SCOPE AND GENERAL INFORMATION	5
GENERAL CONSTRUCTION AND DESIGN	5
ACCESSIBILITY	6
MATERIALS	6
QUALITY AND WORKMANSHIP	7
INTERNET IN-PROCESS SITE	7
RESPONSIBILITY OF PURCHASER	7
RESPONSIBILITY OF CONTRACTOR	8
VEHICLE STABILITY	8
ROLLOVER STABILITY	8
ROADABILITY	9
SERVICEABILITY	9
CONSTRUCTION DOCUMENTATION	9
OPERATIONS AND SERVICE DOCUMENTATION	11
NFPA REQUIRED DOCUMENTATION FORMAT - CD-ROM	11
STATEMENTOF EXCEPTIONS	12
CARRYING CAPACITY	12
TESTING	13
ROAD TEST	13
LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST	14
TEST SEQUENCE	14
1. RESERVE CAPACITY TEST	14
2. ALTERNATOR PERFORMANCE TEST	14
TEST AT IDLE	14
TEST AT FULL LOAD	15
3. LOW VOLTAGE ALARM TEST	15
LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST	15
DOCUMENTATION	15
UL 120/240 VAC CERTIFICATION	16
DOCUMENTATION	17
DIELECTRIC VOLTAGE WITHSTAND TEST	17
WARRANTY	17
GENERAL LIMITED WARRANTY - ONE (1) YEAR	18
LOW VOLTAGE ELECTRICAL WARRANTY - FIVE (5) YEARS	18
STRUCTURAL WARRANTY - TEN (10) YEARS	18
PAINT LIMITED WARRANTY - TEN (10) YEARS	18
CONSTRUCTION PERIOD	18
OVERALL HEIGHT	18
OVERALL LENGTH	18
PRE-CONSTRUCTION CONFERENCE	19
FINAL INSPECTION CONFERENCE	19
DELIVERY AND DEMONSTRATION	19
CHASSIS MODIFICATIONS	74
LUBRICATION AND TIRE DATA PLATE	74
VEHICLE DATA PLATE	75
OVERALL HEIGHT, LENGTH DATA PLATE (US)	75
ACCIDENT PREVENTION	75
PERSONNEL CAPACITY	75
ACCIDENT PREVENTION	75
WEARING HELMET WARNING	76
FRONT BUMPER	76
BUMPER GRAVELSHIELD	76

AIR HORN(S)	.76
FRONT TOW PROVISIONS	.76
EXHAUST	.76
SEAT BELT COLOR	.76
SEAT BELT WEB LENGTH - CUSTOM CAB	.77
SEAT BELT / VDR SYSTEM - CUSTOM CAB	.77
HELMET STORAGE	.77
CAB CRASH TEST CERTIFICATION	.77
CAB MIRRORS, DRIVER ADJUSTABLE	.77
HUB AND NUT COVERS	.77
MUDFLAPS	.77
AIR BRAKE SYSTEM QUICK BUILD-UP	.78
ROAD EMERGENCY SAFETY KIT	.78
FUEL FILL	.78
BODY DESIGN	.79
EXTERIOR ALUMINUM BODY	. 80
ROOF CONSTRUCTION	. 80
BODY SUBFRAME	. 81
BODY MOUNTING	. 81
10" REAR STEP BUMPER	. 81
REAR TOW EYES	. 81
TRAILER HITCH	. 82
TRAILER ELECTRICAL RECEPTACLE	. 82
TRUCK AUXILIARY ELECTRICAL RECEPTACLE	. 82
GROUND LIGHTS	. 82
WHEEL WELL EXTERIOR PANEL	. 82
STAINLESS STEEL BODY FENDERS	. 82
WHEEL WELL LINERS	. 83
ALUMINUM BODY PAINT SPECIFICATIONS	.83
BODY PAINT PREPARATION	.83
PAINT PROCESS	. 83
MACHINE POLISHED	. 84
PAINT - ENVIRONMENTAL IMPACT	. 84
PAINT FINISH - SINGLE COLOR	. 84
BODY UNDERCOATING	. 84
UNDERCOAT WARRANTY	. 84
PAINT WARRANTY	. 85
COMPARTMENT INTERIOR FINISH	. 85
REFLECTIVE STRIPE	. 85
REFLECTIVE STRIPE - CAB SIDE	. 85
REFLECTIVE STRIPE - CAB FRONT	. 86
REFLECTIVE STRIPE - BODY SIDES	. 86
CHEVRON REFLECTIVE STRIPE - REAR SIDES PANELS	. 87
LETTERING	. 87
SIDE CAB DOOR LETTERING	. 87
UPPER BODY SIDE LETTERING	. 87
ROLL-UP DOOR CONSTRUCTION - ROBINSON (ROM)	. 88
BODY HEIGHT MEASUREMENTS	. 89
FOUR (4) UPPER BODY COMPARTMENTS	. 90
SIDE ROOF COMPARTMENT - SHELF TRAC	. 90
ROOF COMPARTMENT - VERTICAL PARTITION	. 90
UPPER BODY WALKWAY	. 90

WALKWAY LIGHTS	. 91
ROOF ACCESS LADDER	.91
ROOF ACCESS HANDRAIL	. 91
BODY WIDTH DIMENSIONS	. 91
STREETSIDE COMPARTMENT - FRONT (S1)	.92
STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S2)	.94
STREETSIDE COMPARTMENT - ABOVE REAR WHEELS (S3)	.96
STREETSIDE COMPARTMENT - REAR (S4)	. 97
CURBSIDE COMPARTMENT - FRONT (C1).	. 98
CURBSIDE COMPARTMENT - AHEAD OF REAR WHEEL (C2)	100
CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C3)	101
CURBSIDE COMPARTMENT - REAR (C4)	102
REAR COMPARTMENT - CENTER (RC1)	104
ROPE TIE-OFF OR PORTABLE WINCH RECEIVERS	106
STRAIGHT PULL	106
SAFETY FACTOR	106
COMPARTMENT COMPONENTS DESCRIPTIONS	107
ADJUSTABLE SHELVING HARDWARE	107
ADJUSTABLE SHELF/SHELVES	107
SLIDE-OUT EQUIPMENT TRAY - (400 LB CAPACITY)	107
HEAVY DUTY 100% EXTENSION EQUIPMENT SLIDE - (1,000 LB. CAPACITY)	108
HEAVY DUTY 70% EXTENSION EQUIPMENT SLIDE TRANSVERSE (1,000 LBS. CAPACITY)	108
SLIDE-OUT TOOL BOARD (SMOOTH ALUMINUM)	108
COMPARTMENT PARTITIONS	109
TRANSVERSE STORAGE MODULE	109
AIR BAG MODULE	109
COMPARTMENT LIGHTING	109
HYDRAULIC HOSE REEL	110
BREATHING AIR STORAGE SYSTEM	110
STEP / GROUND LIGHTS	111
LOW VOLTAGE ELECTRICAL SYSTEM- 12 VDC	112
12 VOLT MULTIPLEX CONTROL CENTER	114
BATTERY SYSTEM	115
BATTERY SWITCH	115
BATTERY SOLENOID	115
BATTERY CONDITIONER	116
ENGINE COMPARTMENT LIGHT	116
CAB HAZARD WARNING LIGHT	116
BACK-UP ALARM	116
REAR VIEW CAMERA	116
TAIL LIGHTS	116
MIDSHIP MARKER/TURN SIGNAL	117
MARKER LIGHTS	117
LICENSE PLATE MOUNTING BRACKET	117
ELECTRONIC SIREN	117
REAR SCENE LIGHTS	117
SIDE SCENE LIGHTS	117
TRAFFIC DIRECTIONAL LIGHT	118
WARNING LIGHT PACKAGE	118
UPPER LEVEL OPTICAL WARNING DEVICES	119
LOWER LEVEL OPTICAL WARNING DEVICES	121
LINE VOLTAGE ELECTRICAL SYSTEM	122

ONAN PTO GENERATOR	122
GENERATOR ENGAGEMENT	122
WARRANTY PERIOD	122
GENERATOR SPLASH GUARD	123
GENERATOR MOUNTING	123
MANUALS AND SCHEMATICS	123
POWER-TAKE-OFF GENERATOR DRIVE	123
ENGINE SPEED CONTROL	123
GENERATOR MONITORING PANEL	124
LOADCENTER	124
OUTLETS AND CIRCUITS	124
GENERAL REQUIREMENTS	125
120/240 VAC SCENE LIGHTING	132
REAR TRIPOD SCENE LIGHTS	132
COMMAND LIGHT TOWER w/ BACKLIGHT	133
EQUIPMENT PAYLOAD WEIGHT ALLOWANCE	134
EQUIPMENT	134
REMAINING NFPA MINOR EQUIPMENT BY PURCHASER	134

SCOPE AND GENERAL INFORMATION

It is the intent of the NEBRASKA CITY FIRE DEPARTMENT to secure an emergency apparatus to withstand the continuous use encountered in the emergency service. The apparatus shall be of the latest type, symmetrically proportioned and constructed with due consideration of the load to be sustained.

All parts not specifically mentioned herein, but which are necessary in order to furnish a complete emergency apparatus, shall be furnished and shall conform to the best practices known to the emergency industry.

The apparatus and all major components shall be manufactured in North America. Where the following detailed specifications require specific brand names, model number, dimension or capacities of components such as: axles, brakes, spring suspension, frame, steering gear, drive line, universal joints, engine transmission, alternator, batteries, air brake system, they have been specified for the service because of their reliability/availability of replacement parts on a local basis.

All specifications herein contained are considered as minimum. No exceptions to these minimum standards shall be allowed relating to gauge, alloy, and type of metal, size of compartments, and overall design.

The delivered apparatus shall have a certified G.V.W.R. weight sticker applied to vehicle on delivery to assure the apparatus meets all laws pertaining to the weight carrying capacity of the vehicle.

GENERAL CONSTRUCTION AND DESIGN

The design of the equipment shall be in accordance with the best engineering practices. The equipment design and accessory installation shall permit accessibility for use, maintenance and service. All components and assemblies shall be free of hazardous protrusions, sharp edges, cracks or other elements which might cause injury to personnel or equipment. All components shall be designed and protected so that heavy rains or other adverse weather conditions will not interfere with normal servicing or operation.

All oil, hydraulic and air tubing lines, and electrical wiring shall be located in protective positions properly attached to the frame or body structure and shall have protective loom or grommets at each point where they pass through structural members, except where a through frame connector is necessary.

The apparatus shall be designed and the equipment mounted with due consideration to distribution of load between the front and rear axles, so that all specified equipment including personnel will be carried without injury to the apparatus. All dimensions are approximate and subject to a plus or minus 1/4" tolerance.

The following specifications describe minimum requirements for an emergency services vehicle designed for severe duty applications.

The materials specified are considered absolute minimum.

Subletting any part of the fabrication, painting, or finishing of the apparatus will not be acceptable.

ACCESSIBILITY

Parts and components shall be located or positioned for rapid and simple inspection and recognition of excessive wear or potential failure. Whenever functional layout of operating components determines that physical or visual interference between items cannot be avoided, the item predicted to require the most maintenance shall be located for best accessibility.

Cover plates which must be removed for component adjustment or part removal should be equipped with quick disconnect fasteners or hinged panels.

Drains, filler plugs, grease fittings, hydraulic lines, bleeders, and check points for all components should be located so that they are readily accessible and do not require special tools for proper servicing. Design practices should minimize the number of tools required for maintenance.

MATERIALS

The materials specifications are considered absolute minimum. Materials shall conform to the specifications listed herein. When not specifically listed, materials shall be of the best quality for purpose of commercial practice. Materials shall be free of all defects and imperfections that might affect the serviceability of finished product.

QUALITY AND WORKMANSHIP

The manufacturing process, including quality control, shall be consistent with present industry standards. All equipment, material, and articles required under these specifications are to be new or fabricated from new materials produced from recovered materials. The term "Recovered Materials" means materials which have been collected or recovered from solid waste and reprocessed to become a source of raw materials, as opposed to virgin raw materials. None of the above shall be interpreted to mean that the use of used or rebuilt products is allowed under this document. The term "Heavy Duty", as used to describe an item, shall mean in excess of the standard, quantity, quality, or capacity and represents the best, most durable, strongest, etc., part, component, NEBRASKA CITY FIRE DEPARTMENTsystem, etc., that is available. The NEBRASKA CITY FIRE DEPARTMENT or their designate shall be the sole judge of quality, construction and stability of the apparatus and equipment being offered.

Welding shall not be employed in the assembly of the apparatus in a manner that will prevent the ready removal of any component part for service or repair. All steel and stainless steel welding shall be done to American Welding Society D1.1-83 recommendations for structural steel welding. All aluminum welding shall be done to American Welding Society and ANSI D1.2-83 requirements for structural welding of aluminum.

Defective components shall not be furnished. Parts, equipment, and assemblies, which have been repaired or modified to overcome deficiencies, shall not be furnished without the approval of the NEBRASKA CITY FIRE DEPARTMENT. Welded, bolted, and riveted construction utilized shall be in accordance with the highest standards of the industry. Component parts and units shall be manufactured to definite standard dimensions with proper fits, clearances, and uniformity. General appearance of the vehicle shall not show any evidence of poor quality of work.

INTERNET IN-PROCESS SITE

The Body Manufacturer shall post and maintain a website where the NEBRASKA CITY FIRE DEPARTMENT will be able to view digital images of their apparatus as its being manufactured. The digital images shall be posted once a week starting when the body begins production or when the cab/chassis arrives and shall continue until the final completion of the apparatus.

RESPONSIBILITY OF PURCHASER

It shall be the responsibility of the purchaser to specify the following details of the apparatus:

- (1) Its required performance, including where operations at elevations above 2000 ft (600 m) or on grades greater than 6 percent are required
- (2) The maximum number of fire fighters to ride within the apparatus
- (3) Specific electrical loads that are to be part of the minimum continuous electrical load defined in 13.3.3
- (4) Any hose, ground ladders, or equipment to be carried by the apparatus that exceed the minimum requirements of this standard
- (5) If a trailer for the purpose of transporting fire rescue response equipment, whether it is a Type I, Type II, or Type III configuration

After acceptance of the fire apparatus, the purchaser shall be responsible for ongoing training of personnel to develop and maintain proficiency regarding the proper and safe use of the apparatus and the associated equipment.

RESPONSIBILITY OF CONTRACTOR

The contractor shall provide a detailed description of the apparatus, a list of equipment to be furnished, and other construction and performance details to which the apparatus shall conform.

The detailed description of the apparatus shall include, but shall not be limited to, estimated in-service weight, wheelbase, turning clearance radius, principal dimensions, angle of approach, angle of departure, transmission, and axle ratios.

The contractor's detailed description shall include a statement specifically describing each aspect of the delivered apparatus that will not be fully compliant with the requirements of this standard.

The purpose of these contractor specifications shall be to define what the contractor intends to furnish and deliver to the purchaser.

Responsibility for the apparatus and equipment shall remain with the contractor until they are accepted by the purchaser.

VEHICLE STABILITY

ROLLOVER STABILITY

The apparatus shall meet the criteria defined below, or it shall be equipped with a stability control system defined below.

The apparatus shall meet the criteria defined in either of the following:

- 1. The apparatus shall remain stable to 26.5 degrees in both directions when tested on a tilt table in accordance with SAE J2180, A Tilt Table Procedure for Measuring the Static Rollover Threshold for Heavy Trucks.
- 2. The calculated or measured center of gravity (CG) shall be no higher than 80 percent of the rear axle track width.

Compliance shall be certified by testing, calculating, or measuring the apparatus or by comparing the apparatus to a compliant, substantially similar example apparatus, and the certification shall be delivered with the fire apparatus.

The example apparatus shall be considered substantially similar if it includes a chassis with the same or higher

CG height, the same or narrower rear axle track width, the same or greater water tank size and CG height, the same type of front and rear suspension, and the same type and size of aerial device.

The apparatus shall be loaded with fuel, fire-fighting agents, hose, ladders, a weight of 250 lb in each seating position, and weight equivalent to the Miscellaneous Equipment Allowance as defined in NFPA 1901, 2009 Edition, Table 12.1.2.

If the apparatus is designed to meet a specified higher equipment loading or larger hose bed capacity or to carry additional ground ladders, these greater loads shall be included in the testing, calculating, or measuring.

The weight added to the fire apparatus for the purpose of test, calculation, or measurement shall be distributed to approximate typical in-service use of the fire apparatus while not exceeding the manufacturer's published individual compartment weight ratings.

If the apparatus is equipped with a stability control system, the system shall have, at a minimum, a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer, and individual wheel brake controls.

ROADABILITY

The apparatus, when loaded to its estimated in-service weight, shall be capable of the following performance while on dry, paved roads that are in good condition:

- (1) From a standing start, the apparatus shall be able to attain a speed of 35 mph (55 km/hr) within 25 seconds on a level road.
- (2) The apparatus shall be able to attain a minimum top speed of 50 mph (80 km/hr) on a level road.
- (3) The apparatus shall be able to maintain a speed of at least 20 mph (32 km/hr) on any grade up to and including 6 percent.

