188" aluminum painted spatter gray with 2.00" sides.

Each shelf shall be infinitely adjustable by means of a threaded fastener, which slides in a track.

The shelves shall be held in place by .12" thick stamped plated brackets and bolts.

The locations shall be determined at the pre-construct meeting.

	Bidder Complies	
	Yes	No

SLIDE-OUT FLOOR MOUNTED TRAY

There shall be four (4) floor mounted slide-out trays provided.

Each tray shall have 2.00" high sides and a minimum capacity rating of 500 lb in the extended position.

Each tray shall be constructed of aluminum painted spatter gray.

There shall be three (3) undermount-roller bearing type slides rated at 250lb each provided. The slides shall have a safety factor rating of 2.

To ensure years of dependable service, the slides shall be coated with a finish that is tested to withstand a minimum of 1,000 hours of salt spray per ASTM B117.

To ensure years of easy operation, the slides shall require no more than a 50lb force for push-in or pull-out movement when fully loaded after having been subjected to a 40-hour vibration (shaker) test under full load. The vibration drive file shall have been generated from accelerometer data collected from a heavy truck chassis driven over rough gravel roads in an unloaded condition. Proof of compliance shall be provided upon request.

Automatic locks shall be provided for both the "in" and "out" positions. The trip mechanism for the locks shall be located at the front of the tray for ease of use with a gloved hand.

The location shall be determined at the pre-construct meeting.

DOUBLE SWING OUT TOOL GRID SYSTEM

There shall be one (1) Gear Grid double swing out tool grid system provided.

The framework shall be constructed of heavy gauge steel tubing with high strength 1/4" diameter wire.

Two (2) full width swing out tool grids shall be mounted on pivoting devices in each location. One grid shall swing out from the front wall of the compartment. The second grid shall swing out from the rear wall of the compartment. A third stationary grid shall be provided on the rear wall.

The grid shall have positive lock in the stowed and extended position.

There shall be an amber LED light located on the end of each swing out grid.

The tool grid system provided shall be a gray powder coat finish. Location to be determined at the pre-construct meeting.

TOOL BOARDS

Aluminum tool boards shall be provided.

They shall be a minimum of .188" thick.

	Bidder Complies	
	Yes	No

A 1.00" x 1.00" aluminum tube frame shall be welded to the edge of the boards.

The boards shall be installed on adjustable tracks on a slide out tray. The tracks shall allow side to side adjustment. The boards shall be as high as space permits and full length of the tray.

There shall be two (2) tool boards provided and spatter gray painted. Location to be determined at the pre-construct meeting.

TOOLBOX

A toolbox shall be furnished.

The outside size shall be 24.00" long x 12.00" wide x 10.00" deep.

The toolbox shall be black in color.

Construction shall be of .50" polypropylene plastic with joints and seams nitrogen welded. A cut out carrying handle shall be provided on each end.

There shall be two (2) provided. Location to be determined at the pre-construct meeting.

RUB RAIL

Bottom edge of the side compartments shall be trimmed with a bright aluminum extruded rub rail.

Trim shall be 3.12" high with 1.50" flanges turned outward for rigidity.

The rub rails shall not be an integral part of the body construction, which allows replacement in the event of damage.

BODY FENDER CROWNS

Stainless steel fender crowns shall be provided around the rear wheel openings. The crowns shall be painted black.

An unpainted fender liner shall be provided to avoid paint chipping. The liners shall be removable to aid in the maintenance of rear suspension components.

A dielectric barrier shall be provided between the fender crown fasteners (screws) and the fender sheet metal to prevent corrosion.

The fender crowns shall be held in place with stainless steel screws that thread directly into a composite nut and not directly into the parent body sheet metal to eliminate dissimilar metals contact and greatly reduce the chance for corrosion.

HARD SUCTION HOSE

Hard suction hose shall not be required.

	Bidder Complies	
	Yes	No

HANDRAILS
The handrails shall be 1.25" diameter knurled aluminum to provide a positive gripping surface.

Chrome plated end stanchions shall support the handrail. Plastic gaskets shall be used between end stanchions and any painted surfaces.

Drain holes shall be provided in the bottom of all vertically mounted handrails.

Handrails shall be provided to meet NFPA 1901 section 15.8 requirements. The handrails shall be installed as noted on the sales drawing.

THREE AIR BOTTLE/EXTINGUISHER STORAGE COMPARTMENT
A total of two (2) air bottle compartments shall be provided and located one (1) on the left side and one (1) on the right side centered between the tandem rear wheels. The compartment shall consist of individual bins each designed to hold an air bottles or extinguishers with a maximum diameter of 8.00" and a maximum depth of 26.00".

Each compartment shall hold three (3), two (2) stored next to each other in the top area, and one (1) stored centered below. Each bin shall be separated by a partition.

A drain hole and black rubber matting shall be provided on the floor of each compartment. A lift up with pneumatic spring with a pair of Southco raised trigger C2 black lever latches shall be provided for each compartment. The door shall be painted stainless steel. A dielectric barrier shall be provided between the door hinge, hinge fasteners and the body sheet metal.

COMPARTMENT STRAP
Straps shall be provided in the compartments to help contain the equipment. The straps shall wrap around the neck of each and attach to the wall of the compartment.

AIR BOTTLE STORAGE (SINGLE)
A quantity of three (3) air bottle compartments, approximately 7.50" wide x 7.50" tall x 26.00" deep, shall be provided on the left side rearward of the rear wheels, on the right side forward of the rear wheels and on the right-side rearward of the rear wheels. The compartment will be square with angled corners. A painted stainless-steel door with a Southco raised trigger C2 black lever latch shall be provided to contain the air bottle. A dielectric barrier shall be provided between the door hinge, hinge fasteners and the body sheet metal.

Inside the compartment, black rubber matting shall be provided.

EXTENSION LADDER
There shall be one (1) 35' two (2) section aluminum Duo-Safety Series 1200-A extension ladder(s) provided.

AERIAL EXTENSION LADDERS
There shall be one (1) 28' two (2) section aluminum Duo-Safety Series 1200-A extension ladder(s) provided and located in the aerial torque box.

	Bidder Complies	
	Yes	No

ROOF LADDER
There shall be one (1) 16' aluminum, Duo-Safety, Series 875-DR roof ladder provided. The ladder shall have hooks on both ends.

ADDED ROOF LADDER
There shall be one (1) 20' roof, aluminum, Series 875-A provided.

AERIAL FOLDING LADDER
There shall be one (1) 10' aluminum Duo-Safety Series 585-A folding ladders provided and located in the aerial torque box.

LITTLE GIANT LADDER

There shall be one (1) Little Giant, Defender Model 22 ladder provided. Location to be determined at the pre-construct meeting.

GROUND LADDER STORAGE
The ground ladders are stored within the torque box and are removable from the rear.

Ladders shall be enclosed to prevent road dirt and debris from fouling or damaging the ladders.

The ladders rest in full-length stainless-steel slides and are arranged in such a manner that any one ladder can be removed without having to move or remove any other ladder.

A Gortite rollup door shall be provided at the rear, double faced, aluminum construction, and an anodized satin finish. A polished stainless steel lift bar to be provided for the rear roll-up door. The latching mechanism shall consist of a full-length lift bar lock with latches on the outer extrusion of the door frame.

A stainless plate with a 2-bend flange and a stainless-steel hinge shall be provided to secure the aerial ladder complement. The plate assembly shall be mounted to the bottom of the entrance of the torque box ladder storage area.

When the plate is vertical, it shall secure the ladders and prevent them from migrating to the rear of the apparatus. When the plate is down and not securing the ladders, the rollup door cannot close, which shall activate the "Open Door Indicator Light" within the cab. The hinged plate shall have a positive latching feature that shall secure the plate in the vertical position.

Compartment Storage
Below the ground ladder storage shall be a water-resistant storage compartment with interior measurements of 36.75" wide x 14.88" high x 19.75" deep. The compartment shall have a single pan, drop down door with a pair of Southco raised trigger C2 chrome latches. The compartment and door material shall match body interior. The opening shall be 32.38" wide x 11.75" high.

	Bidder Complies	
	Yes	No

BACKBOARD\SCOOP STRETCHER STORAGE IN THE TORQUE BOX
Storage provisions shall be provided for two (2) backboards and one scoop stretcher in the torque box ladder storage area.

LADDER STORAGE LIGHTING
There shall be 36.00" white 12-volt DC LED strip lights provided to illuminate the torque box ladder storage area and the compartment directly below the ladder storage. One (1) light shall be provided on each side of the ladder storage area.

The lights shall be activated when the ladder storage compartment door is opened.

PIKE POLES
There shall be two (2) 12' Duo Safety pike poles with fiberglass handles provided. The pike poles shall be stored in tubular holders located in the ground ladder storage compartment.

8' PIKE POLE
There shall be two (2) 8' Duo Safety pike poles with fiberglass handle provided. The pike poles shall be stored in tubular holders located in the ground ladder storage compartment.

6' PIKE POLE
There shall be one (1) 6' Duo Safety pike pole with fiberglass handle provided. The pike pole shall be stored in tubular holders located in the ground ladder storage compartment.

3' PIKE POLE
There shall be two (2) 3' Duo Safety pike pole with fiberglass shaft and "D" handles shipped loose.

PIKE POLE STORAGE IN TORQUE BOX/LADDER STORAGE
There shall be ABS tubing provided in the torque box/ladder storage area for a total of six (6) pike poles.

If the head of a pike pole can come into contact with a painted surface, a stainless steel scuffplate shall be provided.

MIDSHIP FIRE PUMP
Midship fire pump shall be a Waterous S100, 2000 gpm single (1) stage midship mounted centrifugal type.

Pump shall be the class "A" type.

Pump shall deliver the percentage of rated discharges at the pressures indicated below:

- 100% of rated capacity at 150 psi net pump pressure.

- 100% of rated capacity at 165 psi net pump pressure.

-70% of rated capacity at 200 psi net pump pressure.

	Bidder Complies	
	Yes	No

-50% of rated capacity at 250 psi net pump pressure.

Entire pump and both suction and discharge passages shall be hydrostatically tested to a pressure of 600 psi (40.8 bar).

Pump shall be fully tested at the pump manufacturer's factory to the performance requirements outlined in the current NFPA 1901 standards and shall be free from objectionable pulsation and vibration.

Pump body and related parts shall be of fine grain, alloy cast iron with a minimum tensile strength of 30,000 psi (2041.2 bar). Pumps utilizing castings made of lower tensile strength cast iron shall not be acceptable.

All moving parts in contact with water shall be of high-quality bronze or stainless steel.

MECHANICAL SEAL ON PUMP

Pump shall be equipped with a self-adjusting, maintenance-free, mechanical shaft seal.

The mechanical seal shall consist of a flat, highly polished, spring fed carbon ring that rotates with the impeller shaft. The carbon ring shall press against a highly polished stainless steel stationary ring that is sealed within the pump body.

In addition, a throttling ring shall be pressed into the steel chamber cover, providing a very small clearance around the rotating shaft in the event of a mechanical seal failure. The pump performance shall not deteriorate, nor shall the pump lose prime, while drafting if the seal fails during pump operation.

Wear rings shall be bronze and easily replaceable to restore original pump efficiency and eliminate the need to replace the entire pump casing due to wear.

PUMP TRANSMISSION

Pump transmission shall be made of a three (3) piece, high tensile aluminum, horizontally split casing. Power transfer to pump shall be through a passive lubricated, Morse HY-VO drive chain.

Drive shafts shall be a minimum of 2.35" diameter hardened and ground alloy steel. All shafts shall be ball bearing supported. The case shall be designed as to eliminate the need for water cooling.

PUMPING MODE

An interlock system shall be provided to ensure that the pump drive system components are properly engaged so that the apparatus can be safely operated. The interlock system shall be designed to allow stationary pumping only.

	Bidder Complies	
	Yes	No

AIR PUMP SHIFT

Pump shift engagement shall be made by a two (2) position sliding collar, actuated pneumatically (by air pressure), with a three (3) position air control switch located in the cab. A manual back-up shift control shall also be located on the left side pump panel.

Two (2) indicator lights shall be provided adjacent to the pump shift inside the cab. One (1) green light shall indicate the pump shift has been completed and be labeled "pump engaged". The second green light shall indicate when the pump has been engaged, and that the chassis transmission is in pump gear. This indicator light shall be labeled "OK to pump".

The pump shift shall be interlocked to prevent the pump from being shifted out of gear when the chassis transmission is in gear to meet NFPA requirements.

The pump shift control in the cab shall be illuminated to meet NFPA requirements.

TRANSMISSION LOCK-UP

The direct gear transmission lock-up for the fire pump operation shall engage automatically when the pump shift control in the cab is activated.

AUXILIARY COOLING SYSTEM

A supplementary heat exchange cooling system shall be provided to allow the use of water from the discharge side of the pump for cooling the engine water. Heat exchanger shall be a separate unit. It shall be installed in the pump or engine compartment with the control located on the pump operator's control panel. Exchanger shall be plumbed to the master drain valve.

INTAKE RELIEF VALVE - PUMP

There shall be one (1) Elkhart Style 40 relief valve installed on the suction side of the pump preset at 125 psig.

The relief valve shall have a working range of 75 psi to 250 psi.

The outlet shall terminate below the frame rails with a 2.50" National Standard hose thread adapter and shall have a "do not cap" warning tag.

The relief valve pressure control shall be located behind the right-side pump panel with a stainless-steel access door .

PRESSURE CONTROLLER

A Pump Boss pressure governor shall be provided.

A pressure transducer shall be installed in the water discharge manifold on the pump.

The display panel shall be located at the pump operator's panel.

	Bidder Complies	
	Yes	No

PRIMING PUMP

The priming pump shall be a Trident Emergency Products compressed air powered, high efficiency, multistage venturi based AirPrime System, conforming to standards outlined in the current edition of NFPA 1901.

All wetted metallic parts of the priming system are to be of brass and stainless-steel construction.

One (1) priming control shall open the priming valve and start the pump primer.

PUMP MANUALS

There shall be a total of two (2) pump manuals provided by the pump manufacturer and furnished with the apparatus. The manuals shall be provided by the pump manufacturer in the form of two (2) electronic copies. Each manual shall cover pump operation, maintenance, and parts.

PLUMBING, STAINLESS STEEL AND HOSE

All inlet and outlet lines shall be plumbed with either stainless steel pipe, flexible polypropylene tubing or synthetic rubber hose reinforced with hi-tensile polyester braid. All hoses shall be equipped with brass or stainless-steel couplings. All stainless-steel hard plumbing shall be a minimum of a schedule 10 wall thickness.