The maximum top speed of fire apparatus with a GVWR over 26,000 lb (11,800 kg) shall not exceed either 68 mph (105 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

If the combined water tank and foam agent tank capacities on the fire apparatus exceed 1250 gal (4732 L), or the GVWR of the vehicle is over 50,000 lb (22,680 kg), the maximum top speed of the apparatus shall not exceed either 60 mph (85 km/ hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

SERVICEABILITY

The fire apparatus shall be designed to allow the manufacturer's recommended routine maintenance checks of lubricant and fluid levels to be performed by the operator without lifting the cab of a tilt-cab apparatus or without the need for hand tools.

Where special tools are required for routine service on any component of the apparatus, such tools shall be provided with the apparatus.

Apparatus components that interfere with repair or removal of other major components shall be attached with fasteners, such as cap screws and nuts, so that the components can be removed and installed with ordinary hand tools. These components shall not be welded or otherwise permanently secured into place.

CONSTRUCTION DOCUMENTATION

The contractor shall supply, at the time of delivery, at least one (1) copy of the following documents:

- (1) The manufacturers record of apparatus construction details, including the following information:
- (a) Owner's name and address
- (b) Apparatus manufacturer, model, and serial number
- (c) Chassis make, model, and serial number

- (d) GAWR of front and rear axles and GVWR
- (e) Front tire size and total rated capacity in pounds (kilograms)
- (f) Rear tire size and total rated capacity in pounds (kilograms)
- (g) Chassis weight distribution in pounds (kilograms) with water and manufacturer-mounted equipment (front and rear)
- (h) Engine make, model, serial number, rated horsepower and related speed, and governed speed; and if so equipped, engine transmission PTO(s) make, model, and gear ratio
- (i) Type of fuel and fuel tank capacity
- (j) Electrical system voltage and alternator output in amps
- (k) Battery make, model, and capacity in cold cranking amps (CCA)
- (I) Chassis transmission make, model, and serial number; and if so equipped, chassis transmission PTO(s) make, model, and gear ratio
- (m) Ratios of all driving axles
- (n) Maximum governed road speed
- (o) Pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
- (p) Pump transmission make, model, serial number, and gear ratio
- (q) Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
- (r) Water and Foam tank certified capacity in gallons or liters
- (s) Paint manufacturer and paint number(s)
- (t) Company name and signature of responsible company representative
- (u) Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall fire apparatus (with the water tank full but without personnel, equipment, and hose)
- (2) Certification of compliance of the optical warning system
- (3) Siren manufacturer's certification of the siren
- (4) Written load analysis and results of the electrical system performance tests
- (5) Certification of slip resistance of all stepping, standing, and walking surfaces
- (6) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability
- (7) If the apparatus is equipped with a fire pump and special conditions are specified by the purchaser, the pump manufacturer's certification of suction capacity under the special conditions
- (8) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications
- (9) If the apparatus has a fire pump, the engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum governed speed
- (10) If the apparatus has a fire pump, the pump manufacturer's certification of the hydrostatic test
- (11) If the apparatus has a fire pump, the certification of inspection and test for the fire pump
- (12) If the apparatus is equipped with an auxiliary pump, the apparatus manufacturer's certification of the hydrostatic test
- (13) When the apparatus is equipped with a water tank, the certification of water tank capacity
- (14) If the apparatus has an aerial device, the certification of inspection and test for the aerial device
- (15) If the apparatus has a foam proportioning system, the foam proportioning system manufacturer's certification of accuracy and the final installer's certification the foam proportioning system meets this standard
- (16) If the system has a CAFS, the documentation of the manufacturer's pre delivery tests
- (17) If the apparatus has a line voltage power source, the certification of the test for the power source
- (18) If the apparatus is equipped with an air system, air tank certificates, the SCBA fill station certification (see 24.9.7), and the results of the testing of the air system installation

Any other required manufacturer test data or reports

OPERATIONS AND SERVICE DOCUMENTATION

The contractor shall deliver with the fire apparatus at least two (2) sets of complete operation and service documentation covering the completed apparatus as delivered and accepted.

The documentation shall address at least the inspection, service, and operations of the fire apparatus and all major components thereof.

The contractor shall also deliver with the fire apparatus the following documentation for the entire apparatus and each major operating system or major component of the apparatus:

- (a) Manufacturer's name and address
- (b) Country of manufacture
- (c) Source for service and technical information
- (d) Parts replacement information
- (e) Descriptions, specifications, and ratings of the chassis, pump (if applicable), and aerial device (if applicable)
- (f) Wiring diagrams for low voltage and line voltage systems to include the following information:
- (g) Pictorial representations of circuit logic for all electrical components and wiring
- (h) Circuit identification
- (i) Connector pin identification
- (j) Zone location of electrical components
- (k) Safety interlocks
- (I) Alternator–battery power distribution circuits
- (m) Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems
- (n) Lubrication charts
- (o) Operating instructions for the chassis, any major components such as a pump or aerial device, and any auxiliary systems
- (p) Precautions related to multiple configurations of aerial devices, if applicable
- (q) Instructions regarding the frequency and procedure for recommended maintenance
- (r) Overall apparatus operating instructions
- (s) Safety considerations
- (t) Limitations of use
- (u) Inspection procedures
- (v) Recommended service procedures
- (w) Troubleshooting guide
- (x) Apparatus body, chassis, and other component manufacturer's warranties
- (y) Special data required by this standard

The contractor shall deliver with the apparatus all manufacturers' operations and service documents supplied with components and equipment that are installed or supplied by the contractor.

NFPA REQUIRED DOCUMENTATION FORMAT - CD-ROM

The vehicle construction details and the operations and service documentation as required per NFPA 1901 latest edition shall be provided on a CD-ROM. These manuals shall be divided into sections for ease of reference. There shall be two (2) copies of the CD-ROM provided with the completed vehicle.

STATEMENTOF EXCEPTIONS

The contractor shall deliver with the fire apparatus either a certification that the apparatus fully complies with all requirements of this standard or, alternatively, a Statement of Exceptions specifically describing each aspect of the completed apparatus that is not fully compliant with the requirements of this standard at the time of delivery.

The Statement of Exceptions shall contain, for each noncompliant aspect of the apparatus or missing required item, the following information:

- (1) A separate specification of the section of the applicable standard for which compliance is lacking
- (2) A description of the particular aspect of the apparatus that is not in compliance therewith or required equipment that is missing
- (3) A description of the further changes or modifications to the delivered apparatus that must be completed to achieve full compliance
- (4) Identification of the entity that will be responsible for making the necessary post delivery changes or modifications or for supplying and installing any missing required equipment to the apparatus to achieve full compliance with this standard

Prior to, or at the time of, delivery of the apparatus, the Statement of Exceptions shall be signed by an authorized agent of the entity responsible for final assembly of the apparatus and by an authorized agent of the purchasing entity, indicating mutual understanding and agreement between the parties regarding the substance thereof.

An apparatus that is delivered subject to a Statement of Exceptions other than a certification of full compliance shall not be placed in emergency service until the apparatus has been modified as necessary to accomplish full compliance with this standard.

CARRYING CAPACITY

The GAWR and the GCWR or GVWR of the chassis shall be adequate to carry the weight of the completed vehicle when loaded to its estimated in-service weight. The Body Manufacturer shall establish the estimated in service weight during the design of the vehicle

The estimated in-service weight shall include the following:

- (1) The chassis, body, and tank(s)
- (2) Full fuel, lubricant, and other chassis or component fluid tanks or reservoirs
- (3) Full water and other agent tanks
- (4) *250 lb (114 kg) in each seating position
- (5) Fixed equipment such as pumps, aerial devices, generators, reels, and air systems as installed
- (6) Ground ladders, suction hose, designed hose load in their hose beds and on their reels
- (7) An allowance for miscellaneous equipment that is the greatest of the values for type of vehicle per NFPA 1901, a Purchaser provided list of equipment to be carried with weights, or a Purchaser specified miscellaneous equipment allowance.

The Body Manufacturer shall engineer and design the vehicle such that the completed unit, when loaded to it's estimated in-service weight, with all movable weights distributed as close as is practical to their intended in-service configuration, does not exceed the GVWR.

A final Body Manufacturer's certification of the GVWR or GCWR, along with a certification of each GAWR, shall be supplied on a label affixed to the vehicle.

			Equipment Allowance	
Apparatus Type	Equipt. Storage Area	Apparatus Size	lb.	kg.
Special Service Fire	Minimum of 120 cu ft	10,000 lb to 15,000 lb	2,000	910
Apparatus	(3.4 cu mt) of enclosed	(4,500 kg to 7,000 kg)		
	compartmentation.	GVWR		
		15,001 lb to 20,000 lb	2,500	1,135
		(7,001 kg to 9,000 kg)		
		GVWR		
		20,001 lb to 30,000 lb	3,000	1,350
		(9,001 kg to 14,000 kg)		
		GVWR		
		30,001 lb to 40,000 lb	4,000	1,800
		(14,001 kg to 18,000 kg)		
		GVWR		
		40,001 lb to 50,000 lb	6,000	2,700
		(18,001 kg to 23,000 kg)		
		GVWR		
		50,001 lb to 60,000 lb	8,000	3.600
		(23,001 kg to 27,000 kg)		
		GVWR		
		60,001 lb and up	10,000	4,500
		(27,001 kg)		
		GVWR		

TESTING

ROAD TEST

Road test shall be conducted in accordance with this section to verify that the completed apparatus is capable of compliance with Roadability Section.

The tests shall be conducted at a location and in a manner that does not violate local, state or provincial, or federal traffic laws.

The tests shall be conducted on dry, level, paved roads that are in good condition. The apparatus shall be loaded to its estimated in service weight.

The engine shall not operate in excess of the maximum governed speed. Acceleration tests shall consist of two runs in opposite directions over the same route. The fire apparatus shall attain a speed of 35 mph (55 km/hr) from a standing start within 25 seconds. The fire apparatus shall attain a minimum top speed of 50 mph (80 km/hr).

If the apparatus is equipped with an auxiliary braking system, the manufacturer shall road test the system to confirm that the system is functioning as intended by the auxiliary braking system manufacturer.

If the apparatus is equipped with an air brake system, the service brakes shall bring the apparatus, when loaded to it's GVWR, to a complete stop from an initial speed of 20 mph (32.2 km/hr) in a distance not exceeding 35 ft (10.7 m) by actual measurement on a paved, level, dry surface road that is free of loose material, oil, or grease.

If the apparatus is equipped with a hydraulic brake system, the service brakes shall bring the apparatus, when loaded to its GVWR, to a complete stop from an initial speed of 30 mph (48.2 km/hr) in a distance not exceeding 88 ft (26.8 m) by actual measurement on a paved, level, dry surface road that is free of loose material, oil, or grease.

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

The vehicles low voltage electrical system shall be tested and certified by the manufacturer. The certified test results shall be delivered with the completed vehicle. Tests shall be performed when the air temperature is between 0° F and 110° F (-18° C and 43° C).

TEST SEQUENCE

The following three (3) tests shall be performed in the order in which they appear below. Before each test, the batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. Failure of any of these tests shall require a repeat of the sequence.

1. RESERVE CAPACITY TEST

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged. The engine shall be shut off, and the minimum continuous electrical load shall be activated for 10 minutes.

All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test failure of the battery system.

2. ALTERNATOR PERFORMANCE TEST

TEST AT IDLE

The minimum continuous electrical load shall be activated with the engine running at idle speed. The engine temperature shall be stabilized at normal operating temperature. The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

TEST AT FULL LOAD

The total continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of 2 hours. Activation of the load management system shall be permitted during this test.

An alarm sounded by excessive battery discharge, as detected by the warning system required in 13.3.4, or a system voltage of less than 11.8 V dc for a 12 V nominal system, 23.6 V dc for a 24 V nominal system, or 35.4 V dc for a 42 V nominal system for more than 120 seconds shall be considered a test failure.

3. LOW VOLTAGE ALARM TEST

The following test shall be started with the engine off and the battery voltage at or above 12 V for a 12 V nominal system, 24 V for a 24 V nominal system, or 36 V for a 42 V nominal system.

With the engine shut off, the total continuous electrical load shall be activated and shall continue to be applied

until the excessive battery discharge alarm activates. The battery voltage shall be measured at the battery terminals.

The test shall be considered a failure if the alarm does not sound in less than 140 seconds after the voltage drops to 11.70 V for a 12 V nominal system, 23.4 V dc for a 24 V nominal system, or 35.1 V for a 42 V nominal system.

The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

DOCUMENTATION

The manufacturer shall deliver the following with the fire apparatus:

- (1) Documentation of the electrical system performance tests
- (2) A written electrical load analysis, including the following:
- (a) The nameplate rating of the alternator
- (b) The alternator rating
- (c) Each of the component loads specified that make up the minimum continuous electrical load
- (d) Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load

Each individual intermittent electrical load.

UL 120/240 VAC CERTIFICATION

The 120/240 volt electrical system shall be tested and certified by Underwriters Laboratories, to perform as listed below;

The prime mover shall be started from a cold start condition, and the unloaded voltage and frequency shall be recorded.

The line voltage electrical system shall be loaded to at least 100 % of the continuous rated wattage stated on the power source specification label. Testing with a resistive load bank shall be permitted.

The power source shall be operated in the manner specified by the apparatus manufacturer as documented on instruction plates or in operation manuals. The power source shall be operated at a minimum of 100 % of the continuous rated wattage as stated on the power source specification label for a minimum of 2 hours.

The load shall be adjusted to maintain the output wattage at or above the continuous rated wattage during the entire 2-hour test.

The following conditions shall be recorded at least every 1/2 hour during the test:

- (1) The power source output voltage, frequency, and amperes
- (2) The prime mover's oil pressure, water temperature, and transmission temperature, if applicable
- (3) The power source hydraulic fluid temperature, if applicable
- (4) The ambient temperature and power source air inlet temperature
- (5) The following conditions shall be recorded once during the test for power sources driven by dedicated auxiliary internal combustion engines:
- (6) Altitude
- (7) Barometric pressure
- (8) Relative humidity

If the generator is driven by the chassis engine and the generator allows for operation at variable speeds, the chassis engine speed shall be reduced to the lowest rpm allowed for generator operation and the voltage and frequency shall be recorded.

The load shall be removed, and the unloaded voltage and frequency shall be recorded.

Voltage shall be maintained within ± 10 % of the voltage stated on the power source specification label during the entire test. Frequency shall be maintained within ± 3 Hz of the frequency stated on the power source specification label during the entire test.

The total continuous electrical loads, excluding those loads associated with the equipment defined in NFPA 22.15.7.3.11.2, shall be applied during the testing unless an auxiliary engine drives the power source.

If the apparatus is equipped with a fire pump, the 2-hour certification test of the power source shall be completed with the fire pump pumping at 100 % capacity at 150 psi (1000 kPa) net pump pressure. The test shall be permitted to be run concurrently with the pump certification test.

DOCUMENTATION

The manufacturer shall deliver the following with the fire apparatus:

The results of each test shall be recorded on an appropriate form and provided with the delivery of the fire apparatus.

DIELECTRIC VOLTAGE WITHSTAND TEST

The line voltage wiring and permanently connected devices and equipment shall be subjected to a dielectric voltage withstand test of 900 volts for 1 minute. The testing shall be performed after all body work has been completed.

The test shall be conducted as follows:

- (1) Isolate the power source from the panel board and disconnect any solid state low voltage components.
- (2) Connect one lead of the dielectric tester to all the hot and neutral buses tied together.
- (3) Connect the other lead to the fire apparatus frame or body.
- (4) Close any switches and circuit breakers in the circuit(s).
- (5) Apply the dielectric voltage for 1 minute in accordance with the testing equipment manufacturer's instructions.

The electrical polarity of all permanently wired equipment, cord reels, and receptacles shall be tested to verify that wiring connections have been properly made.

Electrical continuity shall be verified from the chassis or body to all line voltage electrical enclosures, light housings, motor housings, light poles, switch boxes, and receptacle ground connections that are accessible to fire fighters in normal operations.

If the apparatus is equipped with a transfer switch, it shall be tested to verify operation and that all non grounded conductors are switched.

Electrical light towers, floodlights, motors, fixed appliances, and portable generators shall be operated at their full rating or capacity for 30 minutes to ensure proper operation.

WARRANTY

A full statement shall be provided of the warranties for the vehicle(s) being proposed. Warranties should clearly describe the terms under which the vehicle manufacturer accepts responsibility for the cost to repair defects caused by faulty design, quality of work or material, and for the applicable period of time after delivery.

Cost of repairs refers to all costs related thereto including, but not limited to, the cost of materials, and the cost of labor.

The Body Manufacturer shall warrant all materials and accessories used on the vehicle(s), whether fabricated by manufacturer or purchased from an outside source, and will deal directly with the NEBRASKA CITY FIRE DEPARTMENT on all warranty work.