Where vibration or chassis flexing may damage or loosen piping or where a coupling is required for servicing, the piping shall be equipped with Victaulic or rubber couplings.

Plumbing manifold bodies shall be ductile cast iron or stainless steel.

All piping lines are to be drained through a master drain valve or shall be equipped with individual drain valves. All drain lines shall be extended with a hose to drain below the chassis frame.

All water carrying gauge lines shall be of flexible polypropylene tubing.

All piping, hose and fittings shall have a minimum of a 500 PSI hydrodynamic pressure rating.

MAIN PUMP INLETS

Two (2) 6.00" pump inlets shall be provided on the right side of the vehicle.

The suction inlets shall include removable zinc screens that are designed to provide cathodic protection for the pump, thus reducing corrosion in the pump.

PISTON INTAKE VALVE

One (1) electrically operated TFT ball intake valve with a Storz connection shall be provided. The electric controller shall be located on the driver’s side pump panel.

	Bidder Complies	
	Yes	No

MAIN PUMP INLET CAP
The main pump inlets shall have National Standard Threads with a long handle chrome cap.

The cap shall incorporate a thread design to automatically relieve stored pressure in the line when disconnected (no exception).

SHORT SUCTION TUBE(S)
The suction tubes on the water pump shall have short suction tubes installed to allow for installation of adapters, elbows or intake valves without excessive overhang.

VALVES
All ball valves shall be Akron® Brass in-line valves. The Akron valves shall be the 8000 series heavy-duty style with a stainless-steel ball and a simple two-seat design. No lubrication or regular maintenance is required on the valve.

Valves shall have a **ten (10) year** warranty.

LEFT SIDE INLET
There shall be one (1) auxiliary inlet with a 2.50" valve at the left side pump panel, terminating with a 2.50" (F) National Standard hose thread adapter.

The auxiliary inlet shall be provided with a strainer, chrome swivel and plug.

RIGHT SIDE INLET
There shall be one (1) auxiliary inlet with a 2.50" valve at the right-side pump panel, terminating with a 2.50" (F) National Standard hose thread adapter.

The auxiliary inlet shall be provided with a strainer, chrome swivel and plug.

The location of the valve for the two (2) inlets shall be recessed behind the pump panel.

INLET CONTROL
The side auxiliary inlets shall incorporate a quarter-turn ball valve with the control located at the inlet valve. The valve operating mechanism shall indicate the position of the valve.

INLET BLEEDER VALVE
A 0.75" bleeder valve shall be provided for each side gated inlet. The valves shall be located behind the panel with a swing style handle control extended to the outside of the panel. The handles shall be chrome plated and provide a visual indication of valve position. The swing handle shall provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. The water discharged by the bleeders shall be routed below the chassis frame rails.

TANK TO PUMP
The booster tank shall be connected to the intake side of the pump with heavy duty piping and a quarter turn 3.00" full flow line valve with the control remotely located at the operator's panel.

	Bidder Complies	
	Yes	No

Tank to pump line shall run from the pump into the front face of the water tank and angle down into the tank sump. A rubber coupling shall be included in this line to prevent damage from vibration or chassis flexing.

A check valve shall be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank.

TANK REFILL

A 1.50" combination tank refill and pump re-circulation line shall be provided, using a quarter-turn full flow ball valve controlled from the pump operator's panel.

LEFT SIDE DISCHARGE OUTLETS

There shall be two (2) discharge outlets with a 2.50" valve on the left side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

RIGHT SIDE DISCHARGE OUTLET

There shall be one (1) discharge outlet with a 2.50" valve on the right side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

LARGE DIAMETER DISCHARGE OUTLET

There shall be a 4.00" discharge outlet with a 4.00" Akron valve installed on the right side of the apparatus, terminating with a 4.00" (M) National Standard hose thread adapter. This discharge outlet shall be actuated with a small handwheel control at the pump operator's control panel.

An indicator shall be provided to show when the valve is in the closed position.

DISCHARGECAPS/ INLET PLUGS

Chrome plated, rocker lug, caps with vinyl covered cables shall be furnished for all discharge outlets 1.00" thru 3.00" in size, besides the pre-connected hose outlets.

Chrome plated, rocker lug, plugs with vinyl covered cables shall be furnished for all auxiliary inlets 1.00" thru 3.00" in size.

The caps and plugs shall incorporate a thread design to automatically relieve stored pressure in the line when disconnected (no exception).

OUTLET BLEEDER VALVE

A 0.75" bleeder valve shall be provided for each outlet 1.50" or larger. Automatic drain valves are acceptable with some outlets if deemed appropriate with the application.

The valves shall be located behind the panel with a swing style handle control extended to the outside of the side pump panel. The handles shall be chrome plated and provide a visual indication of valve position. The swing handle shall provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. Bleeders shall be located at the bottom of the pump panel. They shall be properly labeled identifying the discharge they are

	Bidder Complies	
	Yes	No

plumbed in to. The water discharged by the bleeders shall be routed below the chassis frame rails.

LEFT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the left side pump panel shall be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45-degree elbow.

The elbow shall incorporate a thread design to automatically relieve stored pressure in the line when disconnected (no exception).

RIGHT SIDE OUTLET ELBOW

The 2.50" discharge outlet located on the right-side pump panel shall be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45-degree elbow.

The elbow shall incorporate a thread design to automatically relieve stored pressure in the line when disconnected (no exception).

LARGE DIAMETER OUTLET ELBOW/CAP PROVIDED BY DEALER

NFPA 1901, 2016 edition, section 16.7.7 requires any 2.00" or larger discharge outlet that is located more than 42.00" off the ground and to which hose is to be connected and that is not in a hose storage area shall be supplied with a sweep elbow of at least 30 degrees downward.

NFPA 1901, 2016 edition, section 16.7.4 requires all discharge outlet connections, except connections to which a hose shall be pre-connected, shall be equipped with caps or closures capable of withstanding a hydrostatic gauge pressure of 100 psi over the maximum pump close-off pressure or 500 psi, whichever is greater.

The elbow and cap are not on the apparatus as manufactured. The dealer shall provide the elbow and cap.

DISCHARGE OUTLET CONTROLS

The discharge outlets shall incorporate a quarter-turn ball valve with the control located at the pump operator's panel. The valve operating mechanism shall indicate the position of the valve.

If a handwheel control valve is used, the control shall be a minimum of a 3.9" diameter stainless steel handwheel with a dial position indicator built into the center of the handwheel.

Any 3.00 inch or larger discharge valve shall be a slow-operating valve in accordance with NFPA 16.7.5.3.

AERIAL OUTLET

The aerial waterway shall be plumbed from the pump to the water tower line with 5.00" pipe and a 4.00" Akron valve. The small handwheel control for the waterway valve shall be located at the pump operator's panel.

	Bidder Complies	
	Yes	No

An indicator shall be provided to show the position of the valve.

CROSSLAY HOSE BEDS

Two (2) crosslays with 1.50" outlets shall be provided. Each bed to be capable of carrying 200 feet of 1.75" double jacketed hose and shall be plumbed with 2.00" i.d. pipe and gated with a 2.00" quarter turn ball valve.

Outlets to be equipped with a 1.50" National Standard hose thread 90-degree swivel located so that hose may be removed from either side of apparatus.

The crosslay controls shall be at the pump operator's panel.

A removable tray shall be provided for each crosslay hosebed. The crosslay trays shall be constructed of black poly to provide a lightweight sturdy tray. Two (2) hand holes shall be in the floor and additional hand holes shall be provided in the sides for easy removal and installation from the compartment. The floor of the trays shall be perforated to allow for drainage and hose drying. The bottom of the crosslay compartments shall be lined with stainless steel to allow the tray to slide with ease. Scuffplates shall be provided on both sides, at the sides and bottom of each opening to protect the paint.

2.50" CROSSLAY HOSE BED

One (1) crosslay with a 2.50" outlet shall be provided. This bed to be capable of carrying 200' of 2.50" double jacketed hose and shall be plumbed with 2.50" i.d. pipe and gated with a 2.50" quarter turn ball valve.

Outlet to be equipped with a 2.50" National Standard hose thread 90-degree swivel located in the hose bed so that hose may be removed from either side of apparatus.

The crosslay control shall be at the pump operator's panel.

The center crosslay dividers shall be fabricated of 0.25" aluminum and shall provide adjustment from side to side. The divider shall be unpainted with a brushed finish.

Stainless steel vertical scuffplates shall be provided at hose bed ends (each side of vehicle). Bottom of hose bed ends (each side) shall also be equipped with a stainless steel scuffplate.

Crosslay bed flooring shall consist of removable perforated brushed aluminum.

CROSSLAY HOSE RESTRAINT

A black 2.00" nylon webbing design with 2.00" box pattern shall be provided across each end of three (3) crosslays to secure the hose during travel. The webbing shall be permanently attached at the bottom of the crosslay opening. There shall be 2.00" side release fasteners located at the opposite end of the permanently attached webbing.

FOAM SYSTEM

A foam system shall not be required on this apparatus.

	Bidder Complies	
	Yes	No

PUMP COMPARTMENT

The pump compartment shall be separate from the hose body and compartments so that each may flex independently of the other. The pump compartment shall be constructed of the same material as the body compartmentation.

The pump compartment substructure shall be a fabricated assembly of steel tubing, angles and channels which supports both the fire pump and the side running boards.

The pump compartment shall be mounted on the chassis frame rails with rubber biscuits in a four-point pattern to allow for chassis frame twist.

Pump compartment, pump, plumbing and gauge panels shall be removable from the chassis in a single assembly.

PUMP MOUNTING

Pump shall be mounted to a substructure which shall be mounted to the chassis frame rail using rubber isolators. The mounting shall allow chassis frame rails to flex independently without damage to the fire pump.

LEFT SIDE PUMP CONTROL PANELS

All pump controls and gauges shall be located at the left side of the apparatus and properly identified.

Layout of the pump control panel shall be ergonomically efficient and systematically organized.

The pump operator's control panel shall be removable in two (2) main sections for ease of maintenance:

The upper section shall contain sub panels for the mounting of the pump pressure control device, engine monitoring gauges, and electrical switches. Sub panels shall be removable from the face of the pump panel for ease of maintenance. Below the sub panels shall be located all valve controls and line pressure gauges.

The lower section of the panel shall contain all inlets, outlets, and drains.

All push/pull valve controls shall have 1/4 turn locking control rods with polished chrome plated zinc tee handles. Guides for the push/pull control rods shall be chrome plated zinc castings securely mounted to the pump panel. Push/pull valve controls shall be capable of locking in any position. The control rods shall pull straight out of the panel and shall be equipped with universal joints to eliminate binding. The linkage from the control rod to the valve shall be stainless steel, this shall not include the clevis ends of the linkage which shall remain anodized steel.

IDENTIFICATION TAGS

The identification tag for each valve control shall be recessed in the face of the tee handle.

	Bidder Complies	
	Yes	No

All discharge outlets shall have color coded identification tags, with each discharge having its own unique color. Color coding shall include the labeling of the outlet and the drain for each corresponding discharge.

All line pressure gauges shall be mounted directly above the corresponding discharge control tee handles and recessed within the same chrome plated casting as the rod guide for quick identification. The gauge and rod guide casting shall be removable from the face of the pump panel for ease of maintenance. The casting shall be color coded to correspond with the discharge identification tag.

All remaining identification tags shall be mounted on the pump panel in chrome plated bezels.

Trim rings shall be installed around all inlets and outlets.

COLOR CODED TAGS

A detailed drawing/chart of the colors used on all of the inlets and outlets shall be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer shall make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the colors shall become part of the contract documents.

PUMP PANEL CONFIGURATION

The pump panel configuration shall be arranged and installed in an organized manner that shall provide user-friendly operation.

PUMP OPERATOR'S PLATFORM

A pull out, flip down platform shall be provided at the pump operator's control panel.

The front edge and the top surface of the platform shall be made of DA finished aluminum with a Morton Cass insert.

The platform shall be approximately 13.75" deep when in the stowed position and approximately 22.00" deep when extended. The platform stepping surface shall be 28.00" wide. The platform shall lock in the retracted and the extended position.

The platform shall be wired to the "step not stowed" indicator in the cab.

PUMP OPERATOR'S PLATFORM PERIMETER LIGHT

There shall be an On Scene Solutions, Model Night Stick Access, 20.00" white 12-volt DC LED strip light provided to illuminate the ground area.

	Bidder Complies	
	Yes	No

PUMP AND GAUGE PANEL
The pump and gauge panels shall be constructed of aluminum with a black vinyl finish. A polished aluminum trim molding shall be provided around each panel.

PUMP COMPARTMENT LIGHT
A pump compartment light shall be provided inside the right-side pump enclosure and accessible through a door on the pump panel.

A .125" weep hole shall be provided in each light lens, preventing moisture retention.

Engine monitoring graduated LED indicators shall be incorporated with the pressure controller.

THROTTLE READY GREEN INDICATOR LIGHT
There shall be a green indicator light integrated with the pressure governor and/or engine throttle installed on the pump operators panel that is activated when the pump is in throttle ready mode.

OK TO PUMP INDICATOR LIGHT
There shall be a green indicator light installed on the pump operator’s panel that is activated when the pump is in Ok to Pump mode.

AIR HORN BUTTON
An air horn control button shall be provided at the pump operator's control panel. This button shall be red in color and properly labeled "Evacuation".

VACUUM AND PRESSURE GAUGES
The pump vacuum and pressure gauges shall be liquid filled and manufactured by Class 1 Incorporated ©.

The gauges shall be a minimum of 4.00" in diameter and shall have white faces with black lettering, with a pressure range of 30.00"-0-600#.

Gauge construction shall include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

The pump pressure and vacuum gauges shall be installed adjacent to each other at the pump operator's control panel.

Test port connections shall be provided at the pump operator's panel. One (1) shall be connected to the intake side of the pump, and the other to the discharge manifold of the pump. They shall have 0.25 in. standard pipe thread connections and non-corrosive polished stainless steel or brass plugs. They shall be marked with a label.

This gauge shall include a 10-year warranty against leakage, pointer defect, and defective bourdon tube.

	Bidder Complies	
	Yes	No

PRESSURE GAUGES

The individual "line" pressure gauges for the discharges shall be interlube filled and manufactured by Class 1©.

They shall be a minimum of 2.00" in diameter and shall have white faces with black lettering.

Gauge construction shall include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

Gauges shall have a pressure range of 30"-0-400#.

The individual pressure gauge shall be installed as close to the outlet control as practical.

This gauge shall include a 10-year warranty against leakage, pointer defect, and defective bourdon tube.