GENERAL LIMITED WARRANTY - ONE (1) YEAR

The vehicle shall be free of defects in material and workmanship for a period of one (1) year or 12,000 miles, whichever occurs first starting thirty (30) days after the original invoice date.

The contractor must be the "single source" coordinator of all warranties on the vehicle.

LOW VOLTAGE ELECTRICAL WARRANTY - FIVE (5) YEARS

The vehicle low voltage electrical system shall be free of defects in material and workmanship for a period of five (5) years or 60,000 miles, whichever occurs first, starting thirty (30) days after the original invoice date.

STRUCTURAL WARRANTY - TEN (10) YEARS

The body shall be free of structural or design failure or workmanship for a period of ten (10) years, or 100,000 miles whichever occurs first, starting thirty (30) days after the original invoice date.

PAINT LIMITED WARRANTY - TEN (10) YEARS

The body shall be free of bubbling, or peeling as a result of a defect in the method of manufacture for a period of ten (10) years, or 100,000 miles whichever occurs first, starting thirty (30) days after the original invoice date.

CONSTRUCTION PERIOD

The completed vehicle shall be delivered within three hundred sixty (360) days after receipt of a purchase order, or contract.

Contractor shall not be held liable for delays of chassis delivery due to accidents, strikes, floods or other events not subject to their control. Contractor shall provide immediate written notice to NEBRASKA CITY FIRE DEPARTMENT as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

OVERALL HEIGHT

The overall height (OAH) of the vehicle shall be approximately " (9' - 11") from the ground. This measurement shall be taken on flat ground with the tires properly inflated, in the unloaded condition, at that highest point of the vehicle.

OVERALL LENGTH

The overall length (OAL) of the vehicle shall be approximately 404" (33' - 8").

PRE-CONSTRUCTION CONFERENCE

A pre-construction conference shall be required, at the Body Manufacturer's factory for two (2) personnel from the NEBRASKA CITY FIRE DEPARTMENT to finalize all construction details prior to manufacturing.

The Body Manufacturer's Dealer shall at his/her expense, shall provide transportation, lodging and meal expenses during the pre-construction conference.

It will be to the discretion of the Body Manufacturer's Dealer the method of transportation to the Body Manufacturer's factory, whether by air or road.

SHOP NOTES

FireFox will be responsible for trip. Cost of trip included in the dealer commission.

FINAL INSPECTION CONFERENCE

A final inspection conference shall be required, at the Body Manufacturer's factory for four (4) personnel from the NEBRASKA CITY FIRE DEPARTMENT to inspect the vehicle and construction details prior to shipment of the completed vehicle. This inspection shall take place after any specified striping and lettering is installed.

The Body Manufacturer's Dealer shall at his/her expense, shall provide transportation, lodging and meal expenses during the final inspection.

It will be to the discretion of the Body Manufacturer's Dealer the method of transportation to the Body Manufacturer's factory, whether by air or road.

SHOP NOTES

FireFox will be responsible for trip. Cost of trip included in the dealer commission.

DELIVERY AND DEMONSTRATION

The contractor shall be responsible for the delivery of the completed unit to the NEBRASKA CITY FIRE DEPARTMENTs location. On initial delivery of the apparatus, the contractor shall supply a qualified representative to demonstrate the apparatus and provide initial instruction to representatives of the NEBRASKA CITY FIRE DEPARTMENT regarding the operation, care, and maintenance of the apparatus and equipment supplied at NEBRASKA CITY FIRE DEPARTMENT location.

The delivery engineer shall set delivery and instruction schedule with the person appointed by NEBRASKA CITY FIRE DEPARTMENT.

After delivery of the apparatus, the NEBRASKA CITY FIRE DEPARTMENT shall be responsible for ongoing training of its personnel to proficiency regarding the proper and safe use of the apparatus and associated equipment.

MODEL

The chassis shall be a Metro Star model. The cab and chassis shall include design considerations for multiple emergency vehicle applications, rapid transit and maneuverability. The chassis shall be manufactured for heavy duty service with the strength and capacity to support a fully laden apparatus, one hundred (100) percent of the time.

MODEL YEAR

The chassis shall have a vehicle identification number that reflects a 2010 model year.

COUNTRY OF SERVICE

The chassis shall be put in service in the country of United States of America (USA).

APPARATUS TYPE

The apparatus shall be a rescue vehicle designed for emergency service use which shall include the functions of a multipurpose vehicle which primarily provides support services at emergency scenes.

VEHICLE TYPE

The chassis shall be manufactured for use as a straight truck type vehicle and designed for the installation of a permanently mounted apparatus behind the cab. The apparatus of the vehicle shall be supplied and installed by the apparatus manufacturer.

AXLE CONFIGURATION

The chassis shall feature a 4 X 2 axle configuration consisting of a single rear drive axle with a single front steer axle.

GROSS AXLE WEIGHT RATINGS FRONT

The front gross axle weight rating (GAWR) of the chassis shall be 21,500 pounds.

This front gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

GROSS AXLE WEIGHT RATINGS REAR

The rear gross axle weight rating (GAWR) of the chassis shall be 24,000 pounds.

This rear gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

HEAVY RESCUE

CAB STYLE

The cab shall be a custom, enclosed model, built specifically for use as an emergency response vehicle by a company specializing in cab and chassis design for all emergency response applications.

The cab shall be manufactured for heavy-duty service utilizing superior strength and capacity for the application of protecting the occupants of the vehicle. The cab shall be of a modular design offering improved strength, durability and reduced weight. The modular design shall allow for faster, less costly replacement of components. Per pound, 6061-T6 aluminum extrusions offer a higher tensile strength, 45,000 PSI, and yield strength, 40,000 PSI, than that of lower grade sheet such as 3003-H13. For this reason, the cab shall be of aluminum extrusion construction, which shall offer superior strength and the truest, flattest surface ensuring less expensive paint repairs if needed.

The method of cab construction shall use a process incorporating techniques outlined in accordance with the American Welding Society D1.1-96 requirements for structural steel welding. All aluminum welding shall be completed to the American Welding Society and ANSI D1.2-96 requirements for structural welding of aluminum.

To provide a superior finish by reducing welds that fatigue cab metal; the roof, the rear wall and side panels shall be assembled using proven industrial adhesives, designed specifically for aluminum fabrication, which exceed the strength of a weld, for construction.

All interior and exterior seams shall be sealed for optimum noise reduction in addition to the most favorable efficiency for heating and cooling retention.

The cab shall be constructed of 5052-H32 corrosion resistant aluminum plate. The cab shall incorporate tongue and groove fitted 6061-T6 0.13 & 0.19 inch thick aluminum extrusions for extreme duty situations. A single formed, one (1) piece extrusion shall be used for the "A" pillar, adding strength and rigidity to the cab as well as additional roll-over protection. The cab side walls and lower roof skin shall be 0.13 inch thick; the rear wall and raised roof skins shall be 0.09 inch thick; the front cab structure shall be 0.19 inch thick.

Proposals offering products built with anything less than the alloy-temper mentioned or from any material other than aluminum, shall not be considered.

The cab shall incorporate a fully enclosed design, allowing for a spacious cab area with no partition between the front and rear sections of the cab. The walls of the vehicle shall include roof supports allowing for an open design. The exterior width of the cab shall be 94.00 inches wide with a minimum interior width of 88.00 inches.

The overall cab length shall be 128.00 inches with 54.00 inches from the centerline of the front of the axle to the back of the cab. The cab shall offer an interior height of 58.00 inches from the front floor to the headliner and a rear floor to headliner height of 65.00 inches in the crew area, at a minimum. The cab shall offer an interior measurement from the rear of the engine tunnel to the rear wall of the cab of 52.00 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

In order to offer the optimum amount of cab space to occupants, there shall be no consideration given for any cab unable to comply with the minimum measurements for interior cab space as listed.

The cab shall include a driver and officer area with two (2) cab doors. The front doors shall offer a clear opening of 40.00 inches wide X 53.50 inches high. The cab shall also include a crew area with up to two (2) cab doors. The rear doors shall offer a clear opening of 31.00 inches wide X 61.00 inches high. This style of cab shall offer up to eight (8) seating positions.

The first step for the driver and officer area shall measure approximately 10.88 inches deep X 31.50 inches wide. The intermediate step shall measure approximately 8.63 inches deep X 33.00 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 11.00 inches.

The first step for the crew area shall measure approximately 10.88 inches deep X 21.50 inches wide. The intermediate step shall measure approximately 11.50 inches deep X 23.50 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 12.50 inches.

CAB FRONT FASCIA

The front cab fascia shall be constructed of 5052-H32 Marine Grade, 0.090 of an inch thick, one hundred percent primary aluminum plate which shall be an integral part of the cab.

The cab fascia will encompass the entire front of the aluminum cab structure from the bottom of the windshield to the bottom of the cab and shall be the "Classic" design.

The front cab fascia shall include two (2) molded plastic modules on each side accommodating a total of up to four (4) Hi/Low beam headlights and two (2) turn signal lights or up to four (4) warning lights. Two (2) chrome plated molded plastic bezels shall be provided on each side around each set of two lamps.

FRONT GRILLE

The front cab fascia shall include a classic box style, polished stainless steel front grille with a Spartan logo. The grille shall measure approximately 40.00 inches wide at the top of tapering to 32.00 inches wide at the bottom X 33.00 inches high X 1.50 inches deep.

The grille shall include a minimum free air intake of 632.90 square inches shall be installed on the front of the cab.

The upper portion of the grille shall be hinged at the bottom so it can be opened to allow easy access for examination of the windshield wiper motor, linkage and other options mounted within that area. The upper portion of the grille shall be secured with two (2) flush push button latches.

CAB PAINT EXTERIOR

The cab shall be painted prior to the installation of glass accessories and all other cab trim to ensure complete paint coverage and the maximum in corrosion protection of all metal surfaces.

All metal surfaces on the entire cab shall be ground by disc to remove any surface oxidation or surface debris which may hinder the paint adhesion. Once the surface is machine ground a high quality acid etching of base primer shall be applied. Upon the application of body fillers and their preparation, the cab shall be primed with a coating designed for corrosion resistance and surface paint adhesion. The maximum thickness of the primer coat shall be 2.00 mils.

The entire cab shall then be coated with an intermediate solid or epoxy surfacing agent that is designed to fill any minor surface defects, provide an adhesive bond between the primer and the paint and improve the color and gloss retention of the color. The finish to this procedure shall be a sanding of the cab with 360 grit paper, the seams shall be sealed with SEM brand seam sealer and painted with two (2) to four (4) coats of an acrylic urethane type system designed to retain color and resist acid rain and most atmospheric chemicals found on the fire ground or emergency scene.

The cab shall then be painted with the upper and lower colors specifically designated by the customer with a minimum thickness of two 2.00 mils of paint, followed by a clear top coat not to exceed 2.00 mils.

CAB PAINT MANUFACTURER

The cab shall be painted with PPG Industries paint.

CAB PAINT PRIMARY/LOWER COLOR

The lower paint color shall be PPG FBCH 71663 Red.

CAB PAINT SECONDARY/UPPER COLOR

The secondary/upper paint color shall be PPG FBCH 2185 white.

CAB PAINT EXTERIOR BREAKLINE

The upper and lower paint shall meet at a breakline on the cab which shall be located approximately 1.00 inch below the door windows on each side of the cab. The breakline shall continue in a straight line approximately 1.00 inch below the windshields on the front of the cab.

CAB PAINT PINSTRIPE

A 0.50 inch gold leaf tape with black borders shall be applied on the break line between the two different colored surfaces.

CAB PAINT WARRANTY

The cab and chassis shall be covered by a limited manufacturer paint warranty which shall be in effect for ten (10) years from the first owner's date of purchase or in service or the first 100,000 actual miles, whichever occurs first.

CAB PAINT INTERIOR

The visible cab structure surfaces shall be painted with a Zolatone #20-72 silver gray texture finish.

CAB ENGINE TUNNEL

The cab interior shall include an integrated engine tunnel constructed of 5052-H32 Marine Grade, .190 of an inch thick, aluminum alloy plate. The tunnel shall be a maximum of 41.50 inches wide X 23.00 inches high.

CAB ENTRY DOORS

The cab shall include four (4) entry doors, two (2) front doors and two (2) crew doors as high as possible for ease of entering and egress when outfitted with an SCBA. The doors shall be full height and constructed of extruded aluminum with a nominal thickness of .125 inch. The exterior skins shall be constructed of .125 inch aluminum plate.

All cab and crew doors shall be of substantial weight for the optimum strength and rigidity for the best performance in all cab crash testing. Any cab with front and crew doors manufactured of less than the material thickness of .125 inch in both the extrusion and exterior skin shall not be considered.

The doors shall include a double rolled style automotive rubber seal around the perimeter of each door frame and door edge which ensures a weather tight fit.

All door hinges shall be hidden within flush mounted cab doors for a pleasing smooth appearance and perfect fit along each side of the cab. Each door hinge shall be piano style with a 0.38 inch pin and shall be constructed of stainless steel.

The piano style hinge and hidden flush mounted door is the most favorable construction keeping dirt and debris out of the hinge allowing for optimum operation throughout the lifetime of the door.

Proposals offering door hinge thickness any less than stated shall not be considered.

Proposals including doors that do not comply with the flush mounting as described or those including exposed hinges shall not be considered.

CAB ENTRY DOOR TYPE

All cab entry doors shall be full length in design to fully enclose the lower cab steps.

CAB STRUCTURAL WARRANTY

The cab structure shall be warranted for a period of ten (10) years or one hundred thousand (100,000) miles which ever may occur first. Warranty conditions may apply and shall be listed in the detailed warranty document that shall be provided upon request.

CAB TEST INFORMATION

The cab shall have successfully achieved survival of the International crash test ECE-29, Addendum 28, Revision 1 as indicated below.

As part of the ECE regulation 29 test, the frontal area of the cab is struck by a 3,700 pound pendulum weight. The weight is brought back to a sixty degree angle and then the weight is released and allowed to swing forward, imparting some 32,600 pounds foot of force to the cab front face. The cab shall be so constructed that after the test, there will be minimal intrusion of the cab structure into the passenger area. The doors shall remain usable for both entry and exit. Also, as part of the test the cab roof must withstand a static load bearing test. The cab shall withstand a weight of over 60,000 pounds without permanent damage or collapse. The above tests shall be witnessed by and attested to by an independent third party. The test results shall be recorded on/by cameras, high speed imagers, accelerometers and strain gauges, with notarized copies of the letters verifying the test results and videos of said test shall be available upon request.

ELECTRICAL SYSTEM

The chassis shall include a single starting electrical system which shall include a 12 volt direct current Weldon brand of multiplexing system, suppressed per SAE J551. The wiring shall be appropriate gauge cross link with 311 degree Fahrenheit insulation. All SAE wires in the chassis shall be color coded and shall include the circuit number and function where possible. The wiring shall be protected by 275 degree Fahrenheit minimum high temperature flame retardant loom. All nodes and sealed Deutsch connectors shall be waterproof.

APPARATUS WIRING PROVISION

An apparatus wiring panel shall be installed on the officer side bulkhead below the dash which shall include eight (8) open circuits consisting of three (3) 20 amp, one (1) 30 amp, three (3) 10 amp, and one (1) 15 amp circuit, with relays and breakers with trigger wires which shall be routed to the rocker switch panel.

MULTIPLEX DISPLAY

The multiplex electrical system shall include (2) Weldon Vista III displays which shall be located one (1) on the right side of the dash in the switch panel and one (1) on the left side of the dash in the switch panel. The Vista III displays shall feature full color LCD display screens which include a message bar displaying the time of day and important messages requiring acknowledgement by the user which shall all be displayed on the top of the screen in the order they are received. There shall be virtual controls for the auto climate control and on-board diagnostics. The display screens shall be video ready for back- up cameras, thermal cameras, and DVD.

The Vista III displays shall measure approximately 10.38 inches wide X 7.50 inches overall. The displays shall offer varying fonts and background colors. The displays shall be fully programmable to the needs of the customer and shall offer virtually infinite flexibility for screen configuration options.

DATA RECORDING SYSTEM

The chassis shall have a Weldon Vehicle Data Recorder system installed. The system shall be designed to meet NFPA 1901 and shall be integrated with the Weldon Multiplex electrical system. The following information shall be recorded:

- Vehicle Speed
- Acceleration
- Deceleration
- Engine Speed
- Engine Throttle Position
- ABS Event
- Seat Occupied Status
- Seat Belt Status
- Master Optical Warning Device Switch Position
- Time
- Date

Each portion of the data shall be recorded at the specified intervals and stored for the specified length of time to meet NFPA 1901 guidelines and shall be retrievable by connecting a laptop computer to the VDR system.

POWER & GROUND STUD

A 40 amp battery direct power and ground stud shall be provided and installed in the electrical distribution panel. The stud shall be size #10 and protected with a 40 amp circuit breaker.

AUXILIARY POWER & GROUND STUD

An auxiliary set of power and grounding studs shall be provided and installed in the officer side under seat storage compartment. The power and ground studs shall be circuit protected with a 40 amp breaker. The studs shall be .375 inch diameter and be capable of carrying up to a 40 amp load switched with the master power switch.

EXTERIOR ELECTRICAL TERMINAL COATING

All terminals exposed to the elements will be sprayed with a yellow protective rubberized coating to prevent corrosion.

ENGINE

A 2007 FEDERAL EPA EMISSION COMPLIANT ENGINE HAS BEEN SELECTED. THIS ENGINE IS SUBJECT TO AVAILABILITY ON HAND AT TIME OF PURCHASE AT SPARTAN CHASSIS. TIME OF PURCHASE SIGNIFIES ACCEPTANCE, BY SPARTAN CHASSIS, OF A VALID PURCHASE ORDER WITH A FULLY COMPLETED ORDER FILE AND THE RETURN, BY SPARTAN CHASSIS, OF A WRITTEN CONFIRMATION TO PURCHASER WHICH INCLUDES AN ASSIGNED SALES ORDER NUMBER. THIS CONFIRMATION MUST EXPRESSLY STATE THAT THE ENGINE SELECTION IS CONFIRMED AND WILL BE INCLUDED IN YOUR ORDER. BASED ON UPCOMING 2010 FEDERAL EPA EMISSION CHANGES, 2007 FEDERAL EPA EMISSION COMPLIANT ENGINES ARE IN LIMITED SUPPLY AND INVENTORIES COULD BE DEPLETED AT ANY MOMENT. IF AT TIME OF PURCHASE AT SPARTAN CHASSIS THE SELECTED ENGINE IS NO LONGER AVAILABLE, SPARTAN CHASSIS CANNOT BE HELD RESPONSIBLE NOR PARTICIPATE IN ANY ADDITIONAL CHARGES TO MODIFY THE ORDER TO PROVIDE A VIABLE AND AVAILABLE ENGINE OFFERING. THESE CHARGES COULD INCLUDE BUT ARE NOT LIMITED TO CHANGING ENGINE BRAND, HORSEPOWER OR UPGRADING TO A 2010 FEDERAL EPA EMISSION COMPLIANT ENGINE. ADDITIONAL ORDER CONTENT COULD BE AFFECTED IF THE SELECTED 2007 FEDERAL EPA COMPLIANT ENGINE IS REQUIRED TO CHANGE AS A RESULT OF AVAILABILITY. SPARTAN CHASSIS CANNOT BE HELD RESPONSIBLE NOR PARTICIPATE IN ADDITIONAL CHARGES WHICH MAY OCCUR IF ASSOCIATED ORDER OPTION CONTENT CHANGES ARE REQUIRED IN THE EVENT THAT AN ALTERNATIVE ENGINE SELECTION IS REQUIRED. THESE CHARGES COULD INCLUDE BUT ARE NOT LIMITED TO CHANGING TRANSMISSION MODEL OR CAB MODEL. AN APPROVED QUOTE IN SPARCON IS IN NO WAY A VERIFICATION OF ENGINE AVAILABILITY. ALL ORDERS REQUESTING A 2007 FEDERAL EPA EMISSION COMPLIANT ENGINE MUST COMPLY WITH ALL STANDARD PURCHASING AND REQUESTED DELIVERY DATES GUIDELINES POSTED IN SPARCON FOR THE ASSOCIATED DATABOOK FOR THE ORDER OR IT WILL BE REJECTED. ANY SALES ORDER WITH A CONFIRMED 2007 FEDERAL EPA EMISSION COMPLIANT ENGINE THAT IS CANCELED WILL BE SUBJECTED TO A CANCELLATION FEE OF TEN THOUSAND DOLLARS (\$10,000) OR MORE BASED ON WHERE THE ORDER IS IN THE PROCUREMENT OR BUILD PROCESS. ANY SALES ORDER WITH A CONFIRMED 2007 FEDERAL EPA EMISSION COMPLIANT ENGINE THAT CANNOT BE DELIVERED ON OR PRIOR TO THE REQUESTED DELIVERY DATE WHICH MUST COMPLY WITH THE GUIDELINES POSTED IN SPARCON FOR THE ASSOCIATED DATABOOK DUE TO UNRESOLVED CLARIFICATIONS OR CONTENT CHANGES WILL BE CANCELED BY SPARTAN CHASSIS AND SUBJECTED TO A MINIMUM CANCELLATION FEE OF TEN THOUSAND DOLLARS (\$10,000) OR MORE BASED ON WHERE THE ORDER IS IN THE COMPONENT PROCUREMENT OR OTHER WRITTEN OR PRODUCTION PROCESS. ANY VERBAL AGREEMENTS OR REPRESENTATIONS MADE REGARDING 2007 EPA EMISSION COMPLIANT ENGINES ARE SUPERSEDED BY THE PREVIOUS GOVERNING STATEMENTS REGARDING THE SALE AND AVAILABILITY OF 2007 FEDERAL EPA EMISSION COMPLIANT ENGINES BY SPARTAN CHASSIS.

The power plant for the vehicle shall offer a high pressure performance, turbo charged engine which shall feature a high pressure common rail fuel system. This system shall be coupled with a proven Holset turbo which delivers outstanding performance at ratings up to 425 HP. The Cummins ISL engine shall include replaceable mid-stop cylinder liners plus heavy duty roller followers, targeted piston cooling and

30% more efficient oil cooling for improved durability and reliability. The heavy duty design shall also feature stronger braking capacity.

The engine shall be EPA certified to meet the 2007 emissions standards without compromising performance, reliability or durability. The Cummins ISL 425 engine shall feature an air charge cooled engine which consists of an in line six (6) cylinder, four cycle diesel powered engine. The engine shall offer a rating of 425 horse power at 2100 RPM and shall be governed at 2200 RPM. The torque rating shall feature 1200 foot pounds of torque at 1300 RPM with 543 cubic inches of displacement. The Cummins ISL 425 engine shall feature an electronic governor.

A wiring harness shall be supplied ending at the back of the cab. The harness shall include a connector which shall allow an optional harness for the pump panel. The included circuits shall be provided for a tachometer, oil pressure, engine temperature, hand throttle, high idle and a PSG system. A circuit for J1939 data link shall also be provided at the back of the cab.

The engine shall include an engine mounted combination full flow/by-pass oil filter with replaceable spin on cartridge for use with the engine lubrication system. The engine shall include Citgo brand Citgard 500, or equivalent SAE 15W40 CJ4 low ash engine oil which shall be utilized for proper engine lubrication.

DIESEL PARTICULATE FILTER CONTROLS

There shall be two (2) controls for the diesel particulate filter. One (1) control shall be for regeneration and one (1) control shall be for regeneration inhibit.

ENGINE PROGRAMMING HIGH IDLE SPEED

The engine high idle control shall maintain the engine idle at approximately 1250 RPM when engaged.

ENGINE HIGH IDLE CONTROL

The vehicle shall be equipped with an automatic high-idle speed control. It shall be pre-set so when activated, it will operate the engine at the appropriate RPM to increase alternator output. This device shall operate only when the master switch is activated and the transmission is in neutral with the parking brake set. The device shall disengage when the operator depresses the brake pedal, or the transmission is placed in gear, and shall be available to manually or automatically re-engage when the brake is released, or when the transmission is placed in neutral. There shall be an indication on the Vista screen for the high idle speed control.

ENGINE PROGRAMMING ROAD SPEED GOVERNOR

The engine shall include programming which will govern the top speed of the vehicle.

AUXILIARY ENGINE BRAKE

A Jacobs engine compression brake, for the six (6) cylinder engine shall be provided. The engine compression brake shall actuate the vehicle's brake lights when engaged. A cutout relay shall be installed

to disable the compression brake when in pump mode or when an ABS event occurs. The engine brake shall activate upon 0% accelerator when in operation mode.

AUXILIARY ENGINE BRAKE CONTROL

An engine compression brake control device shall be included. The electronic control device shall monitor various conditions and shall activate the engine brake only if all of the following conditions are simultaneously detected:

- A valid gear ratio is detected.
- The driver has requested or enabled engine compression brake operation.
- The throttle is at a minimum engine speed position.
- The electronic controller is not presently attempting to execute an electronically controlled final drive gear shift.

The compression brake shall be controlled via an off/low/high virtual button through the Vista display.

FLUID FILLS

The front of the chassis shall accommodate fluid fills for the engine oil, and the power steering fluid through the grille. This area shall also accommodate checks for the engine oil, and power steering fluid.

ELECTRONIC ENGINE OIL LEVEL INDICATOR

The engine oil shall be monitored electronically and shall send a signal to activate a warning in the instrument panel when levels fall below normal. The warning shall activate in a low oil situation upon turning on the master battery and ignition switches without the engine running.

ENGINE WARRANTY

The Cummins engine shall be warranted for a period of five (5) years or 100,000 miles, whichever occurs first.

ENGINE PROGRAMMING REMOTE THROTTLE

The engine ECM (Electronic Control Module) discreet wire remote throttle circuit shall be turned off for use with a J1939 based pump controller or when the discreet wire remote throttle controls are not required.

ENGINE PROGRAMMING IDLE SPEED

The engine low idle speed will be programmed at 700 rpm.

ENGINE COOLING SYSTEM

There shall be a heavy-duty aluminum cooling system designed to meet the demands of the fire industry. The cooling system shall have the capacity to keep the engine properly cooled under all conditions of road and pumping operations. The cooling system shall be designed and tested to meet or exceed the requirements specified by the engine and transmission manufacturer and all EPA requirements. The complete cooling system shall utilize heavy-duty welds and be mounted to isolate the entire system from vibration or stress. The individual cores of the cooling system shall be mounted in a manner to allow expansion and contraction at various rates without inducing stress into the adjoining cores.

The cooling system shall be comprised of a stacked, single depth package that provides the maximum cooling capacity for the specified engine as well as offers excellent serviceability. The main components shall include a surge tank, a charge air cooler, a recirculation shield, and a radiator.

Proposals unable to offer a stacked single depth cooling package shall not be considered.

There shall be a single depth core that allows greater efficiency, enhanced serviceability, and lighter weight with a higher ambient capability.

The cooling package core shall not protrude below the frame of the vehicle by more than 1.1 inch. This feature shall improve the angle of approach thereby reducing possible damage.

The radiator shall be a cross-flow design constructed completely of aluminum with welded side tanks. The radiator shall include a minimum of a 627 square inch core and shall be bolted to the bottom of the charge air cooler to allow a single depth core, thus allowing a more efficient and serviceable cooling system. The radiator shall be equipped with a drain cock to drain the coolant for serviceability.

The cooling system shall include a one piece injected molded Polymer fan blade designed to provide long life in harsh environments. Polymer fans provide a significant weight reduction over metal fans providing longer life for fan clutch linings and bearings along with increased fan belt life.

The cooling system shall be equipped with a surge tank that is capable of removing entrained air from the system. The surge tank shall be equipped with a low coolant probe and sight glass to monitor the level of the coolant. The surge tank shall have a cap that meets the engine manufactures pressure requirements as well as the system design requirements.

All radiator tubes shall be formed from aluminized steel tubing. Recirculation shields shall be installed where required to prevent heated air from reentering the cooling package and affecting performance. When a center bumper compartment is installed an additional shield may be required to redirect the airflow into the coolers.

The charge air cooler shall be a cross-flow design constructed completely of aluminum with welded side tanks. The charge air cooler shall have a minimum of a 390 square inch core and be bolted to the top of the radiator to allow a single depth core, thus allowing a more efficient and serviceable cooling system.

All charge air cooler tubes shall be formed from aluminized steel tubing and installed with silicone hump hoses and stainless steel "constant torque" style clamps meeting the engine manufactures requirements.

ENGINE COOLANT

The cooling package shall include Extended Life Coolant (ELC). The use of ELC provides longer intervals between coolant changes over standard coolants providing improved performance. The coolant shall contain a 50/50 mix of ethylene glycol and de-ionized water to keep the coolant from freezing to a temperature of -34 degrees F.

Proposals offering supplemental coolant additives (SCA) shall not be considered, as this is part of the extended life coolant makeup.

ELECTRONIC COOLANT LEVEL INDICATOR

The instrument panel shall feature a low engine coolant indicator light which shall be located in the center of the instrument panel. An audible tone alarm shall also be provided to warn of a low coolant incident.

COOLANT HOSES

The cooling systems hose shall be formed silicone hose and formed aluminized steel tubing and include stainless steel constant torque band clamps.

ENGINE AIR INTAKE

The engine air intake system shall include an ember separator air intake filter which shall be located in the front of the cab behind the officer side fascia. This filter shall protect the downstream air filter from embers using a combination of unique flat and crimped metal screens constructed into a galvanized steel frame. This multilayered screen shall be designed to trap embers or allow them to burn out before passing through the pack, while creating only minimal air flow restriction through the system. Periodic cleaning or replacement of the screen shall be all that is required after installation.

The engine shall also include an air intake filter which shall be bolted to the frame and located under the front of the cab on the officer side. The dry type filter shall ensure dust and debris safely contained inside the disposable housing, eliminating the chance of contaminating the air intake system during air filter service via a leak-tight seal.

The air flow distribution and dust loading shall be uniform throughout the high-performance filter cone pack, which shall result in pressure differential for improved horsepower and fuel economy. The air intake shall be mounted within easy access via a hinged panel behind the headlight module. The air intake system shall include a restriction indicator light in the warning light cluster on the instrument panel, which shall activate when the air cleaner element requires replacement.

ENGINE EXHAUST SYSTEM

The exhaust system shall include a diesel particulate filter and a diesel oxidation catalyst to meet current EPA standards.

The system shall utilize 0.065 inch thick stainless steel exhaust tubing between the engine turbo and the diesel particulate filter. This section of the exhaust system shall be wrapped with a thermal cover in order to retain the necessary heat for system regeneration. Zero leak clamps seal all system joints between the turbo and diesel particulate filter.

From the diesel particulate filter to the end of the tailpipe the system shall be plumbed with 0.065 inch thick aluminized steel tubing connected with overlapping band style clamps. The discharge shall terminate horizontally on the officer side of the vehicle ahead of the rear tires.

The exhaust system shall be mounted below the frame in the inboard position maximizing space for the body compartments.

ENGINE EXHAUST ACCESSORIES

An exhaust temperature mitigation device shall be shipped loose for installation by the body manufacturer on the vehicle. The temperature mitigation device shall lower the temperature of the exhaust by combining ambient air with the exhaust gasses at the exhaust outlet.

TRANSMISSION

The drive train shall include an Allison Gen IV-E model EVS 3000 torque converting, automatic transmission which shall include electronic controls. The transmission shall feature two (2) 10-bolt PTO pads located on the converter housing.

The transmission shall include two (2) internal oil filters and Castrol TranSynd[™] synthetic TES 295 transmission fluid which shall be utilized in the lubrication of the EVS transmission. An electronic oil level sensor shall be included with the readout located in the shift selector.

The Gen IV-E transmission shall include prognostic diagnostic capabilities. These capabilities shall include the monitoring of the fluid life, filter change indication, and transmission clutch maintenance.

The transmission gear ratios shall be:

 1st
 3.49:1

 2nd
 1.86:1

 3rd
 1.41:1

 4th
 1.00:1

 5th
 0.75:1

 6th
 0.65:1 (if applicable)

 Rev
 5.03:1

TRANSMISSION MODE PROGRAMMING

The transmission, upon start-up, will select a six (6) speed operation without the need to press the mode button.

TRANSMISSION FEATURE PROGRAMMING

The EVS group package number 127 shall contain the 199 vocational package in consideration of the duty of this apparatus for rescue. This package shall incorporate an automatic neutral with selector override. This feature commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. This requires re-selecting drive range to shift out of neutral for the override.

An eight (8) pin Delphi connector will be provided next to the steering column connector. This will contain the following input/output circuits to the transmission control module.

Function ID	Description	Wire assignment
С	PTO Request	143
F	Aux. Function Range Inhibit (Special)	101/142
G	PTO Enable Output (See Input Function C)	130
S	Neutral Indicator for PTO	145
	Signal Return	103

ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR

The transmission fluid shall be monitored electronically and shall send a signal to activate a warning in the instrument panel when levels fall below normal.

TRANSMISSION SHIFT SELECTOR

An Allison pressure sensitive range selector touch pad shall be provided and located to the right of the driver within clear view and easy reach. The shift selector shall provide a prognostic indicator (wrench symbol) on the digital display between the selected and attained indicators. The prognostics monitor various operating parameters to determine and shall alert you when a specific maintenance function is required.

TRANSMISSION PRE-SELECT WITH AUXILIARY BRAKE

When the auxiliary brake is engaged, the transmission shall automatically shift to second gear to decrease the rate of speed assisting the secondary braking system and slowing the vehicle.