WATER LEVEL GAUGE

There shall be an electronic water level gauge provided on the operator's panel that registers water level by means of five (5) colored LED lights. The lights shall be durable, ultra-bright five (5) LED design viewable through 180 degrees. The water level indicators shall be as follows:

- 100 percent = Green
- 75 percent = Yellow
- 50 percent = Yellow
- 25 percent = Yellow
- Refill = Red

The light shall flash when the level drops below the given level indicator to provide an eighth of a tank indication. To further alert the pump operator, the lights shall flash sequentially when the water tank is empty.

The level measurement shall be based on the sensing of head pressure of the fluid in the tank.

The display shall be constructed of a solid plastic material with a chrome plated die cast bezel to reduce vibrations that can cause broken wires and loose electronic components. The encapsulated design shall provide complete protection from water and environmental elements. An industrial pressure transducer shall be mounted to the outside of the tank. The field calibratable display measures head pressure to accurately show the tank level.

There shall be a Hale part number 106877, 4-light driver module included with this installation to power additional water level gauges.

The system shall be energized when parking brake is applied.

	Bidder Complies	
	Yes	No

WATER LEVEL GAUGE

There shall be two (2) additional water level indicators, Whelen®, Model PSTANK2, LED module with black trim, installed one (1) each side rearward of crew cab doors.

These light modules shall include four (4) colored levels, and function similar to the water level indicator located at the operator's panel:

- First green module indicates a full water level.
- Second blue module indicates a water level above 3/4 full.
- Third amber module indicates a water level above 1/2 full.
- Last red module indicates a water level above 1/4 full and empty.
    - Above 1/4 this light shall be steady burning
    - At empty this light shall be flashing

The flash rate shall be determined by the main water level tank sensor.

This module shall be activated when the parking brake is applied.

PUMP PANEL ILLUMINATION

There shall two (2) stainless steel light shields installed over the pump operator's panels per the following:

- One (1) shield over the left side pump panel
- One (1) shield over the right-side pump panel

The shields shall include three (3) 12-volt DC lights with white LEDs to illuminate the controls, switches, essential instructions, gauges, and instruments necessary for the operation of the apparatus. The outside lights shall be activated by the pump panel light switch. The left side center light shall be activated when the pump is in "Ok to Pump" mode.

There shall be a light activated above the pump panel light switch when the parking brake is applied. This is to afford the operator some illumination when first approaching the control panel.

AIR HORN SYSTEM

There shall be two (2) Grover air horns recessed in the front bumper. The horn system shall be piped to the air brake system wet tank utilizing 0.38" tubing. A pressure protection valve shall be installed in-line to prevent loss of air in the air brake system.

Air Horn Location

The air horns shall be located on each side of the bumper, inside of the frame rails.

Air Horn Control

The air horns shall be actuated by a chrome push button located on the officer's side of the engine tunnel and by the horn button in the steering wheel. The driver shall have the option to

	Bidder Complies	
	Yes	No

control the air horns or the chassis horns from the horn button by means of a selector switch located on the instrument panel.

ELECTRONIC SIREN

A Whelen®, Model 295SLSA1, electronic siren with noise canceling microphone shall be provided.

This siren to be active when the battery switch is on and that emergency master switch is on.

Electronic siren head shall be recessed in the driver side center switch panel.

The electronic siren shall be controlled on the siren head only. No horn button or foot switches shall be required.

SPEAKER

There shall be one (1) Whelen, Model SA315P, black nylon composite, 100-watt, speaker with through bumper mounting brackets and painted grille provided. The speaker shall be connected to the siren amplifier.

The speaker shall be recessed in the center of the front bumper.

AUXILIARY MECHANICAL SIREN

A Federal Q2B® siren shall be furnished.

The control solenoid shall be powered up after the emergency master switch is activated.

The mechanical siren shall be mounted recessed in the front grille. The siren mounting shall include a reinforcement plate.

The mechanical siren shall be actuated by two (2) foot switches, one (1) located on the officer's side and one (1) on the driver's side.

A momentary chrome push button switch shall be included in the right-side dash panel to activate the siren brake.

FRONT ZONE UPPER WARNING LIGHTS

There shall be one (1) 72.00" Whelen Freedom IV LED lightbar mounted on the cab roof.

The lightbar shall include the following:

- One (1) red flashing LED module in the driver's side end position.
- One (1) red flashing LED module in the driver's side front corner position.
- One (1) white flashing LED module in the driver's side first front position.
- One (1) red flashing LED module in the driver's side second front position.
- One (1) red flashing LED module in the driver's side third front position.
- One (1) red flashing LED module in the driver's side fourth front position.

	Bidder Complies	
	Yes	No

- Open in the driver's side fifth front position.
- Open in the driver's side sixth front position.
- Open in the passenger's side sixth front position.
- Open in the passenger's side fifth front position.
- One (1) red flashing LED module in the passenger's side fourth front position.
- One (1) red flashing LED module in the passenger's side third front position.
- One (1) red flashing LED module in the passenger's side second front position.
- One (1) white flashing LED module in the passenger's side first front position.
- One (1) red flashing LED module in the passenger's side front corner position.
- One (1) red flashing LED module in the passenger's side end position.

There shall be clear lenses included on the lightbar.

There shall be a switch in the cab on the switch panel to control this lightbar.

The white LEDs shall be disabled when the parking brake is applied.

The six (6) red flashing LED modules in the front positions may be load managed when the parking brake is applied.

ADDITIONAL WARNING LIGHTS

There shall be two (2) Whelen®, Model M6**, 4.31" high x 6.75" wide x 1.37" deep flashing LED warning lights with black trim located on the sides of the basket per the following:

- One (1) light to be installed on the left side of the basket in the lower center position.
- One (1) light to be installed on the right side of the basket in the lower center position.
- The lights to include red flashing LEDs and the warning light lens colors to be clear.

The lights shall be controlled per the following:

- A switch in the cab on the switch panel shall control the lights.
- Amber, blue or red LEDs may be load managed when the parking brake is applied.

WARNING LIGHTS (CAB FACE)

There shall be four (4) Whelen Model M6** LED flashing warning lights shall be installed on the cab face, above the headlights, mounted in a black common bezel.

The driver's side front outside warning light to be red.

The driver's side front inside warning light to be red.

The passenger's side front inside warning light to be red.

The passenger's side front outside warning light to be red.

All four (4) lights shall include a lens that is clear.

	Bidder Complies	
	Yes	No

There shall be a switch located in the cab, on the switch panel, to control the four (4) lights.

The inside lights may be load managed if colored or disabled if white, when the parking brake is set.

HEADLIGHT FLASHER

The high beam headlights shall flash alternately between the left and right side.

There shall be a switch installed in the cab on the switch panel to control the high beam flash. This switch shall be live when the battery switch and the emergency master switches are on.

The flashing shall automatically cancel when the hi-beam headlight switch is activated or when the parking brake is set.

SIDE ZONE LOWER LIGHTING

There shall be six (6) Whelen®, Model M6*C, flashing LED warning lights with chrome trim installed per the following:

- Two (2) lights, one (1) each side on the front cab corner. The side front lights to be red.
- Two (2) lights, one (1) each side of cab rearward of crew cab doors. The side middle lights to be red.
- Two (2) lights, one (1) each side located between the tandems. The side rear lights to be red.
- The lights shall include clear lenses.

There shall be a switch in the cab on the switch panel to control the lights.

REAR ZONE LOWER LIGHTING

There shall be two (2) Whelen®, Model M6*C, LED flashing warning lights located at the rear of the apparatus.

- The driver's side rear light to be red.
- The passenger's side rear light to be red.

Both lights shall include a lens that is clear.

There shall be a switch located in the cab on the switch panel to control the lights.

REAR/SIDE ZONE UPPER WARNING LIGHTS

There shall be two (2) Whelen®, Model L31H*FN, LED warning beacons provided at the rear of the truck, located one (1) each side. There shall be a switch located in the cab on the switch panel to control the beacons.

The color of the lights shall be red LEDs with both domes clear.

	Bidder Complies	
	Yes	No

120 VOLT RECEPTACLES

There shall be one (1), 15/20-amp 120-volt AC three (3) wire straight blade duplex receptacle with interior stainless steel wall plate installed. Location to be determined at the pre-construct meeting. The NEMA configuration for the receptacle shall be 5-20R.

The receptacle shall be powered from the shoreline inlet.

There shall be a label installed near the receptacle that state the following:

- Line Voltage
- Current Ratting (amps)
- Phase
- Frequency

AERIAL GENERAL INFORMATION

It is the intent of these specifications to describe a mid-mounted telescoping, elevating platform. The unit shall consist of a five (5) section, steel ladder with a self-leveling basket attached to the ladder fly section.

Operation on Grades

The aerial unit shall be capable of operating safely on any slope up to 10 degrees at full capacities. (Operation beyond this limit shall be at the operator's discretion).

Construction Standards

The ladder shall be constructed to meet all of the requirements as described in the current edition of NFPA 1901.

These capabilities shall be established in an unsupported configuration.

All structural load supporting elements of the aerial device that are made of a ductile material shall have a design stress of not more than 50 percent of the minimum yield strength of the material based on the combination of the live load and the dead load. This 2:1 structural safety factor meets the current NFPA 1901 standard.

All structural load supporting elements of the aerial device that are made of non-ductile material shall have a design stress of not more than 20 percent of the minimum ultimate strength of the material, based on the combination of the rated capacity and the dead load. This 5:1 safety factor meets the current 1901 NFPA standard.

The aerial device shall be capable of sustaining a static load one and one-half times its rated tip load capacity (live load) in every position in which the aerial device can be placed when the vehicle is on a firm level surface.

The aerial device shall be capable of sustaining a static load one and one-third times its rated tip load capacity (live load) in every position the aerial device can be placed when the vehicle is on a slope of five degrees downward in the direction most likely to cause overturning.

	Bidder Complies	
	Yes	No

With the aerial device out of the cradle in the in the fully extended position at zero degrees elevation, a test load shall be applied in a horizontal direction normal to the centerline of the ladder. The turntable shall not rotate, and the ladder shall not deflect beyond what the product specification allows.

All welding shall be in compliance with the American Welding Society standards. All welding personnel shall be certified, as qualified under AWS welding codes.

The aerial device shall be capable of operating in either of the two (2) following conditions:

- Conditions of high wind up to 35 mph
- Conditions of icing, up to a coating of 0.25" over the entire aerial structure

All of the design criteria must be supported by the following test data:

- Strain gage testing of the complete aerial device

The following criteria for materials are to be used in the design of the aerial device:

- Materials are to be certified by the mill that manufactured the material.
- Material testing that is performed after the mill test shall be for verification only and not with the intent of changing the classification.

Ladder Construction

The ladder shall be comprised of five (5) sections and shall extend to a nominal height, of 100' above the ground, as measured by 1901 recommendations. The ladder (handrails, base rails, trusses, k-braces and rungs) shall be constructed of welded, high strength steel certified by the manufacturer as being a minimum of 100,000 lb per square inch of yield strength. All critical points shall be reinforced, for extra rigidity, and to provide a high strength-to-weight ratio. Ladder rungs shall be round and welded to each section in two (2) places with "K" bracing for torsional rigidity. A minimum of 70.25" of overlap between each of the aerial sections shall be provided.

The inside width dimensions of the ladder shall be:

Base Section:	56.12"
Lower Mid-Section:	46.12"
Center Mid-Section:	36.62"
Upper Mid-Section:	28.12"
Fly Section:	22.12"

The height of the handrails above the centerline of the rungs shall be:

Base Section:	40.72"
Lower Mid-Section:	39.08"

	Bidder Complies	
	Yes	No

Center Mid-Section: 32.32"
Upper Mid-Section: 29.02"
Fly Section: 26.37"

Vertical Height
The height of the unit shall extend to no less than 100', as measured by a plumb line from the top surface of the basket handrail assembly to the ground, with the basket raised to a 77-degree angle.

Horizontal Reach
The rated horizontal reach shall be 93'. The measurement of horizontal reach shall be consistent with NFPA standards.

Mounting of Elevating Platform
The aerial device shall be mid mounted, to a torque box, on the truck chassis.

Torque Box
A "torsion box" subframe shall be installed between two sets of stabilizers. The torque box shall be constructed of 100,000 lb per square inch yield steel with an integral ladder storage box. The torque box assembly shall be capable of withstanding all torsional and horizontal loads when the unit is on the stabilizers. The torque box shall be bolted to the chassis frame rails using forty-eight 0.750" SAE grade 8 bolts with nuts.

Turntable
The turntable shall be coated with a non-skid, chemical resistant material in the walking areas. The stepping surfaces shall meet the skid-resistance requirements in the current NFPA 1901 standard.

The turntable shall serve as a step for access to the ladder.

The turntable handrails shall be a minimum 42.00" high and shall not increase the overall travel height of the vehicle. The handrails shall be constructed from 1.62" diameter extruded 6061-T6 aluminum with a slip resistant knurled surface. The handrails shall be anodized to resist corrosion.

Elevation System
Two (2) double acting lift cylinders shall be utilized to provide smooth, precise elevation from 15 degrees below horizontal to 77 degrees above horizontal. The lift cylinder shall be attached to each side of the base section. The lift cylinders shall have a 7.50" internal diameter (bore), 3.50" diameter cylinder rod and a 53.89" stroke. The lift cylinder rod shall be chrome plated, to provide smooth operation of the aerial and reduce seal wear. The lift cylinders shall be equipped with integral holding valves located in the cylinder, to prevent the unit from descending should the charged lines be severed, at any point within the hydraulic system and to maintain

	Bidder Complies	
	Yes	No

the ladder in the bedded position during road travel. The integral holding valves shall NOT be located in the transfer tubes.

The elevation system shall be controlled by the microprocessor. The microprocessor shall provide the following features:

- Collision avoidance of the elevation system to prevent accidental body damage.
- Automatic deceleration when the aerial device is lowered into the cradle.
- Automatic deceleration at the end of stroke, in maximum raise and lower positions
- Deceleration of the aerial device from 0 to -15 degrees

Extension/Retraction System

A hydraulically powered, extension and retraction system shall be provided through dual hydraulic cylinders and wire ropes. The extension cylinder shall have a 6.50" internal diameter (bore), 2.75" diameter rod and a 53.12" stroke. Each set shall be capable of operating the ladder in the event of a failure, of the other. For safety, systems that use only a single extension/retraction system shall not be acceptable. The extension cylinder rod shall be chrome plated to provide smooth operation of the aerial device and reduce seal wear. The extension/retraction cylinders shall be equipped, with integral holding valves, to prevent the unit from retracting should the charged line be severed, at any point within the hydraulic system. The integral holding valves shall NOT be located in the transfer tubes.

Wire ropes and attaching systems used to extend and retract the fly sections shall have a 5:1 safety factor based on the ultimate strength under all operating conditions. The factor of safety for the wire rope shall remain above 2:1 during any extension or retraction stall. The minimum ratio of the diameter of wire rope used to the diameter of the sheave used shall be 1:12. Wire ropes shall be constructed of seven (7) strands over an inner wire core for increased flexibility. The wire rope shall be galvanized to reduce corrosion.

The extension/retraction system shall be controlled by the microprocessor. The microprocessor shall provide the following features:

- Automatic deceleration at the end of stroke, in maximum extend and retract positions.
- Controls the rate of retraction while flowing water.

All sheaves and sheave pins shall utilize greaseable bronze bushings. Sheave pins shall be polished stainless steel (no exception).

Rotation System

A 54.00" diameter, external tooth, monorace rotation bearing shall be used for the rotation system and shall provide 360-degree continuous rotation. The turntable shall be bolted to the bearing using 30 SAE grade 8, 0.875" diameter bolts. To secure the bearing to the base support, 36 grade 8, 0.875" diameter bolts shall be used. The turntable base and the torque box bearing plate shall be machined to fit the bearing, thereby providing even distribution of

	Bidder Complies	
	Yes	No

forces. Two (2) hydraulically driven, planetary gear boxes, with drive speed reducer, shall be used to provide infinite and minute rotation control, throughout the entire rotational travel. Each planetary gearbox has a torque rating of 130,000 lb per square inch. A spring applied, hydraulically released, disc type, swing brake shall be furnished to provide positive braking of the turntable assembly. Provisions shall be made for auxiliary operation of the rotation system should complete loss of normal hydraulic power occur.

The rotation system shall be controlled by the microprocessor. The microprocessor shall provide the following features:

- Envelope control of rotation system to prevent accidental body damage.
- Prevent the aerial from being rotated into the short-jacked side of the unit.

Manual Override Controls
Manual override controls shall be provided for all aerial and stabilizer functions.

Ladder Slide Mechanism
Wear pads shall be used between the telescoping ladder sections, to reduce friction for smoother operation. Slide pads shall also be used to control side play between the ladder sections.

Basket Leveling System
A basket leveling system shall be provided and so designed, that the basket with its rated load, can be supported and maintained level, relative to the turntable, regardless of the elevation or flexion of the ladder.

The leveling of the basket features a hydraulic cylinder system mounted between the ladder fly section and the basket with each side capable of supporting the load, while maintaining the basket level.

The hydraulic circuitry includes pressure operated counterbalance valves, on the load side of the cylinders, to prevent the basket from tipping should the hydraulic lines be severed.

The microprocessor shall control the level of the basket during bedding operations, preventing the basket from hitting the body deck when the truck is setup on unlevel ground.

Rotation Interlock
The microprocessor shall be used to prevent the rotation of the aerial device, to the side in which the stabilizers have not been fully deployed (short-jacked). The microprocessor shall allow full and unrestricted use of the aerial, in the 180-degree area, on the side(s) where the stabilizers have been fully deployed. The system shall also have a manual override, to comply with NFPA 1901. SYSTEMS THAT PERMIT THE AERIAL TO ROTATE TO THE "SHORT JACK" SIDE, WITHOUT AUTOMATICALLY STOPPING THE ROTATION AND/OR WITHOUT ACTUATION OF THE "MANUAL OVERRIDE", SHALL NOT BE ACCEPTED. SYSTEMS THAT

Bidder Complies	
Yes	No

ONLY INCLUDE AN ALARM ARE NOT CONSIDERED AN INTERLOCK AND SHALL NOT BE ACCEPTED.

Load Capacities

The following load capacities shall be established with the stabilizers at full horizontal extension and placed in the down position to level the truck and to relieve the weight from the tires and axles. Capacities shall be based upon full extension and 360-degree rotation.

A load chart, visible at the operator's station, shall be provided. The load chart shall show the recommended safe load at any condition of the aerial device's elevation and extension (no exception).

35 MPH Wind Conditions/Dry

Degree of Elevation	-15 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 77
Basket	1000	1000	1000	1000	1000	1000	1000
Fly	-	-	-	-	250	250	500
Upper Mid	-	-	-	-	250	250	500
Center Mid	-	-	250	250	250	500	500
Lower Mid	-	-	250	250	500	500	500
Base	-	250	500	500	500	500	750

Water Tower Operation

The following capacities shall be based upon continuous 360-degree rotation and full extension.

35 MPH Wind Conditions/Water Charged

Degree of Elevation	-15 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 77
Basket	500	500	500	500	500	500	500
Fly	-	-	-	-	-	-	250
Upper Mid	-	-	-	-	-	250	250
Center Mid	-	-	-	-	250	250	500
Lower Mid	-	-	-	250	250	500	500
Base	-	-	250	250	250	500	500

Elevation -15 to 77 Degrees

The aerial device shall be able to maintain the above load capacities while flowing up to 1500 GPM and a nozzle position of 0 to 90 degrees to either side of the ladder centerline, and as far above and below horizontal to the platform as nozzle design allows.

The aerial device shall be able to maintain the above load capacities while flowing up to 2000 GPM and a nozzle position of 0 to 45 degrees to either side of the ladder centerline, and 30 degrees above horizontal and as far below horizontal to the platform as nozzle design allows.

	Bidder Complies	
	Yes	No

Reduced loads in the basket can be redistributed in 250 lb Increments to the fly, mid, or base as needed.

Ladder Cradle Interlock System

A ladder cradle interlock system shall be provided through the microprocessor to prevent the lifting of the aerial device from the nested position until the operator places all the stabilizers in a load supporting configuration. A switch shall be installed at the boom support to prevent operation of the stabilizers once the aerial has been elevated from the nested position.

AERIAL BOOM PANEL

There shall be one boom panel provided on each side of the aerial ladder base section. The boom panel shall be painted.

The boom panels shall be designed so no mounting bolts are in the face of the panel. This shall keep the lettering surface free of holes.

AERIAL DEVICE RUNG COVERS

Each rung shall be covered with a secure, heavy-duty, fiberglass pultrusion that incorporates an aggressive, no-slip coating.

The rung covers shall be glued to each rung and shall be easily replaceable should the rung cover become damaged.

The center portion of each rung cover shall be black and the outside 2.00" edge at each side shall be black.

Under no circumstances shall the rung covers be fastened to the rungs using screws or rivets (no exception).

The rung covers shall have a 10-year, limited warranty.

SAW STORAGE BOX

There shall be a total of one (1) storage box provided at the base section of the aerial ladder, one (1) on the left side of the aerial device while viewed from the turntable. The box shall be painted to match the aerial device and located at the tip of the base section. The box shall have a hinged cover with pair of butterfly latches and gas struts to secure the saw. The cover shall have the same finish as the box. The cover shall be tied into the open-door indicator circuitry when in the open position. The box shall have no louvers.

The maximum capacity of each box shall be 25 lb.

LADDER STORAGE MOUNTING BRACKETS

There shall be brackets that are DA finished provided near the end of the fly section of the aerial for mounting a roof ladder.

	Bidder Complies	
	Yes	No

The mounting brackets shall accommodate a 16' Duo-Safety 875-A roof ladder as determined by the type of aerial device and the available space.

STABILITY TEST

An aerial stability test shall be run on this apparatus using the maximum weight allowance for tip options.

STOKES STORAGE BRACKETS

There shall be one (1) set of aluminum brackets provided at the base section of the aerial ladder on the right side of the aerial device while viewed from the turntable. The brackets shall be located above the aerial boom panel. The brackets shall be DA finished and include locking pins to secure the basket.

PIKE POLE MOUNTING BRACKETS

Mounting shall be provided near the end of the fly section of the aerial ladder for one (1) pike pole.

The bracket shall be sized to hold a Duo-Safety 10' pike pole.

BASKET STRUCTURE

The complete basket structure shall be constructed of welded high strength steel certified by the manufacturer to have a minimum of 100,000 lb per square inch yield strength on all structural members. The aerial basket shall be fully tested and independent third party certified.

The flooring of the basket shall be multi-piece Morton Cass material, preventing the accumulation of water on the standing surface. The floor shall measure approximately 33.63" long x 72.75" wide. The stepping surfaces shall meet the skid-resistance requirements of current NFPA 1901 standard.

The outside basket steps used for transferring in and out of the basket shall be at the same level as the basket floor and shall be constructed of aluminum treadplate. The steps on the front and sides are approximately 8.00" deep. The front corners of the basket step shall be mitered at 45 degrees to allow the basket to be maneuvered closer to buildings when approaching at an angle.

Four (4) stainless steel pompier belt safety loops shall be attached to the inside of the basket. Two (2) lifting eyes shall be provided on the bottom side of the basket support structure. Each lifting eye shall be rated for 500lb.

Four (4) rubber bumpers are provided on the bottom side of the basket structure for damage protection when setting it down on a surface.

The basket interior shall be illuminated as required per the current edition of NFPA 1901. Electrical sub-components shall be mounted under the basket in an enclosed area providing

	Bidder Complies	
	Yes	No

protection from heat exposure while allowing for easy servicing and maintaining an unobstructed basket interior.

BASKET SIDES

The sides of the basket shall be of tubular steel construction and aluminum sheet skin, and along with the basket doors, shall form a continuous 42.00" high wall around the basket.

PLATFORM ENTRANCES/EXITS

Two (2) swing-in, spring-loaded, self-closing doors shall be of steel frame construction with an aluminum sheet skin and shall be provided on the 45-degree angles at the front of the platform. A paddle style door latch shall allow the basket doors to be opened from the outside by applying pressure to the paddle with the hand. The rear of the platform shall be equipped with a vertical self-closing gate for transfer to and from the platform's ladder device.

ACCESSORY MOUNTING RECEPTACLES

Universal accessory mounting receptacles shall be permanently affixed on the left side of the basket to receive options such as the rescue basket holders, rappelling arms, roof ladder brackets, winch, etc. Complete interchangeability shall be required without modification to the basket.

HOSE BOX AT PLATFORM

There shall be one (1) hose storage box with a cover and butterfly latch provided at the platform. A brushed stainless steel scuffplate shall be provided under each latch. The box shall be located at the left side of the basket when viewed from the turntable and shall match the finish of the aerial device. The box shall be sized to fit 100' of 1.75" diameter hose.

Drain holes shall be provided in the bottom corners of each box and a louver shall be provided on each side near the top of the box, below the latches.

AXE MOUNTING BRACKETS

Brackets shall be provided in the aerial platform basket for mounting one (1) fire axe. The type of axe mounted here shall be a pick head axe. The mounting plates for this installation shall be stainless steel.

LIGHTS FOR TURNTABLE WALKWAY

There shall be On Scene Model 73006-WHW 6.00" long white LED lights and P25 white LED lights provided at the aerial turntable. The lights shall be located to illuminate the entire walking surface of the turntable including the area around the turntable console. These lights shall be activated by the aerial master switch.

TURNTABLE CONSOLE LIGHTING

There shall be one (1), TecNiq Model E10, white LED light mounted in the turntable console cover to illuminate the controls located on both the upper and lower portion of the turntable control station. These lights shall be activated by the aerial master switch.

	Bidder Complies	
	Yes	No

TURNTABLE SURFACE COLOR
The protective, non-slip coating on the aerial turntable platform base shall be black.

BASKET HEAT SHIELDS
A heat reflective shield constructed of 0.063 aluminum shall be provided on the front, sides, bottom, and access doors of the basket.

The front, side and access door heat shields shall be painted to match the aerial basket.

The heat shields on the bottom of the basket shall be easily removable for ease of servicing components located under the basket. These heat shields shall be provided with a non-glare finish.

INFORMATION CENTER
There shall be an information center provided. The information center shall operate in temperatures from -40 to 185 degrees Fahrenheit. The information center shall employ a Linux operating system and a 7.00" (diagonal measurement) LCD display. The LCD shall have a 1000 nits rated color display. The LCD shall be daylight visible. The LCD display shall be encased in an ABS, grey plastic housing with a black decal. There shall be five (5), weather-resistant user interface buttons provided. The LCD display can be changed to an optional single foreign language.

Operation
The information center shall be designed for easy operation in everyday use. There shall be a page button to cycle from one screen to the next screen in a rotating fashion. A video button shall allow an NTSC camera signal into the information center to be displayed on the LCD. If any button is pressed while viewing a video feed, the information center shall return to the vehicle information screens. There shall be a menu button to provide access to maintenance, setup, and diagnostic screens. All other button labels shall be specific to the information being viewed.

General Screen Design
Where possible, background colors shall be used to provide vehicle information *At A Glance*. If the information provided on a screen is within acceptable limits, a green background color shall be used. If the information provided on a screen is not within acceptable limits, an amber background color shall indicate a caution condition and a red background color shall indicate a warning condition.

Every screen in the information center shall include the aerial tip temperature, the time (12- or 24-hour mode) and a text Alert Center. The time shall be synchronized between all color displays located on the vehicle. The Alert Center shall display text messages for audible alarms. The text messages shall identify any items causing the audible alarm to sound. If more than one (1) audible alarm is activated, the text message for each alarm shall cycle every second until the problems have been resolved. The background for the Alert Center shall

	Bidder Complies	
	Yes	No

change to indicate the severity of the warning message. Amber shall indicate a caution condition and red shall indicate a warning condition. If a warning and a caution condition occur simultaneously, the red background color shall be shown for all Alert Center messages.

A label shall be provided for each button. The label shall indicate the function for each active button for each screen. If the button is not utilized on specific screens, it shall have a button label with no text.

Symbols shall accurately depict the aerial device type the information pertains to such as rear mount ladder, rear mount platform, mid-mount ladder or mid-mount platform.

Page Screens

The Information center shall include the following pages:

The Aerial Main and Load Chart page shall indicate the following information:

Rungs Aligned and Rungs Not Aligned shall be indicated with text and respective green or red colored ladder symbols.

Ladder Elevation shall be indicated via a fire apparatus vehicle with ladder symbol with the degree of elevation indicated between the vehicle and ladder.

Water Flow shall be indicated via a water nozzle symbol and text indicating flow / time.

The Aerial Load Chart shall indicate the load limit on each section of the ladder based on actual ladder position and water flow.

At A Glance color features shall be utilized on this screen. Caution type conditions shall be indicated via a yellow background. Warning type conditions shall be indicated via a red background. Conditions operating within acceptable limits shall be indicated via a green background.