TRANSMISSION COOLING SYSTEM

The transmission shall include an air to oil cooler integrated into the lower portion of cooling package. The transmission cooling system shall meet all transmission manufacturer requirements. The cooling system shall feature a circuit provision located within the hydraulic transmission oil which shall provide for rapid warm up to the optimum transmission operating temperature.

TRANSMISSION WARRANTY

The Allison EVS series transmission shall be warranted for a period of five (5) years with unlimited mileage. Parts and labor shall be included in the warranty.

<u>LH PTO</u>

A Spartan supplied ten (10) bolt standard duty clutched drive PTO shall be installed on the transmission. Installation shall include mounting of the PTO and wiring the unit with a control switch.

LH PTO MODEL

A ten (10) bolt Chelsea model 277-XMFJP-B5XD heavy duty transmission driven PTO shall be installed. The clutched shifted PTO is designed specifically for the Allison world transmission and provides torque ranges from 250 to 335 lb. ft.

PTO LOCATION

The transmission driven power take off (PTO) shall be mounted in the 9:00 o'clock position.

PTO CONTROL

The left hand power take off shall be controlled by the transmission. It will use a virtual switch on vista with text messages. Disable is displayed when switch is off. Enable is displayed when the switch is turned on. Active is displayed when the switch is on with positive engagement of the power take off.

Required operating conditions for enabling this function are:

- Throttle position is low
- Engine speed is within customer modifiable constant limits
- Output speed is within customer modifiable constant limits

<u>DRIVELINE</u>

All drivelines shall be heavy duty metal tube and equipped with Spicer 1710 series universal joints. The shafts shall be dynamically balanced prior to installation to alleviate future vibration. In areas of the driveline where a slip shaft is required, the splined slip joint shall be coated with Glide Coat[®].

FUEL FILTER/WATER SEPARATOR

The fuel system shall have a Fleetguard FS1003 fuel filter/water separator as a primary filter. The fuel filter shall have a drain valve.

A water in fuel sensor shall be provided and wired to an instrument panel lamp and audible alarm to indicate when water is present in the fuel/water separator.

A secondary fuel filter shall be included as approved by the engine manufacturer.

FUEL LINES

The fuel system lines shall be brown reinforced nylon tubing rated for diesel fuel with brass fittings installed from the tank to engine including the return.

FUEL SHUTOFF VALVE

A fuel shutoff valve shall be installed in the fuel draw line at the primary fuel filter to allow the fuel filter to be changed without loss of fuel to the fuel pump.

A second fuel shutoff valve shall be installed in the fuel draw line, near the fuel tank to allow maintenance to be performed with minimal loss of fuel.

FUEL TANK

The fuel tank shall have a capacity of fifty (50) gallons and shall measure 35.00 inches in width X 15.00 inches in height X 24.00 inches in length. The baffled tank shall be made of 14 gauge aluminized steel. The exterior of the tank shall be painted with a PRP Corsol[™] black anti-corrosive exterior metal treatment finish. This results in a tank which offers the internal and external corrosion resistance.

The tank shall have a vent port to facilitate venting to the top of the fill neck for rapid filling without "blowback" and a roll over ball check vent for temperature related fuel expansion and draw.

The tank is designed with dual draw tubes and sender flanges. The tank shall have 2.00 inch NPT fill ports for right or left hand fill. A 0.50 inch NPT drain plug shall be centered in the bottom of the tank.

The fuel tank shall be mounted below the frame, behind the rear axle. Two (2) three-piece strap hanger assemblies with "U" straps bolted midway on the fuel tank front and rear shall be utilized to allow the tank to be easily lowered and removed for service purposes. Rubber isolating pads shall be provided between the tank and the hanger strap assemblies. Strap mounting studs through the rail, hidden behind the body shall not be acceptable.

FUEL TANK FILL PORT

The fuel tank fill ports shall be offset with the right fill port located in the middle position and the left fill port located in the rearward position on the fuel tank.

FUEL TANK SERVICEABILTY PROVISIONS

The chassis fuel lines shall have additional length provided so the tank can be easily lowered and removed for service purposes. The additional 8 ft. of length shall be located above the fuel tank and shall be coiled and secured. The fuel line fittings shall be pointed towards the right side (curbside) of the chassis.

FRONT AXLE

The front axle shall be a Meritor Easy Steer Non drive front axle, model number MFS-20. The axle shall include a 3.74 inch drop and a 71.00 inch king pin intersection (KPI). The axle shall include a conventional style hub with a standard knuckle. The weight capacity for the axle shall be rated to 21,500 pounds FAWR.

FRONT AXLE WARRANTY

The front axle shall be warranted by Meritor for two (2) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

FRONT WHEEL BEARING LUBRICATION

The front axle wheel bearings shall be lubricated with oil. The oil level can be visually checked via clear inspection windows in the front axle hubs.

FRONT SHOCK ABSORBERS

Two (2) Bilstein inert, nitrogen gas filled shock absorbers shall be provided and installed as part of the front suspension system. The shocks shall be a monotubular design and fabricated using a special extrusion method, utilizing a single blank of steel without a welded seam, achieving an extremely tight peak-to-valley tolerance and maintains consistent wall thickness. The monotubular design shall provide superior strength while maximizing heat dissipation and shock life.

The ride afforded through the use of a gas shock is more consistent and shall not deteriorate with heat, the same way a conventional oil filled hydraulic shock would.

The Bilstein front shocks shall include a digressive working piston assembly allowing independent tuning of the compression and rebound damping forces to provide optimum ride and comfort without compromise. The working piston design shall feature fewer parts than most conventional twin tube and "road sensing" shock designs and shall contribute to the durability and long life of the Bilstein shock absorbers.

Proposals offering the use of conventional twin tube or "road sensing" designed shocks shall not be considered.
FRONT SUSPENSION

The front suspension shall include a nine (9) leaf spring pack in which the longest leaf measures 54.00 inch long and 4.00 inches wide and shall include a military double wrapped front eye. Both spring eyes shall have a case hardened threaded bushing installed with lubrication counter bore and lubrication land off cross bore with grease fitting. The spring capacity shall be rated at 21,500 pounds.

STEERING COLUMN/ WHEEL

The cab shall include a Douglas Autotech steering column shall be a seven (7) position tilt and 2.25 inch telescopic type with an 18.00 inch steering wheel located on the left side of the cab designating the driver's position. The steering wheel shall be covered with black absorbite padding.

The steering column shall contain a horn button, self-canceling turn signal switch, four-way hazard switch and headlamp dimmer switch.

POWER STEERING PUMP

The hydraulic power steering pump shall be a TRW PS and shall be gear driven from the engine. The pump shall be a balanced, positive displacement, sliding vane type.

ELECTRONIC POWER STEERING FLUID LEVEL INDICATOR

The power steering fluid shall be monitored electronically and shall send a signal to activate an audible alarm and visual warning in the instrument panel when fluid level falls below normal.

FRONT AXLE CRAMP ANGLE

The chassis shall have a front axle cramp angle of 48 degrees to the left and 44 degrees to the right.

POWER STEERING GEAR

The power steering gear shall be a TRW model TAS 65 with an assist cylinder.

CHASSIS ALIGNMENT

The chassis frame rails shall be measured to insure the length is correct and cross checked to make sure they run parallel and are square to each other. The front and rear axles shall be laser aligned. The front tires and wheels shall be aligned and toe-in set on the front tires by the chassis manufacturer.

The completed apparatus shall be rechecked for proper alignment once the chassis has been fully loaded and before being placed in service.

REAR AXLE

The rear axle shall be a Meritor model RS-24-160 single drive axle. The axle shall include precision forged, single reduction differential gearing, and shall have a rated capacity of 24,000 pounds.

The axle shall be built of superior construction and quality components to provide the rugged dependability needed to stand up to the fire industry's demands. The axle shall include rectangular shaped, hot-formed housing with a standard wall thickness of 0.50 of an inch for extra strength and rigidity and a rigid differential case for high axle strength and reduced maintenance.

The axle shall have heavy-duty Hypoid gearing for longer life, greater strength and quieter operation. Industry-standard wheel ends for compatibility with both disc and drum brakes, and unitized oil seal technology to keep lubricant in and help prevent contaminant damage will be used.

REAR AXLE WARRANTY

The rear axle shall be warranted by Meritor for two (2) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

REAR AXLE DIFFERENTIAL LUBRICATION

The rear axle differential shall be lubricated with oil.

REAR WHEEL BEARING LUBRICATION

The rear axle wheel bearings shall be lubricated with oil.

VEHICLE TOP SPEED

The top speed of the vehicle shall be approximately 68 MPH +/-2 MPH at governed engine RPM.

REAR SUSPENSION

The single rear axle suspension shall feature a Neway AD-127 air suspension. The suspension shall include optimized air springs mounted to the equalizing beams and integral transverse beam. An adjustable torque rod and adjustable track bar shall also be included.

Dual air height control valves shall be installed to ensure equal frame height on both sides of the vehicle regardless of the load. The rear suspension is run flat capable at reduced speeds.

The rear suspension capacity shall be rated at 24,000 to 27,000 pounds.

REAR SHOCK ABSORBERS

Shock absorbers shall be supplied by the suspension manufacturer and installed on the rear axle suspension.

FRONT TIRE

The front tires shall be Michelin 425/65R22.5 "L" tubeless radial XFE regional tread.

The front tire stamped load capacity shall be 22,800 pounds per axle with a speed capacity of 65 miles per hour when properly inflated to 120 pounds per square inch.

The front tire US Fire Service Intermittent Usage load capacity shall be 23,000 pounds per axle with a speed capacity of up to 75 miles per hour when properly inflated to 120 pounds per square inch.

REAR TIRE

The rear tires shall be Michelin 11R-22.5 16PR "H" tubeless radial XDN2 all weather tread designed for exceptional traction and mileage.

The rear tire stamped load capacity shall be 24,020 pounds per axle with a speed capacity of 75 miles per hour when properly inflated to 120 pounds per square inch.

The rear tire US Fire Service Intermittent Usage load capacity shall be 24,820 pounds per axle with a speed capacity of 75 miles per hour when properly inflated to 120 pounds per square inch.

TIRE PRESSURE INDICATOR

There shall be a voucher provided with the chassis for a pop up style tire pressure indicator at each tire valve stem. The indicator shall provide visual indication of pressure in the specific tire.

The tire pressure indicators shall be redeemed upon the vehicle manufacturer's receipt of the voucher for installation by the customer.

FRONT WHEEL

The front wheels shall be Alcoa hub piloted, 22.50 inch X 12.25 inch polished aluminum wheels. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts. The wheels shall feature one-piece forged strength and shall include Alcoa's Dura-Bright[®] finish with XBR technology as an integral part of the wheel surface. Alcoa Dura-Bright[®] wheels keep their shine without polishing. Brake dust, grime and road debris are easily removed by simply cleaning the wheels with soap and water.

REAR WHEEL

The rear wheels shall be Alcoa hub piloted, 22.50 inch X 8.25 inch LvL One[™] aluminum wheels with a polished outer surface and Alcoa Dura-Bright® wheel treatment with XBR® technology as an integral part of the wheel. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

BALANCE WHEELS AND TIRES

All of the wheels and tires, including any spare wheels and tire assemblies, shall be dynamically balanced.

WHEEL GUARDS

The rear dual wheels shall include a plastic isolator approximately 0.04" thick installed between the inner and outer wheel to help prevent corrosion caused by metal to metal contact.

TIRE CHAINS

Onspot brand six (6) strand automatic ice chains shall be installed on the rear axle of the chassis to provide instant traction while traveling on ice and snow at speeds below 35 mph.

TIRE CHAINS ACTIVATION

The tire chain system shall be controlled through a virtual switch on the multiplex display. The virtual switch shall display "Active" when the tire chains are engaged. The tire chains shall be interlocked with the transmission and shall engage when the vehicle is traveling 30 MPH or less. After traveling over 30 MPH, the vehicle must be reduced to a speed below 5 MPH for the tire chains to be engaged or reengaged.

BRAKE SYSTEM

A rapid build-up air brake system shall be provided. The air brakes shall include a two (2) air tank, three (3) reservoir system with a total of 4152 cubic inch of air capacity. A floor mounted treadle valve shall be mounted inside the cab for graduated control of applying and releasing the brakes. An inversion valve shall be installed to provide a service brake application in the unlikely event of primary air supply loss.

The rear axle spring brakes shall automatically apply in any situation when the air pressure falls below 25 PSI and shall include a mechanical means for releasing the spring brakes when necessary. An audible alarm shall designate when the system air pressure is below 60 PSI.

A four (4) sensor, four (4) modulator anti-lock braking system (ABS) shall be installed on the front and rear axles in order to prevent the brakes from locking or skidding while braking during hard stops or on icy or wet surfaces. This in turn shall allow the driver to maintain steering control under heavy braking and in most instances, shorten the braking distance. The electronic monitoring system shall incorporate diagonal circuitry which shall monitor wheel speed during braking through a sensor and tone ring on each wheel. A dash mounted ABS lamp shall be provided to notify the driver of a system malfunction. The ABS system shall automatically disengage the auxiliary braking system device when required. The speedometer screen shall be capable of reporting all active defaults using PID/SID and FMI standards.

Automatic traction control which shall be installed on the single rear axle. The automatic traction control system shall apply the anti-lock braking system when the drive wheels loose traction. The system shall scale the electronic engine throttle back to prevent wheel spin while accelerating on ice or wet surfaces.

Additional handling capabilities shall include roll stability control which shall monitor the vehicles rollover threshold based on the lateral acceleration. The system shall activate a computerized device which shall slow the vehicle when the threshold is exceeded in either direction. Normal vehicle operation shall resume once the problematic conditions cease. Roll stability control shall be integral with the ABS and ATC systems.

A virtual style switch shall be provided and properly labeled "mud/snow". When the switch is pressed once, the system shall allow a momentary wheel slip to obtain traction under extreme mud and snow conditions. During this condition the ATC light shall blink continuously notifying the driver of activation. Pressing the switch again shall deactivate the mud/snow feature.

The electronic stability control unit (ESC) is a functional extension of the electronic braking system. It is able to detect any skidding of the vehicle about its vertical axis as well as any rollover tendency. The control unit comprises an angular-speed sensor that measures the vehicle's motion about the vertical axis, caused, for instance, by cornering or by skidding on a slippery road surface. An acceleration sensor measures the vehicle's lateral acceleration. The CAN bus provides information on the steering angle. On the basis of lateral acceleration and steering angle, an integrated microcontroller calculates a theoretical angular speed for the stable vehicle condition.

FRONT BRAKES

The front brakes shall be Meritor EX225 Disc Plus disc brakes with 17" vented rotors.

REAR BRAKES

The rear brakes shall be Meritor EX225 Disc Plus disc brakes with 17.00 inch vented rotors.

Upon application of the push-pull valve in the cab, the rear brakes will engage via mechanical spring force. This is accomplished by dual chamber rear brakes, satisfying the FMVSS parking brake requirements.

PARK BRAKE CONTROL

A Meritor-Wabco manual hand control push-pull style valve shall operate the parking brake system. The control shall be yellow in color.

The parking brake actuation valve shall be mounted on the left hand dash to the right of the steering column within easy reach of the driver.

AIR DRYER

The brake system shall include a Wabco System Saver 1200 air dryer with an integral 100 watt heater with a Metri-Pack sealed connector. The air dryer incorporates an internal turbo cutoff valve that closes the path between the air compressor and air dryer purge valve during the compressor "unload" cycle. The turbo cutoff valve allows purging of moisture and contaminants without the loss of turbo boost pressure. The air dryer shall be located on the right hand frame rail forward of the front wheel behind the right hand cab step.

FRONT BRAKE CHAMBERS

The front brakes shall be provided with MGM type 24 long stroke brake chambers.

REAR BRAKE CHAMBERS

The rear axle shall include TSE 24/30 H.O.T. (High Output Technology) brake chambers shall convert the energy of compressed air into mechanical force and motion. This shall actuate the brake camshaft, which in turn shall operate the foundational brake mechanism forcing the brake pads against the brake rotor.

AIR COMPRESSOR

The air compressor provided for the engine shall be a Wabco[®] SS318 single cylinder pass-through drive type compressor which shall be capable of producing 18.7 CFM at 1200 engine RPMs. The air compressor shall feature a higher delivery efficiency translating to more air delivery per horsepower absorbed. The compressor shall include an aluminum cylinder head which shall improve cooling, reduce weight and decrease carbon formation. Superior piston and bore finishing technology shall reduce oil consumption and significantly increasing the system component life.

AIR GOVERNOR

An air governor shall be provided to control the cut-in and cut-out pressures of the engine mounted air compressor. The governor shall be calibrated to meet FMVSS requirements. The air governor shall be located on the air cleaner bracket on the right frame rail behind the officer step.

MOISTURE EJECTORS

Heated, automatic moisture ejectors with a manual drain provision shall be installed on all reservoirs of the air supply system.

AIR SUPPLY LINES

A dual air system plumbed with color coded reinforced nylon tubing air lines shall be installed on the chassis. The primary (rear) brake line shall be green, the secondary (front) brake line red, the parking brake line orange and the auxiliary (outlet) will be blue.

Brass compression type fittings shall be used on the nylon tubing. All drop hoses shall include fiber reinforced neoprene covered hoses.

AIR HORN SHUTOFF VALVE

A shut-off valve located in the driver's dash shall be installed in the air horn supply line.

WHEELBASE

The chassis wheelbase shall be 202.00 inches.

REAR OVERHANG

The chassis rear overhang shall be 96.50 inches.

FRAME

The frame shall consist of double channel side rails and cross members forming a ladder style frame. The sides of the rails shall be formed in the shape of a "C" channel, 10.25 inches high X 3.50 inches deep upper and lower flanges X .38 inches thick with an inner channel of 9.44 inches high X 3.13 inches deep and .38 inches thick. The high strength low alloy steel shall have a Tensile Elastic Limit of 110,000 psi. Each double rail shall be rated by a Resistance Bending Moment (RBM) minimum of 3,213,100 inch pounds and have a minimum section modulus of 29.21 cubic inches. The frame shall measure 35.00 inches in width.

Proposals calculating the frame strength using the "box method" shall not be considered.

Proposals including heat treated rails shall not be considered. Heat treating frame rails produces rails that are not uniform in their mechanical properties throughout the length of the rail. Rails made of high strength, low alloy steel are already at the required yield strength prior to forming the rail.

A minimum of seven (7) fully gusseted 0.25 inch thick cross members shall be installed. The inclusion of the body mounting, or bumper mounting shall not be considered as a cross member. The cross members shall be attached using zinc coated grade 8 fasteners. The head bolts shall be flanged type with distorted threads, held in place by flanged lock nuts. Each cross member shall be mounted to the frame rails utilizing a minimum of 0.25 inch thick gusset reinforcement plates at all corners balancing the area of force throughout the entire frame.

Any proposals not including additional reinforcement for each cross member shall not be considered.

Frame rails will be manufactured such that bolt attachment holes are specific for each component and shall not include any unnecessary holes.

All relief areas shall be cut in with a minimum 2.00 inch radius at intersection points with the edges ground to a smooth finish to prevent a stress concentration point.

The frame and cross members shall carry a lifetime warranty to the original purchaser. A copy of the frame warranty shall be made available upon request.

Proposals offering warranties for frames not including cross members shall not be considered.

FRAME WARRANTY

The frame and cross members shall carry a limited lifetime warranty to the original purchaser. The warranty shall include conditional items listed in the detailed warranty document which shall be provided upon request.

FRAME CLEAR AREA

The chassis frame shall be left clear of chassis mounted components inside or outside the frame rails within the first 30.00 inches behind the cab to allow space for OEM installed components. Cross members may be installed in the clear area if required for proper frame or driveline configuration.

FRAME PAINT

The frame shall be powder coated black prior to any attachment of components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 shall not have a fail of more than ten (10) squares. The pencil hardness test per ASTM D3363 shall have a final post-curved pencil hardness of H-2H. The direct impact resistance test per ASTM D2794 shall have an impact resistance of 120.00 inches per pound at 2 mils. The salt spray resistance per ASTM B-117-97 shall pass 500 hours of salt spray test. The applied process shall allow the application of other products over it and still maintain or exceed the 500 hours salt spray test.

Any proposals offering painted frame with variations from the above process shall not be accepted. The film thickness of vendor supplied parts shall also be sufficient to meet the performance standards as stated above.

FRONT BUMPER

A one piece, two (2) rib wrap-around style, polished stainless steel front bumper shall be provided. The material shall be 10 gauge 304 stainless steel, 12" high and 99" wide.

FRONT BUMPER EXTENSION LENGTH

The front bumper shall be extended approximately 14.00 inches ahead of the cab.

FRONT BUMPER EXTENSION WIDTH

The front bumper extension shall include an overall width of 34.25 inches.

FRONT BUMPER APRON

The 14.00 inch extended front bumper shall include an apron constructed of 0.19 inch thick embossed aluminum tread plate.

The apron shall be installed between the bumper and the front face of the cab affixed using stainless steel bolts attaching the apron to the top bumper flange.

MECHANICAL SIREN

The front bumper shall include an electro mechanical Federal Q2B[™] siren, which shall be streamlined, chrome-plated and shall produce 123.00 decibels of sound at 10.00 feet. The Q2B[™] siren produces a distinctive warning sound that is recognizable at long distances. A unique clutch design provides a longer coast down sound while reducing the amp draw requirements to 100 amps. The siren shall measure 10.50 inches wide X 10.00 inches high X 14.00 inches deep.

MECHANICAL SIREN LOCATION

The siren shall be recess mounted in the center on the front fascia of the bumper between the frame rails.

MECHANICAL SIREN ACCESSORIES

The front of the siren shall include (2) stainless steel flat bars approximately 1.00 inch wide by 19.00 inches long. Each bar shall be placed vertically on the right and left side of the siren face wrapping around towards the back of the siren into the bumper extension offering protection to the Q2B siren.

<u>AIR HORN</u>

The front bumper shall include two (2) Hadley brand E-Tone air horns which shall measure 21.00 inches long with a 6.00 inch round flare. The air horn shall be a trumpet style and shall include a chrome finish on the inside and a black painted finish on the outside of the trumpet.

AIR HORN LOCATION

The air horns shall be recess mounted in the front bumper face, (1) on the driver side of the bumper in the outboard position relative to the left hand frame rail and (1) on the officer side of the bumper in the outboard position relative to the right hand frame rail.

AIR HORN RESERVOIR

One (1) air tank, with a 1200 cubic inch reservoir, shall be installed on the chassis to act as a supply tank for operating air horns. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

ELECTRONIC SIREN SPEAKER

The bumper shall include two (2) Cast Products Inc. model SA4301, 100 watt speaker which shall be recess mounted within the bumper fascia. The speaker shall include a flat mounting flange and be chrome in color.

ELECTRONIC SIREN SPEAKER LOCATION

The two (2) electronic siren speakers shall be located on the front bumper face outboard of the frame rails with one (1) on the right side and one (1) on the left side in the inboard positions.

FRONT BUMPER TOW HOOKS

Two (2) heavy duty tow hooks, painted to match the chassis frame, shall be installed below the front bumper, rearward position and bolted directly to the chassis frame with grade 8 bolts. The tow hooks shall be mounted on the bottom flange of the frame when the bumper extension is 21.00 inches or greater, or on the side of the frame when the extension length is less than 21.00 inches.

CAB TILT SYSTEM

The entire cab shall be capable of tilting 45.00 degrees to allow for easy maintenance of the engine and transmission.

The electric-over-hydraulic lift system shall include an ignition interlock and red cab lock down indicator lamp on the tilt control which shall illuminate when holding the "Down" button to indicate safe road operation.

It shall be necessary to activate the master battery switch and set the parking brake in order to tilt the cab. As a third precaution the ignition switch must be turned off to complete the cab tilt interlock safety circuit.

Two (2) spring-loaded hydraulic hold down hooks located outboard of the frame shall be installed to hold the cab securely to the frame. Once the hold-down hooks are set in place, it shall take the application of pressure from the hydraulic cab tilt lift pump to release the hooks.

Two (2) cab tilt cylinders shall be provided with velocity fuses in each cylinder port. The cab tilt pivots shall be 1.90 inch ball and be anchored to frame brackets with 1.25 inch diameter studs.

A steel safety channel assembly shall be installed on the right side cab lift cylinder to prevent accidental cab lowering. The safety channel assembly shall fall over the lift cylinder when the cab is in the fully tilted position. A cable release system shall also be provided to retract the safety channel assembly from the lift cylinder to allow the lowering of the cab.

CAB TILT AUXILIARY PUMP

A manual cab tilt pump module shall be attached to the rear surface of the driver side battery box.

CAB TILT LIMIT SWITCH

A cab tilt limit switch shall be installed. The switch will effectively limit cab's travel when being tilted. The final adjustment of the switch shall be performed by the apparatus manufacturer to prevent damage to the cab or any bumper mounted option mounted in the cab tilt arc.

CAB TILT CONTROL RECEPTACLE

The cab tilt control cable shall include a receptacle which shall be temporarily located on the right hand chassis rail rear of the cab to provide a place to plug in the cab tilt remote control pendant. The tilt pump shall include 8.00 feet of cable with a 6-pin Deutsch connector that includes a cap. The remote control pendant shall also include 20.00 feet of cable which includes a mating connector.

CAB WINDSHIELD

The cab windshield shall have a surface area of 2825.00 square inches and be of a two (2) piece wraparound design for maximum visibility.

The distance from the driver and officer to the windshield shall be a minimum of 42.00 inches at the furthest seated position. This distance shall ensure the safety of the driver and officer from intruding objects in the unlikely event of a head on collision.

The glass utilized for the windshield a standard automotive tint. The left and right windshield shall be fully interchangeable thereby minimizing stocking and maintenance costs. All proposals offering windshields not in compliance with the minimum measurement of surface area stated above and are not fully interchangeable shall not be considered.

GLASS FRONT DOOR

The front cab doors shall include a window which is 27.00 inches in width X 26.00 inches in height. These windows shall have the capability to roll down completely into the door housing. This shall be accomplished manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

There shall be an irregular shaped fixed window which shall measure 2.50 inches wide at the top, 8.00 inches wide at the bottom X 26.00 inches in height, more commonly known as "cozy glass" ahead of the front door roll down windows.

The windows shall be mounted within the frame of the front doors trimmed with a black anodized ring on the exterior.

GLASS TINT FRONT DOOR

The windows located in the left and right front doors shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

GLASS REAR DOOR RH

The rear right hand side door shall include a window which is 27.00 inches in width X 26.00 inches in height. This window shall roll up and down manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

GLASS TINT REAR DOOR RH

The window located in the right hand side rear window shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

GLASS REAR DOOR LH

The rear left hand side door shall include a window which is 27.00 inches in width X 26.00 inches in height. This window shall roll up and down manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

GLASS TINT REAR DOOR LH

The window located in the left hand side rear door shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

GLASS SIDE MID RH

The cab shall include a window on the officer's side behind the front and ahead of the crew doors which shall measure 16.00 inches wide X 26.00 inches high. This window shall be fixed within this space and shall be rectangular in shape. The window shall be mounted using self locking window rubber. The glass utilized for this window shall include a green automotive tint unless otherwise noted.

GLASS TINT SIDE MID RH

The window located on the right hand side of the cab between the front and rear doors shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

GLASS SIDE MID LH

The cab shall include a window on the driver's side behind the front door and ahead of the crew door and above the wheel well which shall measure 16.00 inches wide X 26.00 inches high. This window shall be fixed within this space and shall be rectangular in shape. The window shall be mounted using self locking window rubber. The glass utilized for this window shall include a green automotive tint unless otherwise noted.

GLASS TINT SIDE MID LH

The window located on the left hand side of the cab between the front and rear doors shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

CLIMATE CONTROL

The cab shall include a 57,600 BTU @ 425 CFM front overhead heater/defroster which shall be provided and installed above the windshield between the sun visors.

The cab shall also include a combination heater air-conditioning unit mounted on the engine tunnel. This unit shall offer eight (8) adjustable louvers, (4 forward facing, four rearward facing) a temperature control valve and two (2) blowers offering three (3) speeds which shall be capable of circulating 550 cubic feet of air per minute. The unit shall be rated for 36,000 BTU of cooling and 45,000 BTU of heating. The temperature and blower controls shall be located on the heater/air conditioning unit.

All defrost/heating systems shall be plumbed with one (1) seasonal shut-off valve at the front corner on the right side of the cab.

The air conditioner lines shall be a mixture of custom bent zinc coated steel fittings and Aero-quip GH 134 flexible hose with Aero-Quip EZ-Clip fittings.

CLIMATE CONTROL ACTIVATION

The front overhead heater/defroster controls shall be located on the unit. The controls for the combination heater/air conditioning unit shall be located on the Vista display and control screen.

AUXILIARY CLIMATE CONTROL REAR UNDERSEAT

One (1) 53,500 BTU heater shall be provided and installed in the rear section of the crew cab under the center forward facing seat riser. The fan controls shall be located on the heater unit.

The auxiliary heater system hoses shall be silicone with stainless steel constant torque clamps approved for use with silicone hose. The auxiliary heater system shall include one (1) seasonal shut-off valve. The valve shall be supplied at the front of the right hand corner of the cab. The cab must be tilted to access the shut-off valve.

A/C CONDENSER LOCATION

A roof mounted A/C condenser shall be installed centered on cab forward of raised roof against the slope rise.

A/C COMPRESSOR

The air-conditioning compressor shall be a belt driven, engine mounted, open type compressor that shall be capable of producing a minimum of 13000 BTU at 1500 engine RPMs. The compressor shall utilize R-134A refrigerant and PAG oil.

CAB CIRCULATION FANS FRONT

The cab shall include two (2) all metal 6.00 inch air circulation fans installed in the outer front cab corners. Each fan shall be controlled by an individual toggle switch on each fan. The fans can be used to help defog the windshield or to increase air circulation for passenger comfort.

CAB CIRCULATION FANS REAR

The cab shall include two (2) individually switched all metal construction 6.00 inch fans which shall be installed in the upper rear cab corners as far outboard as possible. The multi purpose fans can be used to increase air circulation or help defog windows.

CAB INSULATION

The cab ceiling and walls shall include 1.00 inch thick foam insulation. The insulation shall act as a barrier absorbing noise as well as assisting in sustaining the desired climate within the cab interior.

UNDER CAB INSULATION

The underside of the cab tunnel surrounding the engine shall be lined with multi-layer foam insulation, engineered for application inside diesel engine compartments.

The insulation shall act as a noise barrier, absorbing noise thus keeping the decibel level in the cab well within NFPA recommendations. As an additional benefit, the insulation shall assist in sustaining the desired temperature within the cab interior.

The insulation shall measure .56 inch thick including a 1.0#/sf PVC barrier and a moisture and heat reflective foil backing, reinforced with fiberglass strands. The foil surface acts as protection against moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

The insulation shall be cut precisely to fit each section and sealed for additional heat and sound deflection. The insulation shall be held in place by 3 mils of acrylic pressure sensitive adhesive and aluminum pins with hard hat, hold in place fastening heads.

INTERIOR TRIM FLOOR

The floor of the cab shall be covered with a multi-layer mat consisting of 0.25 inch thick sound absorbing closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The covering shall be held in place by a pressure sensitive adhesive and aluminum trim molding. All exposed seams shall be sealed with silicone caulk matching the color of the floor mat to reduce the chance of moisture and debris retention.

INTERIOR FLOOR MAT COLOR

The cab interior floor mat shall be gray in color.

INTERIOR TRIM VINYL

The cab interior shall include trim on the front and rear crew ceiling, the cab walls and the rear wall of the cab. The trim shall be constructed of insulated vinyl over a hard board backing. The trim shall be securely fastened to the interior of the cab utilizing snap style fasteners with a decorative cover for a more appealing appearance.

INTERIOR TRIM VINYL COLOR

The cab interior vinyl trim surfaces shall be gray in color.

REAR WALL INTERIOR

The rear wall of the cab shall be trimmed with vinyl.

INTERIOR ABS TRIM COLOR

The cab interior vacuum formed ABS composite trim surfaces shall be gray in color.

HEADER TRIM

The cab interior shall include the header above the driver and officer positions which shall be constructed of vacuum formed ABS panel.

INTERIOR TRIM SUN VISOR

The header shall include two (2) sun visors, one each side forward of the driver and officer seating positions above the windshield. Each sun visor shall be constructed of Masonite and covered with padded vinyl trim.

In addition to the padded sun visors, two (2) 7.00 inches high X 18.00 inches wide impact resistant, transparent acrylic polycarbonate sun visors with a smoke gray tint shall be provided and installed on the header above the driver and officer.

The see thru visors are designed for maximum flexibility of positioning utilizing an arm with virtually unlimited adjustability with 13.50 inch long lateral travel of the tinted visor at the end of the arm which can be locked in place by a thumbscrew.

The visors are easily adjusted and can be placed into a chosen position with one hand. The sun visors will help protect vehicle occupants from solar glare without obscuring their vision.

TRIM CENTER DASH

The main center dash area shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate.

TRIM CENTER DASH INTERIOR PAINT

The entire center dash shall be coated with a Zolatone #20-72 silver gray texture finish. Any pods attached to the dash shall also be painted this color.

TRIM LH DASH

The left hand dash shall be a one (1) piece durable vacuum formed ABS composite housing which shall be custom molded for a perfect fit around the instrument panel and the lower control panels to the left and right of the steering column.

TRIM RH DASH

The right hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick, one hundred percent primary aluminum plate and shall include a glove compartment with a hinged door and a Mobile Data Terminal (MDT) provision. The glove compartment size will measure 14.00 inches wide X 6.38 inches high X 5.88 inches deep. The MDT provision shall be provided above the glove compartment.