The Aerial Reach and Hydraulic Systems page shall indicate the following information:

Aerial Hydraulic Oil Temperature shall be indicated with symbol and text. At a glance features shall be utilized.

Aerial Hydraulic Oil Pressure shall be indicated with a symbol and text. At a glance features shall be utilized.

The following calculations shall be indicated on a representative vehicle symbol:

Aerial Device Extension length.

Aerial Device Height indicating the height of the aerial device tip from the ground.

Aerial Device Reach indicating the horizontal distance the aerial reaches from the turntable.

	Bidder Complies	
	Yes	No

Aerial Device Angle indicating the angle from the vehicle which the device is at.

At A Glance color features shall be utilized on this screen. Caution type conditions shall be indicated via a yellow background. Warning type conditions shall be indicated via a red background. Conditions operating within acceptable limits shall be indicated via a green background.

The Level Vehicle page shall indicate the following information:

The grade of the vehicle shall be indicated via a fire apparatus vehicle symbol with the degree of grade shown in text format. The symbol shall tilt dependent on the vehicle grade.

The slope of the vehicle shall be indicated via a fire apparatus vehicle symbol with the degree of slope shown in text format. The symbol shall tilt dependent on the vehicle slope.

Outrigger status shall be indicated via a colored symbol for each outrigger present. Each outrigger status shall be defined as one of the following:

Outrigger stowed indicated with a silver pan located close to the vehicle.

Outrigger fully extended indicated with a fully deployed green outrigger.

Outrigger short-jacked indicated by a yellow outrigger partially deployed.

Outrigger not set indicated by a red outrigger that is not set on the ground.

A text box located on the vehicle symbol shall be utilized to identify the overall status of the outrigger leveling system. The following status shall be indicated in the text box:

Deployed status shall indicate all outriggers are properly set on the ground at full extension.

Shortjacked status shall indicate one or more outriggers are set on the ground but not fully extended.

Not Set status shall indicate one or more outriggers is not properly set on the ground.

Stowed status shall indicate all outriggers are stowed for vehicle travel.

A bedding assist alert shall indicate that the aerial device is being aligned by the system as the operator lowers the aerial device into the cradle with the joystick.

At A Glance color features shall be utilized on this screen. Caution type conditions shall be indicated via a yellow background. Warning type conditions shall be indicated via a red background. Conditions operating within acceptable limits shall be indicated via a green background.

Menu Screens

The following screens shall be available through the Menu button:

	Bidder Complies	
	Yes	No

The View System Information screen shall display aerial device hours, aerial PTO hours, ladder aligned for stowing, aerial rotation angle, total water flow, and aerial waterway valve status.

The Set Display Brightness screen shall allow brightness increase and decrease and include a default setting button.

The Configure Video Mode screen shall allow setting of video contrast, video color and video tint.

The Set Startup screen allows setting of the screen that shall be active at vehicle power-up.

The Set Date and Time screen has a 12- or 24-hour format and allows setting of the time and date.

The View Active Alarms screen shows a list of all active alarms including the date and time of each alarm occurrence and shows all alarms that are silenced.

The System Diagnostics screen allows the user to view system status for each module and its respective inputs and outputs. Viewable data shall include the module type and ID number; the module version; and module diagnostics information including input or output number, the circuit number connected to that input or output, the circuit name (item connected to the circuit), status of the input or output, and other module diagnostic information.

Aerial calibrations screen indicates items that may be calibrated by the user and instructions to follow for proper calibration of the aerial device.

Button functions and button labels may change with each screen.

LOWER CONTROL STATION

A lower control station with pendant control shall be located at the rear of the apparatus in an easily accessible area. The controls and indication labels shall be illuminated for nighttime operation. The following items shall be furnished at the lower control station and shall be clearly identified and conveniently located for ease of operation and viewing:

- Level assist switch
- Override switch to override microprocessor.
- Emergency power unit switch

AERIAL DEVICE CONTROL STATIONS

There shall be two (2) aerial device control stations, one (1) shall be referred to as the basket control station, and the other as the turntable control station. All elevation, extension, and rotation controls shall operate from both of these locations. The controls shall permit the operator to regulate the speed of the aerial functions, within the safe limits as determined by the manufacturer and NFPA standards. The controls shall be clearly marked and illuminated for nighttime operation.

	Bidder Complies	
	Yes	No

Each control shall be equipped with an operator presence, preventing accidental activation.

TURNTABLE CONTROL STATION

The turntable control station shall be located on the right side of the turntable so the operator may easily observe the basket while operating the controls. A console cover shall be provided at the turntable control station. The controls shall be so designed to allow the turntable control station to immediately override the basket controls even if the ladder is being operated by the basket controls.

The following items shall also be provided at the turntable control station and be clearly identified and illuminated for nighttime operation and conveniently located for ease of operation and viewing:

- Three (3) separate controls for raise/lower, extend/retract, and left/right rotation.
- Intercom controls
- Tip tracking light switch
- Emergency power unit switch
- Operator's load chart
- Two (2) position switch for selecting aerial operational speed.
- Aerial monitor switches

BASKET CONTROL STATION

The basket control station shall be located at the front, center of the platform basket. The following items shall also be provided at the basket control station and be clearly identified and illuminated for nighttime operation and conveniently located for ease of operation and viewing:

- Three (3) separate controls for raise/lower, extend/retract, and left/right rotation.
- Intercom controls.
- Tip tracking light switch.
- Basket leveling switches.
- Operator's load chart.
- Aerial monitor switches.

HIGH IDLE

The high idle shall be controlled by the microprocessor. The microprocessor shall automatically adjust the engine rpm, to compensate for the amount of load placed upon the system. The system shall include a safety device that allows activation of the high idle, only when the parking brake is set, and the transmission is placed in neutral.

INTERIOR BASKET ILLUMINATION

There shall be three (3) 20.00" weather resistant strip lights with white LEDs and stainless-steel shield provided to illuminate the interior of the aerial basket.

- One (1) light over the control console

	Bidder Complies	
	Yes	No

- One (1) light on the left side rear of the basket
- One (1) light on the right-side rear of the basket

The lights shall be activated when the battery switch is on and the aerial master switch is on.

STABILIZERS

The vehicle shall come equipped with a stabilization system consisting of six (6) hydraulically operated stabilizers. The middle two (2) shall be out and down style, the front and rear two (2) shall be down only. This system shall meet or exceed all requirements of the NFPA specifications related to stabilization and setup on sloped surfaces.

The stabilizer/leveling jacks shall have a maximum spread of 18' measured from the centerline of the jack footpads when the beams are fully extended. The beams shall be 6.81" wide x 13.00" high with 1.00" thick top and bottom plates and 1/2" thick sides of 100,000-PSI minimum yield strength steel. The cylinders shall have pilot-operated check valves with thermal relief designed to ensure that the beams shall not drift out of the stowed position during travel. Wear pads shall guide the stabilizers.

The horizontal extension cylinders shall be totally enclosed within the beams and shall incorporate telescoping hydraulic tubing to supply the jack cylinder hydraulic power. Stabilizer hydraulic hoses shall remain stationary during operation of the stabilizers to prevent hose wear and potential failure. The cylinders shall be equipped with decelerators to reduce the speed of extension and retraction when the beams are near the fully retracted and extended positions. The stabilizer extension hydraulic cylinders shall have the following dimensions: 2.25" bore, 1.38" rod, and 62.25" stroke.

The front vertical jack cylinders shall be capable of 15.00" ground penetration. The middle and rear vertical jack cylinders shall be capable of 18.00" ground penetration. The cylinders shall be supplied with pilot operated check valves on each jack cylinder to hold the cylinder in the stowed or working position, should a charged line be severed at any point in the hydraulic system. For safety, the integral holding valves shall be located in the cylinder base, NOT in the transfer tube. Vertical jack cylinder rods shall be fully enclosed by a telescoping inner box to protect the cylinder rods from damage. The stabilizer jack hydraulic cylinders shall have the following dimensions: 4.25" bore, 3.00" rod, and 34.88" stroke.

The middle and rear stabilizer jack shall have a pan that shall be a maximum of 14.00" wide so as to allow the extension of the stabilizer between parked cars or other obstacles. This pan shall serve as a protective guard and a mounting surface for warning lights. The top, forward, and rear edges shall be flanged back 90 degrees for added strength. The front stabilizers shall be designed for easy cab tilt.

STABILIZER PADS

The stabilizer footpad shall include an integrated stabilizer pad. The footpad shall be attached to the jack cylinder rod by means of a machined ball at the end of the jack cylinder rod which

	Bidder Complies	
	Yes	No

mates to a socket machined into the footpad. The footpad shall automatically position itself when being stowed so that no portion of the foot extends outside the body.

STABILIZER CONTROLS

A portable stabilizer control pendant shall be provided. The control pendant shall be weatherproof and oil resistant. Each function and indicator light shall be labeled on a mylar Lexan panel. The control pendant can be taken as far away as 15' from the vehicle with an attached coil cable.

The stabilizer control pendant shall include the following:

- One (1) green power indicator light for stabilizer control that shall be illuminated when the Stabilizer Power Enable switch has been activated. This shall be interlocked such that the aerial master must be activated, the ladder is in the cradle, or the override at the rear of the apparatus is activated.
- Two (2) electric toggle switches for stabilizers: each toggle switch shall control the extend/retract (middle only) and raise/lower (front/middle/rear) of its respective stabilizer to allow vehicle set up in restricted areas and/or on uneven surfaces.
- Level assist switch: The stabilizer control system shall incorporate a computerized leveling system to enhance the stabilizer set up. The computerized system shall ensure full stabilizer extension, proper jack penetration, and shall level the vehicle within eight tenths of a degree of level for safe operation of the aerial device.
- Stow assist switch: The stabilizer control system shall incorporate a computerized system to move all six (6) stabilizer shoes to the full raised position while this switch is held.
- Tilt assist toggle switch: The stabilizer control system shall incorporate a computerized system to tilt the chassis to five (5) degrees for enhanced side angle deployment of the aerial device.
- One (1) electric push button switch for the engaging the emergency power unit.
- One (1) red "stabilizer not stowed" indicator light: this light shall illuminate when the stabilizers are not in the fully stowed position.
- Two (2) fully extended beams green indicator lights: these lights shall be illuminated when each of the respective stabilizer beams are fully extended.
- Six (6) firm on ground green indicator lights: each light shall be illuminated when its respective stabilizer shoe is in the load supporting condition.

Each toggle switch shall activate the engine fast idle automatically.

Manual override shall be supplied for each stabilizer control valve.

A "Stabilizers Not Stowed" indicator shall be provided in the driver's compartment. It shall illuminate automatically whenever the stabilizers are not fully stowed to prevent damage to the apparatus if moved. The stabilizer system shall also be wired to the "Do Not Move Indicator

	Bidder Complies	
	Yes	No

Light", which shall flash whenever the apparatus parking brake is not fully engaged, and the stabilizers are not fully stowed.

CRADLE INTERLOCK SYSTEM

A cradle interlock system shall be provided, to prevent the lifting of the aerial from the nested position, until the operator has positioned all the stabilizers in a load supporting configuration. A switch shall be installed at the cradle, to prevent operation of the stabilizers once the aerial has been elevated from the nested position.

STABILIZER PAN AND TRIM MATERIAL

The aerial stabilizer pans shall be stainless steel, painted to match the lower body color and the aerial stabilizer trim shall be painted to match lower body color .

STABILIZER CONTROL BOX ALUMINUM DOOR

A vertically hinged smooth aluminum door shall be provided over the stabilizer control box. The door shall be hinged inboard.

STABILIZER PLACEMENT

There shall be two (2) cameras provided and installed on the body, one (1) directly above each stabilizer. The cameras shall be activated with a switch in the cab and shall provide a picture to specify the fully extended stabilizer position allowing the driver the ability to position the vehicle with the proper clearance for stabilizer deployment.

HYDRAULIC SYSTEM

All hose assemblies shall be assembled and crimped by the hose manufacturers certified technician.

All manufacturing employees responsible for the installation of hydraulic components shall be properly trained. Training shall include: proper handling, installation, torque requirements, cleanliness and quality control procedures for hydraulic components.

Hoses used in the aerial hydraulic system shall be of a premium quality hose with a high abrasion resistant cover. All pressure hoses shall have a working pressure of 4000 psi and a burst pressure rating of 16,000 psi.

All hydraulic fittings and tubing shall be plated or constructed of 304 stainless steel to minimize corrosion.

The fitting shall use an O-ring seal where possible to minimize hydraulic leaks.

An interlock shall be provided that prevents activation of the hydraulic pump until the transmission is placed in neutral and the parking brake is set as outlined in the current NFPA 1901 standard.

The system shall meet the performance requirement of the current NFPA 1901 standard, which requires adequate cooling less than 2.5 hours of operations.

	Bidder Complies	
	Yes	No

All hydraulic components that are non-sealing whose failure could result in the movement of the aerial shall comply with current NFPA 1901 standards and have burst strength of 4:1.

Dynamic sealing components whose failure could cause aerial movement shall have a margin of 2:1 on maximum operating pressure per the current NFPA 1901 standard.

All hydraulic hoses, tubes, and connections shall have a minimum burst strength of 3:1 per the current NFPA 1901 standard.

A chassis mounted positive displacement piston pump for consistent pressure and rapid responses shall supply hydraulic power for all aerial operations. The positive displacement pump shall provide 3,000psi. The hydraulic pump shall be solely dedicated to aerial operations (no exception).

Each aerial shall be evaluated as to the region and climate where it shall be used to determine the optimum viscosity and proper oil grade. Oil viscosity shall be based on an optimum range of 80 to 1000 SUS during normal aerial use. Before shipment of the unit, an oil sample shall be taken and analyzed to confirm the oil is within the allowable ISO grade tolerance.

The aerial hydraulic system shall have a minimum oil cleanliness level of ISO 18/15/13 based on the ISO 4406:1999 cleanliness standard. Each customer shall receive a certificate of actual cleanliness test results and an explanation of the rating system.

Oil samples can be taken from the hydraulic manifold GP1 port which is also used for verifying system pressure.

Ball valves shall be provided in the hydraulic suction lines to permit component servicing without draining the oil reservoir.

The aerial shall incorporate the use of trombone steel tubes inside the stabilizer beams to eliminate hydraulic hose wear and leaks.

Hydraulic power to the ladder shall be transferred from the pedestal by a hydraulic swivel.

The system hydraulic pressure shall be displayed on the turntable display.

The hydraulic system shall be additionally protected from excessive pressure by a secondary pressure relief valve set at 3,500 psi. In the event the main hydraulic pump compensator malfunctions, the secondary relief shall prevent system damage.