TRIM RH DASH INTERIOR PAINT

The right hand dash shall be painted with a Zolatone #20-72 silver gray texture finish.

ENGINE TUNNEL TRIM

The cab engine tunnel shall be covered with .44 of an inch thick multi-layer mat consisting of .25 inch closed cell foam, .13 of an inch thick PVC acoustical barrier and .06 inch thick non-slip pebble grain. The engine tunnel mat shall be trimmed with anodized aluminum stair nosing trim for an aesthetically pleasing appearance.

POWER POINT DASH MOUNT

The cab shall include two (2) 12 volt cigarette lighter type receptacles in the center cab dash dedicated as a power source for additional portable or mobile items. The receptacles shall be wired to be live with the battery master switch.

STEP TRIM

Each cab entry door shall include a three step entry. The first step closest to the ground shall be constructed of polished 5032 H32 aluminum Grip Strut® grating with angled outer corners. The step shall feature a splash guard to reduce water and debris from splashing in to the step. The splash guard shall have an opening on the outer edge to allow debris and water to flow through rather than becoming trapped within the stepping surface. The lower step shall be mounted to a frame which is integral with the construction of the cab for rigidity and strength. The middle step shall be integral with the cab construction and shall be trimmed with a Flex-Tred[®] adhesive grit surface material.

INTERIOR DOOR TRIM

The doors of the cab shall include an aluminum plate the same weight and grade as the cab on the interior of the door. The aluminum shall be then painted.

CAB PAINT INTERIOR DOOR TRIM

The inner door panel surfaces shall be painted with a Zolatone #20-72 silver gray texture finish.

DOOR TRIM CUSTOMER NAMEPLATE

The interior door trim on the front doors shall include a customer nameplate which states the vehicle was custom built for their Department.

CAB DOOR TRIM REFLECTIVE

The interior of each door shall include high visibility reflective tape. A white reflective tape that measures 1.00 inch in width shall be provided vertically along the rear outer edge of the door. The lowest portion of each door skin shall include a reflective tape chevron with red and white stripes and a Spartan logo. The chevron tape shall measure 6.00 inches in height.

INTERIOR GRAB HANDLE "A" PILLAR

There shall be two (2) rubber covered 11.00 inch grab handles installed inside the cab, one on each "A" post at the left and right door openings. The left handle shall be located 8.75 inches above the bottom of the door window opening and the right handle shall be located 1.00 inch above the bottom of the door window opening. The handles shall assist personnel in entering and exiting the cab.

INTERIOR GRAB HANDLE FRONT DOOR

Each front door shall include one (1) ergonomically contoured 9.00 inch cast aluminum handle mounted horizontally on the interior door panels. The handles shall feature a textured black powder coat finish to assist personnel entering and exiting the cab.

INTERIOR GRAB HANDLE REAR DOOR

A black powder coated cast aluminum assist handle shall be provided on the inside of each rear crew door. A 30.00 inch long handle shall extend horizontally the width of the window just above the window sill. The handle shall assist personnel in exiting and entering the cab.

DASH PANEL GROUP

The main center dash area shall include three (3) removable panels located one (1) to the right of the driver position, one (1) in the center of the dash and one (1) to the left of the officer position. The center panel shall be within comfortable reach of both the driver and officer.

SWITCHES CENTER PANEL

The center dash panel shall include six (6) switch positions in the upper left portion of the panel.

A rocker switch with a blank legend installed directly above shall be provided for any position without a switch and legend designated by a specific option. The non-specified switches shall be two-position, black switches with a green indicator light. Each blank switch legend can be custom engraved by the body manufacturer. All switch legends shall have red backlighting provided.

SWITCHES LEFT PANEL

The left dash panel shall include one (1) windshield wiper/washer control switch located in the left hand side of the panel. The switch shall have red backlighting provided.

SWITCHES RIGHT PANEL

The right dash panel shall include no rocker switches or legends.

SEAT BELT WARNING

A Weldon seat belt warning system, integrated with the Vehicle Data Recorder system, shall be installed for each seat within the cab. The system shall provide visual and audible warning when any seat is occupied (sixty pounds minimum), the corresponding seat belt remains unfastened, and the park brake is released.

Once activated, the visual and audible indicators shall remain active until all occupied seats have the seat belts fastened. The dash shall include a display on the Weldon Vista screen(s) indicating the occupancy of each seat.

SEAT MATERIAL

The seats shall include a covering of high strength, wear resistant fabric made of durable ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Common trade names for this material are Imperial 1200 and Durawear.

SEAT COLOR

All seats supplied with the chassis shall be black in color. All seats shall include red seat belts.

SEAT BACK LOGO

The seat backs shall include the logo for SVI. The logo shall be centered on the standard headrest of the seat back and on the left side of a split headrest.

SEAT DRIVER

The driver's seat shall be an H.O. Bostrom Sierra model seat with air suspension. The four-way seat shall feature 3.00 inch vertical travel air suspension and manual fore and aft adjustment with 5.00 inches of travel. The suspension control shall be located on the seat below the left front corner of the bottom cushion. The seat shall also feature integral springs to isolate shock.

The seat position shall include a three-point shoulder harness with lap belt and an automatic retractor attached to the cab. The buckle portion of the seat belt shall be mounted on a semi-rigid stalk extending from the seat base within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for this belted seating position shall be 37.00 inches measured with the seat suspension height adjusted to the upper limit of its travel.

This model of seat shall have successfully completed the static load tests set forth by FMVSS 207, 209, and 210 in effect at the time of manufacture. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity.

The materials used in construction of the seat shall also have successfully completed testing with regard to the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which dictates the allowable burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK DRIVER

The driver's seat shall feature a two (2) way adjustable lumbar support and offer an infinite fully reclining adjustable titling seat back. The seat back shall also feature a contoured head rest.

SEAT OFFICER

The officer's seat shall be a H.O. Bostrom Firefighter series. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for this belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK OFFICER

The officer's seat shall feature a SecureAlI[™] SCBA locking system which shall be one bracket model and store all U.S. and International SCBA brands and sizes while in transit or for storage within the seat back. The bracket shall be easily adjustable with all adjustment points using similar hardware and adjustments with one tool.

The bracket system shall be free of straps and clamps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the SCBA tank in place for a safe and comfortable fit in the seat back cavity. The SCBA unit simply needs to be pushed against the pivot arm to engage the patented auto- locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The SecureAll[™] shall include a release handle which shall be integrated into the seat cushion for quick and easy release. This shall eliminate the need for straps or pull cords to interfere with other SCBA equipment.

SEAT REAR FACING OUTER LOCATION

The crew area shall include two (2) rear facing crew seats, which include one (1) located directly behind the driver seat and one (1) located directly behind the officer seat.

SEAT CREW REAR FACING OUTER

The crew area shall include a seat in the rear facing outboard position which shall be a H.O. Bostrom Firefighter series. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK REAR FACING OUTER

The rear facing outboard seat shall feature a Bostrom SecureAll[™] SCBA locking system which shall store all U.S. and International SCBA brands and bottle sizes while in transit or for storage within the seat back. The bracket shall be easily adjustable at all adjustment points with one tool.

The bracket system shall be free of straps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the SCBA tank in place for a safe and comfortable fit in the seat back cavity. The SCBA unit simply needs to be pushed against the pivot arm to engage the patented auto-locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The SecureAll[™] shall include a release handle which shall be integrated into the center of the bottom seat cushion for easy access and to eliminate hooking the release handle with clothing or other equipment.

SEAT MOUNTING REAR FACING OUTER

The rear facing outer seat shall be mounted facing the rear of the cab.

SEAT BELT ORIENTATION CREW

The crew position seat belts shall follow the standard orientation which extends from the outboard shoulder extending to the inboard hip.

SEAT FORWARD FACING CENTER LOCATION

The crew area shall include two (2) forward facing center crew seats with both located at the center of the rear wall.

SEAT CREW FORWARD FACING CENTER

The crew area shall include a seat in the forward facing center position which shall be a H.O. Bostrom Firefighter series. The seat shall feature a tapered and padded seat, and cushion. The seat and cushion shall be hinged and compact in design for additional room and shall remain in the stored position until occupied.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK FORWARD FACING CENTER

The forward facing center seat shall feature a SecureAlI[™] SCBA locking system which shall be one bracket model and store all U.S. and International SCBA brands and sizes while in transit or for storage within the seat back. The bracket shall be easily adjustable with all adjustment points using similar hardware and adjustments with one tool.

The bracket system shall be free of straps and clamps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the SCBA tank in place for a safe and comfortable fit in the seat back cavity. The SCBA unit simply needs to be pushed against the pivot arm to engage the patented auto- locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The SecureAll[™] shall include a release handle which shall be integrated into the seat cushion for quick and easy release. This shall eliminate the need for straps or pull cords to interfere with other SCBA equipment.

SEAT MOUNTING FORWARD FACING CENTER

The forward facing center seats shall be installed facing the front of the cab.

SEAT FRAME FORWARD FACING

The forward facing center seating positions shall include an enclosed seat frame which is located and installed on the rear wall. The seat frame shall measure 42.38 inches wide X 12.38 inches high X 22.00 inches deep. The seat frame shall be constructed of 5052-H32 Marine Grade, .190 inch thick, 100 percent primary smooth aluminum plate. The seat box shall be painted with the same color as the remaining interior.

SEAT FRAME FORWARD FACING STORAGE ACCESS

The seat frame shall include a forward facing vent which shall allow air to flow through from the underseat climate control unit.

CAB FRONT UNDERSEAT STORAGE ACCESS

The left and right under seat storage areas shall have a solid aluminum hinged door with non-locking latch.

SEAT COMPARTMENT DOOR FINISH

All underseat storage compartment access doors shall have a Zolatone #20-72 silver gray texture.

WINDSHIELD WIPER SYSTEM

The cab shall include a parallel arm wiper system which shall clear the windshield of water, ice and debris. There shall be two (2) windshield wipers, one (1) for the driver and one (1) for the officer, which shall be affixed to a rod style arm. The system shall include dual motors which shall initiate the arms in which both the driver and officer windshield wipers are attached, initiating a back and forth motion for each wiper. The wiper motors shall be activated by an intermittent wiper control located within easy reach of the driver's position.

ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR

The windshield washer fluid level shall be monitored electronically. When the washer fluid level becomes low the yellow "Check Message Center" indicator light on the instrument panel shall illuminate and the message center in the speedometer shall display a "Check Washer Fluid Level" message.

CAB DOOR HARDWARE

The cab entry doors shall be equipped with exterior pull handles, suitable for use while wearing firefighter gloves. The handles shall be FRP composite with a black matt finish. All doors shall include keyed alike locks that are designed to prevent accidental lockout.

The interior latches shall be black flush paddle type, which are incorporated into an upper door panel.

DOOR LOCKS

Each cab entry door shall include a manually operated door lock. The each door lock may be actuated from the inside of the cab by means of a red knob located on the paddle handle of the respective door or by using a TriMark key from the exterior. The door locks are designed to prevent accidental lock out.

GRAB HANDLES

The cab shall include one (1) 18.00 inch knurled, anti-slip, one-piece exterior assist handle behind each cab door. The grab handle shall be made of 14 gauge 304- stainless steel and be 1.25 inch diameter to enable non-slip assistance with a gloved hand.

REARVIEW MIRRORS

Velvac model 2025 bus style mirrors shall be provided. The mirror heads shall be injection molded chrome plated ABS plastic. The mirror heads shall measure 9.05 inches wide X 13.62 inches high. The mirrors shall be mounted one (1) on each the driver and officer doors of the cab using die-cast aluminum arms.

The mirrors shall feature an upper heated remote controlled flat glass and a lower heated manually adjustable convex glass. The mirror control switches shall be located within easy reach of the driver. The mirrors shall be manufactured using the finest quality non-glare glass and shall feature a rigid mounting thereby reducing vibration. The mirrors shall be corrosion free under all weather conditions.

REARVIEW MIRROR HEAT SWITCH

The heat for the rearview mirrors shall be controlled through a virtual button on the multiplex display.

CAB FENDER

Full width wheel well liners shall be installed on the extruded cab to limit road splash and enable easier cleaning. Each two-piece liner shall consist of an inner liner 16.00 inches wide made of vacuum formed ABS composite and an outer fenderette 5.00 inches wide made of 12 gauge polished aluminum.

MUD FLAPS FRONT

The front wheel wells shall have mud flaps installed on them.

CAB EXTERIOR FRONT & SIDE EMBLEMS

The cab shall include three (3) Spartan emblems. There shall be one (1) installed on the front air intake grille and one (1) installed on each side of the cab exterior above the wheel well.

CAB EXTERIOR MODEL NAMEPLATE

The cab shall include custom "Metro Star" nameplates on the front driver and officer side doors.

IGNITION

A master battery system with a keyless start ignition system shall be provided. Each system shall be controlled by a ¼ turn Cole Hersee switch, both of which shall be mounted to the left of the steering wheel on the dash. A chrome push type starter button shall be provided adjacent to the master battery and ignition switches.

Each switch shall illuminate a green LED indicator light on the dash when the respective switch is placed in the "ON" position.

The starter button shall only operate when both the master battery and ignition switches are in the "ON" position.

BATTERY

The single start electrical system shall include (6) Harris BCI 31 950 CCA batteries with a 210 minute reserve capacity and 4/0 welding type dual path starter cables per SAE J541. The cables shall have encapsulated ends with heat shrink and sealant.

BATTERY TRAY

The batteries shall be installed within two (2) steel battery trays located on the left side and right side of the chassis, securely bolted to the frame rails. The battery trays shall be coated with the same material as the frame.

The battery trays shall include drain holes in the bottom for sufficient drainage of water. A durable, nonconducting, interlocking mat made by Dri-Dek shall be installed in the bottom of the trays to allow for air flow and help prevent moisture build up. The batteries shall be held in place by non-conducting phenolic resin hold down boards.

BATTERY CABLE

The starting system shall include cables which shall be protected by 275 degree F. minimum high temperature flame retardant loom, sealed and encapsulated at the ends with heat shrink and sealant.

BATTERY JUMPER STUD

The starting system shall include battery jumper studs. These studs shall be located in the forward most portion of the driver's side lower step. The studs shall allow the vehicle to be jump started, charged, or the cab to be raised in an emergency in the event of battery failure.

ALTERNATOR

The starting system shall include a 270 amp Leece Neville 12 volt alternator. The alternator shall include a self-excited integral regulator.

BATTERY CONDITIONER

A Kussmaul 35/10 battery conditioner shall be supplied. The battery conditioner shall provide a 35 amp output for the chassis batteries and a 10 amp battery saver output. The battery conditioner shall be mounted in the cab behind the driver's seat.

BATTERY CONDITIONER DISPLAY

A Kussmaul battery conditioner display shall be supplied. The battery conditioner display shall be mounted in the cab, viewable through the cab mid side window behind the left front door.

AUXILIARY AIR COMPRESSOR

A Kussmaul Auto Pump 120V air compressor shall be supplied. The air compressor shall be installed behind the officer's seat horizontally oriented. The air compressor shall be plumbed to the air brake system to maintain air pressure. The air compressor shall include an auto drain as an extra precaution to prevent moisture from entering the air system. The automatic moisture drain shall be plumbed into the system between the auxiliary air compressor pump and the air tanks.

HEAVY RESCUE

ELECTRICAL INLET

A Kussmaul 20 amp super auto-eject electrical receptacle shall be supplied. It shall automatically eject the plug when the starter button is depressed.

A single item or an addition of multiple items must not exceed the rating of the electric inlet that it's connected to.

Amp Draw Reference List:

Kussmaul 1000 Charger - 3.5 Amps Kussmaul 1200 Charger - 10 Amps Kussmaul 35/10 Charger - 10 Amps 1000W Engine Heater - 8.33 Amps 1500W Engine Heater - 12.5 Amps 120V Air Compressor - 4.2 Amps

ELECTRICAL INLET LOCATION

An electrical inlet shall be installed on the left hand side of cab over the wheel well.

ELECTRICAL INLET CONNECTION

The electrical inlet shall be connected to the battery conditioner and the air pump.

ELECTRICAL INLET COLOR

The Kussmaul electrical inlet connection shall include a yellow cover.

HEADLIGHTS

The cab front shall include four (4) rectangular halogen headlamps with separate high and low beams mounted in bright chrome bezels. The headlamps shall be equipped with the "Daytime Running" light feature, which shall illuminate the headlights to 80% brilliance when the ignition switch is in the "On" position and the parking brake is released.

FRONT TURN SIGNALS

The front fascia shall include two (2) Whelen model 600 4.00 inch X 6.00 inch programmable LED amber turn signals which shall be installed in a polished aluminum housing above and outboard of the front warning and head lamps.

HEADLIGHT LOCATION

The headlights shall be located on the front fascia of the cab directly below the front warning lights.

SIDE TURN/MARKER LIGHTS

The sides of the cab shall include (2) LED round side marker lights which shall be provided just behind the front cab radius corners.