HYDRAULIC CYLINDERS

All cylinders used on the aerial device shall be produced by a manufacturer that specializes in the manufacture of hydraulic cylinders.

Each cylinder shall include integral safety holding cartridges. No manifold or transfer tube mounted cartridge shall be acceptable.

	Bidder Complies	
	Yes	No

Each cylinder shall be designed to a minimum safety factor of 4:1 to failure.

All safety holding cartridges shall be installed at the cylinder manufacturer, in a controlled clean environment to avoid possible contamination and or failure.

POWER TAKEOFF/HYDRAULIC PUMP

The apparatus shall be equipped with a power takeoff driven by the chassis transmission and actuated by an electric shift, located inside the cab. The power takeoff which drives the hydraulic pump shall meet all the requirements for the aerial unit operations.

An amber indicator light shall be installed on the cab instrument panel to notify the operator that the power takeoff is engaged.

An interlock shall be provided that allows operation of the aerial power takeoff shift only after the chassis spring brake has been set and the chassis transmission has either been placed in the neutral position or drive position after the driveline has been disengaged from the rear axle.

The hydraulic system shall be supplied by a variable displacement load and pressure compensating piston pump. The pump shall meet the demands of all three simultaneous aerial functions. The pump shall provide proper flow for single aerial function with the engine at idle speed. A switch shall be provided on the control console to increase the engine speed for multiple function operation.

EMERGENCY PUMP

The hydraulic system shall be designed with an auxiliary power unit meeting the guidelines of the current NFPA 1901 standard.

The aerial shall be equipped with an emergency hydraulic pump, electrically driven from the truck batteries. The pump shall be capable of running for 30 minutes for limited aerial functions to stow the unit in case of a main pump or truck system failure. A momentary switch shall be located at the stabilizer and aerial control locations to activate the emergency pump.

AERIAL CONTROL VALVE

The aerial hydraulic control valve shall be designed with special spool flows, limiting the oil flow for the designed function speed. The valve shall be electrically controlled and be located below the swivel and integrated with the stabilizer control manifold. The handles shall be oriented outward and shall be spaced 1.80" apart. The valve spools shall be designed to bleed off downstream pressure, in the neutral position and allow proper sealing of any cylinder holding cartridge.

OIL RESERVOIR

The oil reservoir shall have a minimum capacity of 39 gallons. The oil fill location shall be easily accessible and be labeled "Hydraulic Oil Only" and also indicate the grade of oil that is installed in the reservoir. A drain port shall be provided.

	Bidder Complies	
	Yes	No

Two suction ports shall be provided, one for the main hydraulic pump and one for the emergency pump. The emergency suction port shall be raised slightly off the bottom of the reservoir.

Magnetic filter shall be installed in line with the return hose.

A float type sending unit in the reservoir shall provide an indication of oil level on an electronic display. A temperature sending unit in the reservoir shall provide indication of the oil temperature on an electronic display.

The hydraulic oil reservoir shall be labeled per the current edition of NFPA 1901 standard.

RETURN FILTER

The low-pressure oil return filter shall be remote mounted in the return line and designed to prevent oil loss during filter change. A 50-psi bypass shall be included to protect the element and hydraulic system during lower than normal operating temperatures. The system shall incorporate the following filter to provide dependable service:

- return filter: beta 1000 at 6 microns.

HYDRAULIC SWIVEL

The aerial ladder shall be equipped with a three (3) port, high pressure hydraulic swivel which shall connect the hydraulic lines from the hydraulic pump and reservoir through the rotation point to the aerial control bank. The hydraulic swivel shall allow for 360-degree continuous rotation of the aerial.

ELECTRIC SWIVEL

The ladder shall be equipped with an electric swivel to allow 360 degrees rotation of the aerial while connecting all electrical circuits through the rotation point. A minimum of 36 collector rings shall be provided that are capable of supplying 20-amp continuous service. All collector rings shall be enclosed and protected with desiccant plugs against condensation and corrosion. No oil or silicone shall be used.

WATER SWIVEL

Water shall be transferred to the aerial waterway by means of a 5.00" internal diameter waterway, through the swivel, permitting 360-degree continuous rotation.

13-BIT ABSOLUTE ENCODER

The aerial ladder shall be equipped with a 13-Bit Absolute Encoder which provides 8192 counts per shaft turn for position and direction reference.

The 13-Bit Absolute Encoder shall provide a unique binary word to reference each position and direction for all 360 degrees of rotation.

If the power is interrupted for any reason, the 13-Bit Absolute Encoder shall allow power to be returned to the system without having to re-zero the settings.

	Bidder Complies	
	Yes	No

The 13-Bit Absolute Encoder shall be an integral part of a micro-processor-based control system.

ELECTRICAL SYSTEM

The aerial device shall utilize a microprocessor-based control system. The system shall consist of the following components:

- Control System Modules

Each of the control system modules shall be configured as follows:

- Sealed to a NEMA 4X rating.
- Operating range from -40 degrees F to 156 degrees F (-40 degrees C to 70 degrees C)
- Communicate using J1939 data link.
- Two (2) diagnostic LED lights
  - One (1) green light that illuminates when module has power (B+) and ground.
  - One (1) red light that flashes to indicate the module is capable of communicating via the data link.
- Up to 16 diagnostic LEDs on each module
- Ground matrix identification system

The following control system modules shall be used:

- Control Module
  - Main controller for the system
  - USB connection allows for computer diagnostics.
- Power Module
  - Built-in fault sensing
  - Eight (8) digital outputs
  - Pulse width modulating (PWM) capable
  - 10A continuous per output
  - Circuit protection based on actual current draw (not affected by heat)
- Current Control Module
  - Built-in fault sensing
  - Three (3) analog inputs
  - Eight (8) digital outputs
  - Pulse width modulating (PWM) capable
  - 3A continuous per output
  - Closed Loop System
  - Circuit protection based on actual current draw (not affected by heat)
- Input Module
  - 16 software selectable (digital or analog) inputs
- Output Module
  - 16 digital outputs

	Bidder Complies	
	Yes	No

- Input/Output Module
  - Eight (8) software selectable (digital or analog) inputs
  - Eight (8) digital outputs
- Valve Module
  - 36 digital inputs
  - 36 digital outputs

TIP LIGHT

There shall be two (2) Whelen® Model MPB*, 4,100 lumens 12-volt DC LED lights with adjustable mounts installed on the front of the basket. The painted parts of this light assembly to be black.

The lights shall be controlled with the tracking lights.

UNDER BASKET LIGHTING

There shall be additional 12-volt flood lighting under the aerial basket. Floodlight model and locations to be determined at the pre-construct meeting.

TRACKING LIGHTS

There shall be two (2) Whelen® MPP*, 5,695 lumens 12-volt DC LED lights with low profile pedestal mounts installed near the tip of the base section of the aerial device. The lights are installed at the tip, so the overall width of the apparatus is not affected. The lights shall be mounted below the top edge of the aerial device so the overall height of the apparatus is not affected.

- One (1) located on the left side with spot optics.
- One (1) located on the right side with spot optics.
- The painted parts of this light assembly to be black.

Power to the lights shall be controlled by a master on/off switch at the turntable control operator's position.

BASKET ACCESS

Access to the basket shall be provided by a pull-out, swing-down climbing ladder. The 2.25" deep climbing ladder surfaces shall be constructed with Traction Tread®. The bottom step shall be a flip-down, stirrup step. The access ladder shall be recessed into the angled corners of the rear body on each side. Hand holds shall be provided in each side of the ladder.

All stepping surfaces shall have a height not greater than 14.00" from top surface to top surface.

The bottom stepping height shall not exceed 24.00" from the ground to the top of the stepping surface at any time.

	Bidder Complies	
	Yes	No

STEP LIGHTS

There shall be two (2) white LED step lights provided for each set of aerial basket access steps.

In order to ensure exceptional illumination, each light shall provide a minimum of 25 foot-candles (fc) covering an entire 15" x 15" square placed ten (10) inches below the light and a minimum of 1.5 fc covering an entire 30" x 30" square at the same ten (10) inch distance below the light.

The step lights shall be actuated by the aerial master switch in the cab.

These lights shall meet NFPA requirements for step lighting.

LIGHTING ON AERIAL DEVICE

There shall be TecNiq, Model D02, LED rung lighting provided on both sides of the aerial ladder base, lower mid, upper mid and fly sections. The lighting shall be located adjacent to the ladder rungs along the lower rail of the ladder sections and shall run the length of the ladder section.

The color of the sections shall be per the following:

- The base section of the ladder to be red.
- The lower mid-section of the ladder to be red.
- The mid-section of the ladder to be white.
- The upper mid-section of the ladder to be white.
- The fly section of the ladder to be blue.

The LED rung lighting shall be activated when a switch at the platform/tip and turntable.

The lights may be load managed when the parking brake is applied.

STABILIZER WARNING LIGHTS

There shall be our (4) Whelen®, Model M6*C, LED flashing warning lights with Whelen, Model M6FC, chrome flanges installed, one (1) on each stabilizer cover panel.

- The front stabilizer pan lights shall be red LED with a clear lens.
- The rear stabilizer pan lights shall be red LED with a clear lens.

These warning lights shall be activated by the same switch as the side warning lights.

STABILIZER BEAM WARNING LIGHTS

Two (2) 4.00" diameter red LED flashing lights shall be mounted on each stabilizer, one (1) facing forward and one (1) facing rearward.

The lights shall be Grote Supernova 40 series LED lights.

The lights shall be recessed in the horizontal beam of the stabilizer.

These warning lights shall be activated with the aerial master switch.

	Bidder Complies	
	Yes	No

STABILIZER SCENE LIGHTS

There shall be one (1) Amdor®, Model AY-LB-12HW012, 190 lumens, 12" long, white LED strip light installed under each stabilizer beam to illuminate the surrounding area. A total of six (6) lights shall be installed. The lights shall be activated by the aerial master switch.

DC POWER CABLE TO TIP

There shall be a cable installed in the aerial device to provide 12.88 amps @ 12 volts DC to the tip of the aerial device.

2-WAY AERIAL COMMUNICATION SYSTEM

There shall be a Fire Research model ICA910 two-way intercom system provided. The control module with an LED volume display and push-button volume control shall be located on the turntable operator console.

A hands-free module shall be located at the aerial tip or platform and constantly transmit to the other module unless the control module push-to-talk button is pressed.

Each intercom unit shall be weatherproof.

AERIAL PEDESTAL

The aerial pedestal shall accommodate the height of the cab.

3-IN-1 BASKET OPTION BRACKETS

Brackets shall be provided to increase the safety of firefighters during fire ground and rescue operations. The removable brackets shall have the following three (3) functions: securing a roof ladder to the basket, two (2) rappelling anchor points, and mounting bars to allow the secure mounting of a rescue basket stretcher.

The roof ladder mounting bracket shall be designed to allow firefighter access below the basket using up to a 20' roof ladder. The ladder shall be secured through its beams and one (1) rung, by a 1.00" diameter aluminum rod capable of being positively latched in place and able to withstand a minimum of a 500lb load. There shall be a latch to keep the ladder in a vertical position at all times. A set of nylon guides shall be provided to aid in positioning the roof ladder on the mounting brackets.

Two (2) rappelling arms shall be provided. Forged stainless steel eyebolts with a 1.38" inside diameter shall be incorporated into the design of the brackets for use as a rappel line anchor. Each anchor point shall have a capacity of 300lb.

Rescue basket support brackets shall be provided to allow patient transport using the aerial. Two (2) quick clip basket straps shall be used to secure the basket to the brackets.

Strain gauging and testing shall have been completed on the system (ladder and complete holding device) to ensure structural integrity of all components and maintain a minimum of two to one (2:1) safety factor.

	Bidder Complies	
	Yes	No

AERIAL TURNTABLE MANSAVER™ BAR

A ManSaver™ bar shall be red in color and installed at the aerial turntable.

AERIAL WATERWAY

The aerial waterway shall be capable of being supplied by either a midship mounted pump or an external water source through a 5.00" intake at the side of the apparatus.

A 5.00" water swivel shall be installed below the aerial turntable permitting the ladder to rotate 360 degrees continuously.

A 5.00" water swivel shall be installed at the aerial heel pivot pin that shall permit water tower operations of -15 degrees to 77 degrees. The heel pivot pin shall not be integral with the waterway swivel at any point. The waterway design shall allow complete servicing of the waterway swivel without disturbing the heel pivot pin.

A telescoping aluminum waterway shall be installed on the side of the aerial ladder sections. The waterway shall consist of a 5.50" diameter tube for the base section, 5.00" diameter tube for the lower mid-section, 4.50" diameter tube for the center mid-section, 4.00" diameter tube for the upper mid-section, and 3.50" diameter tube for the fly section.

A 1.50" drain shall be provided for the waterway.

WATERWAY SEALS

The waterway seals shall be of type-B PolyPak design, composed of Nitroxile seal and a nitrile wiper, which together offer maximum stability and extrusion resistance on the waterway. The seal shall be capable of withstanding pressures up to 2000 psi, temperatures in excess of 250 degrees Fahrenheit and have resistance to all foam generating solutions. The seals shall be internally lubricated.

The waterway seals shall have automatic centering guides constructed of synthetic thermalpolymer. The guides shall provide positive centering of the extendible sections within each other and the base section to insure longer service life and smoother operation.

PLATFORM WATER SYSTEM

A 4.00" (internal diameter) water swivel shall connect the fly section waterway to the platform waterway. The water swivel shall permit water tower operations from -15 degrees to 77 degrees. The water shall be routed from the swivel to a 4.00" gear operated valve(s) on the front of the platform using a combination of 4.00" tubes and piping. The monitor(s) shall be bolted onto the valve(s).

A 2.50" preset pressure relief valve shall be provided in the waterway system. It shall be designed to protect the aerial waterway from excess pressure. It shall dump water to the ground when operating.

	Bidder Complies	
	Yes	No

A shower nozzle rated at 75 gpm shall be provided beneath the platform for heat protection for the platform personnel. A direct linkage control for the shower nozzle shall be provided.

One (1) - 2.50" outlet shall be provided at the front of the platform with a swivel elbow. The preconnect shall be furnished with 2.50" NST threads and chrome plated cap. The preconnect shall be located on the left side of the basket when viewed from the turntable.

There shall be no plumbing provided for a second preconnect.

AERIAL MONITOR

A Task Force Tips Model Y4-E21A-P monitor shall be provided at the front of the platform with a TFT 2000 gpm Model M-ERP2000 electric nozzle.

The controls for the electronic monitor shall be located at the platform and the turntable control console.

WATERWAY FLOWMETER

Waterway flow, including total water flowed, shall be monitored by the microprocessor. An LCD display shall be located at the upper and lower control stations.

WATERWAY INLET

There shall be a 5.00" schedule 10 stainless steel inlet pipe on the right side of the apparatus. The inlet shall be connected to the base of the ladder, through the turntable swivel, to assure continuous rotation. The inlet shall terminate with a 5.00" NST chrome adapter and a long-handled chrome cap.

AERIAL WIRELESS REMOTE CONTROL

The aerial device will be equipped with a Hetronic J1939 Can Bus wireless remote control. This remote control will operate all functions of the aerial device and one (1) water monitor electronically.

For safety reasons, the wireless remote may only be used in a water tower application, and not with personnel on the aerial device.

The system shall consist of the following components:

One (1) wireless transmitter with joysticks and toggle switches mounted in a compartment.

One (1) 12-volt DC battery charger mounted near the transmitter storage cradle.

Two (2) rechargeable batteries.

One (1) SAE J1939 Can Bus controlled receiver to control electric over hydraulic valves and one (1) water monitor mounted on the backside of the aerial turntable console.

	Bidder Complies	
	Yes	No

One (1) enable maintained toggle switch to activate the wireless system mounted near the transmitter storage cradle.

One (1) wireless control system enabled indicator light mounted next to the enable switch.

Safety system interlocks:

Electrical programming will maintain the turntable operator's aerial control priority over the wireless control.

An E-Stop switch on the wireless transmitter or in the rear stabilizer control compartment will turn off the aerial hydraulic diverter valve, there by stopping all aerial functions.

MANUALS

The aerial manufacturer shall provide two (2) operator maintenance manuals and two (2) wiring diagrams pertaining to the aerial device.

INITIAL INSTRUCTION

On initial delivery of the fire apparatus, the contractor shall supply a qualified representative to demonstrate the apparatus and provide initial instruction to the fire department regarding the operation, care, and maintenance of the apparatus for a period of three (3) consecutive days.

LOOSE EQUIPMENT

The following equipment shall be furnished with the completed unit:

- One (1) bag of chrome, stainless steel, or cadmium plated screws, nuts, bolts and washers, as used in the construction of the unit.

NFPA REQUIRED LOOSE EQUIPMENT PROVIDED BY FIRE DEPARTMENT

The following loose equipment as outlined in NFPA 1901, 2016 edition, section 9.9.3 and 9.9.4 shall be provided by the fire department.

- 800 ft (240 m) of 2.50" (65 mm) or larger fire hose, in any combination.
- 400 ft (120 m) of 1.50" (38 mm), 1.75" (45 mm), or 2.00" (52 mm) fire hose, in any combination.
- One (1) handline nozzle, 200 gpm (750 L/min) minimum.
- Two (2) handline nozzles, 95 gpm (360 L/min) minimum.
- One (1) playpipe with shutoff and 1.00" (25 mm), 1.125" (29 mm), and 1.25" (32 mm) tips.
- One (1) SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than four (4), mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer.
- One (1) spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s).
- One (1) first aid kit.

	Bidder Complies	
	Yes	No

- Four (4) salvage covers, each a minimum size of 12 ft × 14 ft (3.6 m × 5.5 m).
- Four (4) combination spanner wrenches.
- Two (2) hydrant wrenches.
- One (1) double female 2.50" (65 mm) adapter with National Hose threads.
- One (1) double male 2.50" (65 mm) adapter with National Hose threads.
- One (1) rubber mallet, for use on suction hose connections.
- Four (4) ladder belts meeting the requirements of NFPA 1983.
- One (1) 150 ft (45 m) light-use life safety rope meeting the requirements of NFPA 1983.
- One (1) 150 ft (45 m) general-use life safety rope meeting the requirements of NFPA 1983.
- One (1) traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two (2) at the shoulders, two (2) at the sides, and one (1) at the front.
- Five (5) fluorescent orange traffic cones not less than 28.00" (711 mm) in height, each equipped with a 6.00" (152 mm) retro-reflective white band no more than 4.00" (152 mm) from the top of the cone, and an additional 4.00" (102 mm) retro-reflective white band 2.00" (51 mm) below the 6.00" (152 mm) band.
- Five (5) illuminated warning devices such as highway flares, unless the five (5) fluorescent orange traffic cones have illuminating capabilities.
- One (1) automatic external defibrillator (AED).
- If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, shall be carried mounted in brackets fastened to the apparatus.
- If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3.00" (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.
- If the apparatus does not have a 2.50" National Hose (NH) intake, an adapter from 2.50" NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.
- If the supply hose carried has other than 2.50" National Hose (NH) threads, adapters shall be carried to allow feeding the supply hose from a 2.50" NH thread male discharge and to allow the hose to connect to a 2.50" NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

SOFT SUCTION HOSE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 9.8.2.1 requires a minimum of 20' of suction hose or 15' of supply hose shall be carried.

	Bidder Complies	
	Yes	No

Hose is not on the apparatus as manufactured. The fire department shall provide suction or supply hose.

DRY CHEMICAL EXTINGUISHER PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 9.9.4 requires one (1) approved dry chemical portable fire extinguisher with a minimum 80-B:C rating mounted in a bracket fastened to the apparatus.

The extinguisher is not on the apparatus as manufactured. The fire department shall provide and mount the extinguisher.

WATER EXTINGUISHER PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 9.9.4 requires one (1) 2.5 gallon or larger water extinguisher mounted in a bracket fastened to the apparatus.

The extinguisher is not on the apparatus as manufactured. The fire department shall provide and mount the extinguisher.

FLATHEAD AXE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 9.9.4 requires one (1) flathead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The fire department shall provide and mount the axe.

PICKHEAD AXE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 9.9.4 requires one (1) pick head axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The fire department shall provide and mount the axe.

EQUIPMENT MOUNTING

Customer supplied loose equipment shall be properly mounted by the dealer under the direction of the customer.

PAINT

The exterior custom cab and body painting procedure shall consist of a seven (7) step finishing process as follows:

1. Manual Surface Preparation - All exposed metal surfaces on the custom cab and body shall be thoroughly cleaned and prepared for painting. Imperfections on the exterior surfaces shall be removed and sanded to a smooth finish. Exterior seams shall be sealed before painting. Exterior surfaces that shall not be painted include; chrome plating, polished stainless steel, anodized aluminum and bright aluminum treadplate.

	Bidder Complies	
	Yes	No

2. Chemical Cleaning and Pretreatment - All surfaces shall be chemically cleaned to remove dirt, oil, grease, and metal oxides to ensure the subsequent coatings bond well. The aluminum surfaces shall be properly cleaned and treated using a high pressure, high temperature 4 step Acid Etch process. The steel and stainless surfaces shall be properly cleaned and treated using a high temperature 3 step process specifically designed for steel or stainless. The chemical treatment converts the metal surface to a passive condition to help prevent corrosion.
3. Surfacer Primer - The Surfacer Primer shall be applied to a chemically treated metal surface to provide a strong corrosion protective basecoat. A minimum thickness of 2 mils of Surfacer Primer is applied to surfaces that require a Critical aesthetic finish. The Surfacer Primer is a two-component high solids urethane that has excellent sanding properties and an extra smooth finish when sanded.
4. Finish Sanding - The Surfacer Primer shall be sanded with a fine grit abrasive to achieve an ultra-smooth finish. This sanding process is critical to produce the smooth mirror like finish in the topcoat.
5. Sealer Primer - The Sealer Primer is applied prior to the Basecoat in all areas that have not been previously primed with the Surfacer Primer. The Sealer Primer is a two-component high solids urethane that goes on smooth and provides excellent gloss hold out when top coated.
6. Basecoat Paint - Two coats of a high performance, two component high solids polyurethane basecoat shall be applied. The Basecoat shall be applied to a thickness that shall achieve the proper color match. The Basecoat shall be used in conjunction with a urethane clear coat to provide protection from the environment.
7. Clear Coat - Two (2) coats of Clear Coat shall be applied over the Basecoat color. The Clear Coat is a two-component high solids urethane that provides superior gloss and durability to the exterior surfaces. Lap style and roll-up doors shall be Clear Coated to match the body. Paint warranty for the roll-up doors shall be provided by the roll-up door manufacturer.

After the cab and body are painted, the color shall be verified to make sure that it matches the color standard. Electronic color measuring equipment shall be used to compare the color sample to the color standard entered into the computer. Color specifications shall be used to determine the color match. A Delta E reading shall be used to determine a good color match within each family color.

All removable items such as brackets, compartment doors, door hinges, and trim shall be removed and painted separately if required, to ensure paint behind all mounted items. Body assemblies that cannot be finish painted after assembly shall be finish painted before assembly.

The paint finish quality levels for critical areas of the apparatus (cab front and sides, body sides and doors, and boom lettering panels) are to meet or exceed Cadillac/General Motors GMW15777 global paint requirements. Orange peel levels are to meet or exceed the #6 A.C.T.standard in critical areas. These requirements must be met in order for the exterior paint

	Bidder Complies	
	Yes	No

finish to be considered acceptable. The manufacture's written paint standards shall be available upon request.

PAINT - ENVIRONMENTAL IMPACT

Contractor shall meet or exceed all current state regulations concerning paint operations. Pollution control shall include measures to protect the atmosphere, water and soil. Controls shall include the following conditions:

- Topcoats and primers shall be chrome and lead free.
- Metal treatment chemicals shall be chrome free. The wastewater generated in the metal treatment process shall be treated on-site to remove any other heavy metals.
- Particulate emission collection from sanding operations shall have a 99.99% efficiency factor.
- Particulate emissions from painting operations shall be collected by a dry filter or water wash process. If the dry filter is used, it shall have an efficiency rating of 98.00%. Water wash systems shall be 99.97% efficient.
- Water from water wash booths shall be reused. Solids shall be removed on a continual basis to keep the water clean.
- Paint wastes are disposed of in an environmentally safe manner.
- Empty metal paint containers shall be recycled to recover the metal.
- Solvents used in clean-up operations shall be recycled on-site or sent off-site for distillation and returned for reuse.

Additionally, the finished apparatus shall not be manufactured with or contain products that have ozone depleting substances. Contractor shall, upon demand, present evidence that the manufacturing facility meets the above conditions and that it is in compliance with his state EPA rules and regulations.

CAB TWO-TONE PAINT

The cab shall be painted two-tone, with the upper section painted charcoal metallic and the lower section painted red. There shall be a standard two-tone cab paint break provided.

There shall be a standard cab shield provided.

BODY PAINT

The body shall be painted to match the lower section of the cab.

PAINT CHASSIS FRAME ASSEMBLY

The chassis frame assembly shall be finished with a single system black topcoat before the installation of the cab and body, and before installation of the engine and transmission assembly, air brake lines, electrical wire harnesses, etc.

Components that are included with the chassis frame assembly that shall be painted are:

- Frame rails

	Bidder Complies	
	Yes	No

- Frame liners
- Cross members
- Axles
- Suspensions
- Steering gear
- Battery boxes
- Bumper extension weldment
- Frame extensions
- Body mounting angles.
- Rear Body support substructure (front and rear)
- Pump house substructure
- Air tanks
- Steel fuel tank
- Castings
- Individual piece parts used in chassis and body assembly.

Components treated with epoxy E-coat protection prior to paint:

- Two (2) C-channel frame rails
- Two (2) frame liners

The E-coat process shall meet the technical properties shown.

PAINT, REAR WHEELS
All wheel surfaces, inside and outside, shall be provided with powder coat paint black.

AXLE HUB PAINT
All axle hubs shall be painted black.

COMPARTMENT INTERIOR PAINT
The interior of all compartments shall be painted with a gray spatter type paint.

AERIAL DEVICE PAINT COLOR
The aerial device paint procedure shall consist of a seven (7) step finishing process as follows:

1. Manual Surface Preparation - All exposed metal surfaces on the aerial device structural components above the rotation point shall be thoroughly cleaned and mechanically shot-blasted to remove metal impurities and prepare the aerial for painting.

2. Zinc Rich Primer - Zinc rich primer shall be applied to the torque box and stabilizers.

3. Primer/Surfacer Coats - A two (2) component epoxy primer/surfacer shall be applied to the mechanically shot-blasted metal surfaces to provide a strong corrosion protective base coat and to smooth out the surface. All seams shall be caulked with a two (2) component epoxy caulk before painting.

	Bidder Complies	
	Yes	No

4. Hand Sanding - The primer/surfacer coat of the outer surfaces of the handrails and base rails shall be lightly sanded to a smooth finish.

5. Primer Coat - A two (2) component epoxy primer coat shall be applied over the sanded primer.

6. Topcoat Paint - Urethane base coat shall be applied to opacity for correct color matching.

7. Clear Coat - Two (2) coats of an automotive grade two (2) component urethane shall be applied.

Surfaces that shall not be painted include all chrome plated, polished stainless steel, anodized aluminum and bright aluminum treadplate.

All buy out components, such as monitor, nozzle, gauges, etc. shall be supplied as received from the vendor.

Removable items such as brackets shall be removed and painted separately to ensure paint coverage behind all mounted items.

The aerial device components shall be painted as follows using the seven (7) step finishing process:

- Aerial basket and basket leveling cylinders at tip: charcoal metallic.
- Aerial device ladder sections and extension cylinders: charcoal metallic
- Aerial turntable and leveling cylinders at turntable: charcoal metallic
- Aerial control console: charcoal metallic
- Aerial lift cylinders: charcoal metallic
- Aerial rotation motor: charcoal metallic
- Aerial torque box, support structure and components below the rotation point: gloss black primer
- Aerial stabilizers (middle and rear only): charcoal metallic
- Aerial boom support: gloss black primer

REFLECTIVE STRIPES

Reflective striping shall match the customer's existing fleet.

REAR CHEVRON STRIPING

There shall be alternating chevron striping located on the rear-facing vertical surface of the apparatus. Covered surfaces shall include the rear wall and aluminum doors. Rear compartment doors, stainless steel access doors, and the rear bumper shall not be covered.

The colors shall be red and fluorescent yellow green diamond grade.

Each stripe shall be 6.00" in width.

	Bidder Complies	
	Yes	No

This shall meet the requirements of the current edition of NFPA 1901, which states that 50% of the rear surface shall be covered with chevron striping.

REFLECTIVE STRIPE ON STABILIZERS
There shall be a 4.00" wide fluorescent yellow green diamond grade reflective stripe provided on the forward and rear facing side of all aerial stabilizers.

CAB DOOR REFLECTIVE STRIPE
A 6.00" x 16.00" white reflective stripe shall be provided across the interior of each cab door. The stripe shall be located approximately 1.00" up from the bottom, on the door panel.

This stripe shall meet the NFPA 1901 requirement.

LETTERING AND GRAPHICS
Lettering and graphics shall match the customer's existing fleet.

CAB GRILLE DESIGN
An American flag design shall be painted on the cab grille.

FIRE APPARATUS PARTS MANUAL
There shall be one (1) custom parts manual in USB flash drive format for the complete fire apparatus provided.

The manual shall contain the following:

- Job number
- Part numbers with full descriptions
- Table of contents
- Parts section sorted in functional groups reflecting a major system, component, or assembly.
- Parts section sorted in alphabetical order.
- Instructions on how to locate parts.

Each manual shall be specifically written for the chassis and body model being purchased. It shall not be a generic manual for a multitude of different chassis and bodies.

Service Parts Internet Site
The service parts information included in these manuals are also available on the factory website. The website offers additional functions and features not contained in this manual, such as digital photographs and line drawings of select items. The website also features electronic search tools to assist in locating parts quickly.

CHASSIS SERVICE MANUALS
There shall be one (1) chassis service manual on s USB flash drive containing parts and service information on major components provided with the completed unit.

	Bidder Complies	
	Yes	No

The manual shall contain the following sections:

- Job number
- Table of contents
- Troubleshooting
- Front Axle/Suspension
- Brakes
- Engine
- Tires
- Wheels
- Cab
- Electrical, DC
- Air Systems
- Plumbing
- Appendix

The manual shall be specifically written for the chassis model being purchased. It shall not be a generic manual for a multitude of different chassis and bodies.

CHASSIS OPERATION MANUAL

The chassis operation manual shall be provided on one (1) USB flash drive.

ONE (1) YEAR MATERIAL AND WORKMANSHIP

Each new piece of apparatus shall be provided with a minimum **one (1) year** basic apparatus material and workmanship limited warranty. The warranty shall cover such portions of the apparatus built by the manufacturer as being free from defects in material and workmanship that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

THREE (3) YEAR MATERIAL AND WORKMANSHIP

The new chassis shall be provided with a three (3) year material and workmanship limited warranty. The warranty shall cover such portions of the chassis built by the manufacturer as being free from structural failures caused by defects in material and workmanship that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

ENGINE WARRANTY

A Cummins **five (5) year** limited engine warranty shall be provided. A copy of the warranty certificate shall be submitted with the bid package.

	Bidder Complies	
	Yes	No

STEERING GEAR WARRANTY

A Sheppard **three (3) year** limited steering gear warranty shall be provided. A copy of the warranty certificate shall be submitted with the bid package.

FIFTY (50) YEAR STRUCTURAL INTEGRITY

The chassis frame and crossmembers shall be provided with a fifty (50) year material and workmanship limited warranty. The warranty shall cover the chassis frame and crossmembers as being free from defects in material and workmanship that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

FRONT AXLE THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY

Independent front suspension shall be provided with a **three (3) year** material and workmanship limited warranty. The manufacturer's warranty shall provide that the independent front suspension and steering gears be free from any defect related to material and workmanship on the portion of the apparatus built by the manufacturer that would arise under normal use and service. A copy of the warranty certificate shall be submitted with the bid package (no exception).

TDM REAR AXLE FIVE (5) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor™ Axle 5-year limited warranty shall be provided.

ABS BRAKE SYSTEM THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor Wabco™ ABS brake system **three (3) year** limited warranty shall be provided.

TEN (10) YEAR STRUCTURAL INTEGRITY

The new cab shall be provided with a **ten (10) year** material and workmanship limited warranty. The warranty shall cover such portions of the cab built by the manufacturer as being free from structural failures caused by defects in material and workmanship that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

TEN (10) YEAR PRO-RATED PAINT AND CORROSION

Each new piece of apparatus shall be provided with a **ten (10) year** pro-rated paint and corrosion limited warranty on the apparatus cab. The warranty shall cover painted exterior surfaces of the body to be free from blistering, peeling, corrosion, or any other adhesion defect caused by defective manufacturing methods or paint material selection that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

	Bidder Complies	
	Yes	No

FIVE (5) YEAR MATERIAL AND WORKMANSHIP

The electronic modules and display(s) shall be provided with a five (5) year material and workmanship limited warranty. The warranty shall cover electronic modules to be free from failures caused by defects in material and workmanship.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

CAMERA SYSTEM WARRANTY

A fifty-four (54) month warranty shall be provided for the camera system**.**

COMPARTMENT LIGHT WARRANTY

A ten (10) year material and workmanship limited warranty shall be provided for the 12-volt DC LED strip lights**.** The warranty shall cover the LED strip lights to be free from defects in material and workmanship that would arise under normal use.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

TRANSMISSION WARRANTY

The transmission shall have a **five (5) year/unlimited mileage** warranty covering 100 percent parts and labor. The warranty is to be provided by Allison Transmission and not the apparatus builder.

TRANSMISSION COOLER WARRANTY

The transmission cooler shall carry a five (5) year parts and labor warranty (exclusive to the transmission cooler). In addition, a collateral damage warranty shall also be in effect for the first three (3) years of the warranty coverage and shall not exceed $10,000 per occurrence. A copy of the warranty certificate shall be submitted with the bid package.

WATER TANK WARRANTY

The UPF poly water tank shall be provided with a lifetime material and workmanship limited warranty.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

TEN (10) YEAR STRUCTURAL INTEGRITY

Each new piece of apparatus shall be provided with a **ten (10) year** material and workmanship limited warranty on the apparatus body. The warranty shall cover such portions of the apparatus built by the manufacturer as being free from defects in material and workmanship that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

ROLL UP DOOR MATERIAL AND WORKMANSHIP WARRANTY

A Gortite roll-up door limited warranty shall be provided. The mechanical components of the roll-up door shall be warranted against defects in material and workmanship for the lifetime of the vehicle. A **six (6) year** limited warranty shall be provided on painted and satin roll up doors.

	Bidder Complies	
	Yes	No

A copy of the warranty certificate shall be submitted with the bid package.

PUMP WARRANTY

The Waterous pump shall be provided with a Seven (7) year material and workmanship limited warranty.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

TEN (10) YEAR PUMP PLUMBING WARRANTY

The stainless-steel plumbing components and ancillary brass fittings used in the construction of the water/foam plumbing system shall be warranted for a period of **ten (10) years or 100,000 miles**. This covers structural failures caused by defective design or workmanship, or perforation caused by corrosion, provided the apparatus is used in a normal and reasonable manner. This warranty is extended only to the original purchaser for a period of ten years from the date of delivery.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

TWENTY (20) YEAR AERIAL DEVICE STRUCTURAL INTEGRITY WARRANTY

The aerial device shall be provided with a twenty (20) year material and workmanship limited warranty. The warranty shall cover such portions of the apparatus built by the manufacturer as being free from defects in material and workmanship that would arise under normal use and service. This warranty shall be limited to the torque box, turntable, aerial sections and other structural components.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

AERIAL SWIVEL WARRANTY

A five (5) year limited swivel warranty shall be provided. A copy of the warranty certificate shall be submitted with the bid package (no exception).

HYDRAULIC SYSTEM COMPONENTS WARRANTY

Aerial hydraulic system components shall be provided with a five (5) year material and workmanship limited warranty.

HYDRAULIC SEAL WARRANTY

Aerial hydraulic seals shall be provided with a three (3) year material and workmanship limited warranty.

A copy of the warranty certificates shall be submitted with the bid package (no exception).

AERIAL WATERWAY WARRANTY

A ten (10) year limited waterway warranty shall be provided. A copy of the warranty certificate shall be submitted with the bid package (no exception).

	Bidder Complies	
	Yes	No

FOUR (4) YEAR PRO-RATED PAINT AND CORROSION

The aerial device shall be provided with a four (4) year pro-rated paint and corrosion limited warranty. The warranty shall cover exterior painted surfaces of the aerial device to be free from blistering, peeling, corrosion, or any other adhesion defect caused by defective manufacturing methods or paint material selection that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

TEN (10) YEAR PRO-RATED PAINT AND CORROSION

Each new piece of apparatus shall be provided with a **ten (10) year** pro-rated paint and corrosion limited warranty on the apparatus body. The warranty shall cover painted exterior surfaces of the body to be free from blistering, peeling, corrosion, or any other adhesion defect caused by defective manufacturing methods or paint material selection that would arise under normal use and service.

A copy of the warranty certificate shall be submitted with the bid package (no exception).

VEHICLE STABILITY CERTIFICATION

The fire apparatus manufacturer shall provide a certification stating the apparatus complies with NFPA 1901, current edition, section 4.13, Vehicle Stability. The certification shall be provided at the time of bid.

ENGINE INSTALLATION CERTIFICATION

The fire apparatus manufacturer shall provide a certification, along with a letter from the engine manufacturer stating they approve of the engine installation in the bidder's chassis. The certification shall be provided at the time of delivery.

POWER STEERING CERTIFICATION

The fire apparatus manufacturer shall provide a certification stating the power steering system as installed meets the requirements of the component supplier. The certification shall be provided at the time of bid.

CAB INTEGRITY CERTIFICATION

The fire apparatus manufacturer shall provide a cab integrity certification with this proposal. The certification shall state that the cab has been tested and certified by an independent third-party test facility. Testing events shall be documented with photographs, real-time and high-speed video, vehicle accelerometers, cart accelerometers, and a laser speed trap. The fire apparatus manufacturer shall provide a state-licensed professional engineer to witness and certify all testing events. Testing shall meet or exceed the requirements below:

- European Occupant Protection Standard ECE Regulation No.29.
- SAE J2422 Cab Roof Strength Evaluation - Quasi-Static Loading Heavy Trucks.
- SAE J2420 COE Frontal Strength Evaluation - Dynamic Loading Heavy Trucks.

	Bidder Complies	
	Yes	No

Roof Crush
The cab shall be subjected to a roof crush force of 22,050 lb. This value meets the ECE 29 criteria and is equivalent to the front axle rating up to a maximum of 10 metric tons.

Additional Roof Crush
The same cab shall be subjected to a roof crush force of 100,000 lbs. This value exceeds the ECE 29 criteria by nearly 4.5 times.

Side Impact
The same cab shall be subjected to dynamic preload where a 13,275 lb moving barrier slams into the side of the cab at 5.5 mph at a force of 13,000 ft-lbs. This test is part of the SAE J2422 test procedure and more closely represents the forces a cab shall see in a rollover incident.

Frontal Impact
The same cab shall withstand a frontal impact of 32,600 ft-lbs. of force using a moving barrier in accordance with SAE J2420.

Additional Frontal Impact
The same cab shall withstand a frontal impact of 65,200 ft-lbs. of force using a moving barrier, (twice the force required by SAE J2420).

The same cab shall withstand all tests without any measurable intrusion into the survival space of the occupant area.

There shall be no exception to any portion of the cab integrity certification. Nonconformance shall lead to immediate rejection of bid.

CAB DOOR DURABILITY CERTIFICATION
Robust cab doors help protect occupants. Cab doors shall survive a 200,000-cycle door slam test where the slamming force exceeds 20 G's of deceleration. The bidder shall certify that the sample doors similar to those provided on the apparatus have been tested and have met these criteria without structural damage, latch malfunction, or significant component wear.

WINDSHIELD WIPER DURABILITY CERTIFICATION
Visibility during inclement weather is essential to safe apparatus performance. Windshield wipers shall survive a 3 million cycle durability test in accordance with section 6.2 of SAE J198 *Windshield Wiper Systems - Trucks, Buses and Multipurpose Vehicles.* The bidder shall certify that the wiper system design has been tested and that the wiper system has met these criteria.

ELECTRIC WINDOW DURABILITY CERTIFICATION
Cab window roll-up systems can cause maintenance problems if not designed for long service life. The window regulator design shall complete 30,000 complete up-down cycles and still function normally when finished. The bidder shall certify that sample doors and windows similar to those provided on the apparatus have been tested and have met these criteria without malfunction or significant component wear.

	Bidder Complies	
	Yes	No

SEAT BELT ANCHOR STRENGTH

Seat belt attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat belt anchor design shall withstand 3000 lb of pull on both the lap and shoulder belt in accordance with FMVSS 571.210 Seat Belt Assembly Anchorages. The bidder shall certify that each anchor design was pull tested to the required force and met the appropriate criteria.

SEAT MOUNTING STRENGTH

Seat attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat mounting design shall be tested to withstand 20 G's of force in accordance with FMVSS 571.207 Seating Systems. The bidder shall certify that each seat mount and cab structure design was pull tested to the required force and met the appropriate criteria.

PERFORMANCE CERTIFICATIONS

Cab Air Conditioning

Good cab air conditioning temperature and air flow performance keeps occupants comfortable, reduces humidity, and provides a climate for recuperation while at the scene. The cab air conditioning system shall cool the cab from a heat-soaked condition at 100 degrees Fahrenheit to an average of 78 degrees Fahrenheit in 30 minutes. The bidder shall certify that a substantially similar cab has been tested and has met these criteria.

Cab Defroster

Visibility during inclement weather is essential to safe apparatus performance. The defroster system shall clear the required windshield zones in accordance with SAE J381 Windshield Defrosting Systems Test Procedure and Performance Requirements - Trucks, Buses, And Multipurpose Vehicles. The bidder shall certify that the defrost system design has been tested in a cold chamber and passes the SAE J381 criteria.

Cab Auxiliary Heater

Good cab heat performance and regulation provides a more effective working environment for personnel, whether in-transit, or at a scene. An auxiliary cab heater shall warm the cab 77 degrees Fahrenheit from a cold soak, within 30 minutes when tested using the coolant supply methods found in SAE J381. The bidder shall certify, at time of delivery, that a substantially similar cab has been tested and has met these criteria.

AMP DRAW REPORT

The bidder shall provide, at the time of bid and delivery, an itemized print out of the expected amp draw of the entire vehicle's electrical system.

The manufacturer of the apparatus shall provide the following:

- Documentation of the electrical system performance tests.
- A written load analysis, which shall include the following:

	Bidder Complies	
	Yes	No
○ The nameplate rating of the alternator. ○ The alternator rating under the conditions specified per: ▪ Applicable NFPA 1901 or 1906 (Current Edition). ○ The minimum continuous load of each component that is specified per: ▪ Applicable NFPA 1901 or 1906 (Current Edition). ○ Additional loads that, when added to the minimum continuous load, determine the total connected load. ○ Each individual intermittent load. All of the above listed items shall be provided by the bidder per the applicable NFPA 1901 or 1906 (Current Edition).		