MARKER AND ICC LIGHTS

In accordance with FMVSS, there shall be five (5) cab LED marker lamps designating identification, center and clearance provided. These lights shall be installed on the face of the cab within full view of other vehicles from ground level.

HEADLIGHT AND MARKER LIGHT ACTIVATION

The headlights and marker lights shall be controlled via a virtual button on the Vista display. There shall be a virtual dimmer control on the Vista display to adjust the brightness of the dash lights.

GROUND LIGHTS

Each door shall include an incandescent NFPA compliant ground light mounted to the under side of the cab step below each door. Each light shall include a polycarbonate lens, a housing which is vibration welded and a bulb which shall be shock mounted for extended life. The ground lighting shall be activated by the opening of the door on the respective cab side as well as through the Vista screen.

STEP LIGHTS

The middle step located at each door shall include a recess mounted LED light which shall activate with the opening of the respective door.

ENGINE COMPARTMENT LIGHT

There shall be an incandescent NFPA compliant light mounted under the engine tunnel for area work lighting on the engine. The light shall include a polycarbonate lens, a housing which is vibration welded and a bulb which shall be shock mounted for extended life.

FRONT SCENE LIGHTS

The front of the cab shall include two (2) Whelen model Pioneer PFA2 contour roof mount lights installed on the brow of the cab.

Each lamp head shall have two (2) 12 volt high intensity LED banks. Each light shall draw 6.0 amps and generate 5000 lumens. Each lamp head shall be adjustable up to 20 degrees. Each lamp head shall be no more than 4.65 inches in height X 16.00 inches in width. The lamp heads and brackets shall be powder coated white.

FRONT SCENE LIGHT LOCATION

There shall be two (2) scene lights mounted to the front brow of the cab inboard of the outer front marker lights.

FRONT SCENE LIGHTS ACTIVATION

The front scene lights shall be activated by two (2) virtual buttons on the Vista display. One (1) button shall be for scene light operation and one (1) shall be for flashing operation.

Per NFPA, the flashing function of the lights shall be disabled "On Scene" when the park brake is applied.

SIDE SCENE LIGHTS

The side of the cab shall include two (2) Whelen model 810 scene lights, one (1) each side which shall be surface mounted. The Whelen lights shall offer halogen lighting with 8 to 32-degree internal optics.

SIDE SCENE LIGHT LOCATION

The scene lighting located on the driver and officer sides of the cab shall be mounted in the upper mid forward portion of the 10.00 inch raised roof of the cab between the front and rear crew doors.

SIDE SCENE ACTIVATION

The scene lighting shall be activated via two (2) virtual buttons on the MUX display located inside the cab.

INTERIOR OVERHEAD LIGHTING

The cab shall include a two-section incandescent dome lamp with a red and clear lens located over each door. The dome lamps shall be rectangular in shape and shall measure approximately 9.50 inches in length X 5.00 inches in width with a black colored bezel. The clear portion of each lamp shall be activated by opening the respective door and via the multiplex display and both the red and clear portion can be activated by individual switches on each lamp.

An additional incandescent three (3) light module with dual map lights shall be located over the engine tunnel which can be activated by individual switches on the lamp.

DO NOT MOVE APPARATUS LIGHT

The front headliner of the cab shall include a Whelen 500 series red LED light, located in the center for greatest visibility. The light shall be 5.40 inches long X 1.70 inches wide X 0.90 inches high and shall be clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound when a door is open and the parking brake is released.

The light and alarm shall be interlocked for activation when a cab door is not firmly closed, an apparatus cabinet door is not closed and the parking brake is released.

MASTER WARNING SWITCH

A master switch shall be included, as a button on the MUX display screen and be labeled "E Master" for identification. The switch shall feature control over all devices wired thought it. Any warning device switches left in the "ON" position when the master switch is activated shall automatically power up.

INBOARD FRONT WARNING LIGHTS

The cab front fascia shall include dual Whelen series 600 Super LED warning lights which shall offer multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be surface mounted to the front fascia of the cab within a chrome bezel in the inboard position.

INBOARD FRONT WARNING LIGHTS COLOR

The front warning lights mounted on the fascia in the inboard positions shall be clear.

OUTBOARD FRONT WARNING LIGHTS

The cab front fascia shall include dual Whelen series 600 Super LED warning lights which shall offer 14 flash patterns plus a steady burn for solid colors and 20 flash patters plus a steady burn for split colors. The lights shall be surface mounted to the front fascia of the cab within a chrome bezel in the outboard position.

OUTBOARD FRONT WARNING LIGHTS COLOR

The front warning lights mounted on the fascia for the outboard position shall be red.

FRONT WARNING SWITCH

The front warning lights shall be controlled through a virtual control on the MUX display. This switch shall be clearly labeled for identification.

INTERSECTION WARNING LIGHTS

The chassis shall include two (2) Whelen series 600 Super LED 4.00 inch X 6.00 inch intersection warning lights, one (1) each side, which shall offer multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors.

INTERSECTION WARNING LIGHTS COLOR

The intersection lights shall be red with a clear lens.

INTERSECTION WARNING LIGHTS LOCATION

The intersection lights shall be mounted in the rear position on the side of the bumper.

SIDE AND INTERSECTION WARNING SWITCH

The side warning lights shall be controlled through a virtual control on the MUX display. This switch shall be clearly labeled for identification.

SIREN CONTROL HEAD

The chassis shall be pre-wired for a Whelen 295SLSA1 "hands free" siren amplifier control head with hard wired microphone. The siren head shall be shipped loose for OEM installation. The siren shall offer a selectable 100 or 200 watt output, radio broadcast, public address, and seventeen (17) Scan-Lock siren tones and hands free operation which shall allow the operator to turn the siren on and off from the steering wheel horn ring if a horn/siren selector switch option is also selected. The siren circuitry shall be placed behind the rocker switch panels under the electrical cover with a 30 inch loop for the OEM to route as desired.

HORN RING SELECTOR SWITCH

A virtual button on the MUX display shall allow control to either the mechanical siren or the electric horn from the steering wheel horn button. The electric horn shall sound by default when the selector switch is in either position which shall meet the FMVSS requirement. The electronic siren shall not be installed.

AIR HORN ACTIVATION

The air horn actuation shall be accomplished by two (2) lanyard cables, one (1) accessible to the driver and one (1) accessible to the officer. An air horn activation circuit shall be provided to the chassis harness pump panel harness connector.

MECHANICAL SIREN ACTIVATION

The mechanical siren shall be actuated by the steering wheel button and by a Linemaster model SP491-S81 foot switch mounted in the front section of the cab for use by the officer. The switch shall be mounted on the right side of the engine tunnel. Two (2) virtual buttons for the siren brake shall be provided on the Vista displays, one (1) shall be provided on the driver display and one (1) shall be provided on the officer display.

The siren shall only be active when master warning switch is on to prevent accidental engagement.

BACK-UP ALARM

An ECCO model 575 backup alarm shall be installed at the rear of the chassis with an output level of not less than 107 dB. The alarm shall automatically activate when the transmission is placed in reverse.

INSTRUMENTATION

An ergonomically designed instrument panel shall be provided. The gauges shall be backlit with red LED lamps. All gauges shall be driven by stepper motor movements. The instrumentation system shall be multiplexed and shall receive engine and transmission information over the J1939 data bus to reduce redundant sensors.

The instrument panel shall contain the following gauges:

One (1) electronic tachometer shall be included. The scale on the tachometer shall read from 0 to 3000 RPM.

One (1) electronic speedometer with an integral LCD odometer/ trip odometer and hour meter shall be included. The speedometer shall have a dual scale with miles per hour (MPH) as the dominant scale and kilometers per hour (KPH) on the minor scale. The speedometer scale shall read from 0 to 90 MPH (0 to 140 KPH). The odometer shall display up to 9,999,999.9 miles. The trip odometer shall display up to 9,999.9 miles. The LCD screen shall also be capable of displaying certain diagnostic functions. The hour meter shall display engine hours of operation.

One (1) three function gauge with primary system, secondary system and fuel level shall be included. The scale on the air pressure gauges shall read from 0 to 140 pounds per square inch (PSI). The air pressure scales shall be non-linear to expand the scales in the region of normal operation. A red indictor light in the gauge shall indicate a low air pressure. The scale on the fuel level gauge shall read from empty to full. A yellow indicator light shall indicate low fuel at the quarter tank level.

One (1) four function gauge with engine oil pressure, coolant temperature, transmission oil temperature and a voltmeter shall be included. The scale on the engine oil pressure gauge shall read from 0 to 140 pounds per square inch (PSI). The engine oil pressure scale shall be non-linear to expand the scale in the region of normal operation. A red indicator light in the gauge shall indicate low engine oil pressure. The scale on the coolant temperature gauge shall read from 160 to 250 degrees Fahrenheit (F). A red indicator light in the gauge shall indicate high coolant temperature. The scale on the transmission oil temperature gauge shall read from 100 to 300 degrees Fahrenheit (F). A red indicator light in the gauge shall read from 100 to 300 degrees Fahrenheit (F). A red indicator light in the gauge shall indicate high transmission oil temperature. The scale on the voltmeter shall read from 8 to 16 volts. A red indicator light shall indicate high or low system voltage.

The instrument panel shall contain an Enunciator Module that contains the following indicator lights. All indicator lights shall contain LED lamps.

RED LAMPS

Stop Engine - indicates critical engine fault. (5)
Park Brake - indicates park brake is set.
Volts - indicates high or low system voltage. (4)
Low Oil Press - indicates low engine oil pressure. (4)
High Coolant Temp - indicates excessive engine coolant temperature. (4)
High Trans Temp - indicates excessive transmission oil temperature. (4)
Low Air - indicates low air pressure in either system one or system two. (4)
Low Coolant Level - indicates low engine coolant level. (1) (5)
Air Filter - indicates excessive engine air intake restriction. (5)
Brake System Fault – indicates a failure in the brake system (hydraulic brake systems only). (5)
Seat Belt Indicator – indicates when a seat is occupied and corresponding seat belt remains unfastened.

YELLOW LAMPS

Check Engine - indicates engine fault. (5) Check Trans - indicates transmission fault. (5) Wait to Start - indicates active engine air preheat cycle. (2) (5) ABS - indicates anti-lock brake system fault. (5) Water in Fuel - indicates presence of water in fuel filter. (1) (5) Check Message Center – indicates there is a fault message present in the LCD digital display. SRS – indicates a problem in the RollTek supplemental restraint system. (1) (5) DPF – indicates a restriction of the diesel particulate filter. (3) (5) HEST – indicates an engine emission control system fault. (3) (5) Low Fuel – indicates low fuel. (4)

GREEN LAMPS

Left and Right turn signal indicators.

Aux Brake Active - indicates secondary braking device is active. (1)

High Idle - indicates engine high idle is active. (1)

ATC – indicates low wheel traction for automatic tractions control equipped vehicles, also indicates mud/snow mode is active for ATC system. (1) (5)

OK to Pump – indicates the pump engage conditions have been met. (1)

Pump Engaged – indicates the pump is currently in use. (1)

BLUE LAMPS

High beam indicator.

The instrumentation system shall provide a constant audible alarm for the following situations: Low air pressure. Low engine oil pressure. High engine coolant temperature. High transmission oil temperature. Low coolant level. *(1)* High or low system voltage Critical engine fault (Stop Engine).

The Check Message Center icon will illuminate and a message will be displayed in the LCD screen for the following situations:

Cab Aiar Low Oil Level Door Ajar Engine Communication Error Transmission Communication Error ABS Communication Error **High Coolant Temp** Turn Signal Reminder (turn signal left on for more than one (1) mile) Low Fuel Low Oil Pressure Low Coolant Level Low Battery Voltage **High Battery Voltage** Low Primary Air Pressure Low Secondary Air Pressure High Trans Temp

The instrumentation system will provide a continuous alarm for the following situations:

Stop Engine Low Coolant Level (1) **Brake System Fault** Check Trans **Check Engine** ABS **Engine Communications Error** Transmission Communications Error **ABS Communications Error** Low Fuel Low Primary Air Pressure Low Secondary Air Pressure Low or High Battery Voltage High Trans Temp Low Oil Pressure **High Coolant Temp**

The instrumentation system will provide a 160 millisecond second alarm every 880 milliseconds for the following situations:

Seat Belt Air Filter Water in Fuel (1) Cab Ajar Low Oil Level Door Ajar

The instrumentation system will provide a 160 millisecond second alarm every 5 seconds for the following situation:

Turn Signal Reminder (turn signal left on for more than one (1) mile)

- (1) Feature only available when optionally equipped.
- (2) Feature only available on engines with pre-heat capability.
- (3) Feature only on vehicles with diesel particulate filter (DPF).
- (4) Warning light is present in gauge.
- (5) A message in the LCD screen will also be displayed.

<u>RADIO</u>

A Jensen radio with weather band, AM/FM stereo receiver, CD player, rear iPod input pigtail connector, satellite radio capability, and a front panel mini stereo input jack, and four (4) speakers shall be installed in the cab. The CD player shall be compatible with CD-R, CD-RW and MP3 format discs. The receiver shall be installed in the left hand overhead position. The speakers shall also be installed inside the cab with two (2) speakers recessed within the headliner of the front of the cab just behind the windshield and two (2) speakers in the upper rear corners of the cab.

RADIO ANTENNA

A small antenna shall be located on the driver side of the cab roof for AM/FM and weather band reception.

CAMERA

An Audiovox Voyager heavy duty rearview camera system shall be supplied. The system shall include one (1) box shaped camera shall be shipped loose for OEM installation in the body to afford the driver a clear view to the rear of the vehicle.

The camera shall be wired to a single Weldon Vista display. The rear camera display shall activate when the vehicle's transmission is placed in reverse. The camera system display can also be activated through the Vista display panel.
COMMUNICATION ANTENNA

An antenna base, for use with an NMO type antenna, shall be mounted on the roof of the cab on the right hand front corner of the cab roof so not to interfere with light bars or other roof mounted equipment. The antenna base shall be an Antenex model MABVT8 made for either a 0.375 inch or 0.75 inch receiving hole in the antenna and shall include 17.00 foot of RG58 A/U cable with no connector at the radio end of the cable. The antenna base design provides the most corrosion resistance and best power transfer available from a high temper all brass construction and gold plated contact design.

COMMUNICATION ANTENNA CABLE ROUTING

The antenna cable shall be routed from the antenna base mounted on the roof to the area inside the center rocker switch console.

CAB EXTERIOR PROTECTION

The cab face shall have a removable plastic film installed over the painted surfaces to protect the paint finish during transport to the body manufacturer.

FIRE EXTINGUISHER

A 2.50 pound D.O.T approved fire extinguisher with BC rating shall be shipped loose with the cab.

ROAD SAFETY KIT

The cab and chassis shall include one (1) emergency road side triangle kit.

DOOR KEYS

The cab and chassis shall include a total of four (4) door keys for the manual door locks.

AS BUILT WIRING DIAGRAMS

The cab and chassis shall include one (1) complete set of wiring schematics and option wiring diagrams.

WARRANTY

The chassis manufacturer shall provide a limited parts and labor warranty to the original purchaser of the custom built cab and chassis for a period of twelve (12) months, or the first 24,000 miles, whichever occurs first. The warranty period shall commence on the date the vehicle is delivered to the end user. The warranty shall include conditional items listed in the detailed warranty document which shall be provided upon request.

OPERATOR AND PARTS LIST MANUAL

There shall be one (1) chassis operator and parts list manual provided with the chassis. The manual shall include base chassis wiring and air plumbing diagrams, specific to the chassis model. Individual option specific wiring and plumbing diagrams shall be provided, as well as a list of any equipment or parts that are shipped loose with the chassis.

ENGINE AND TRANSMISSION OPERATION MANUALS

There shall be one (1) set of engine operation and maintenance manuals and one (1) set of transmission operation manuals specific to the models ordered included with the final vehicle in the ship loose items.

CHASSIS MODIFICATIONS

LUBRICATION AND TIRE DATA PLATE

A permanent label in the driving compartment shall specify the quantity and type of the following fluids used in the vehicle and tire information:

- (1) Engine oil
- (2) Engine coolant
- (3) Chassis transmission fluid
- (4) Pump transmission lubrication fluid . . (if applicable)
- (5) Pump priming system fluid, if applicable . . (if applicable)
- (6) Drive axle(s) lubrication fluid
- (7) Air conditioning refrigerant . . (if applicable)
- (8) Air conditioning lubrication oil . . (if applicable)
- (9) Power steering fluid
- (10)Cab tilt mechanism fluid . . (if applicable)
- (11)Transfer case fluid . . (if applicable)
- (12)Equipment rack fluid (if applicable)
- (13)CAFS air compressor system lubricant . . (if applicable)
- (14)Generator system lubricant . . (if applicable)
- (15)Front tire cold pressure
- (16)Rear tire cold pressure
- (17)Maximum tire speed ratings

VEHICLE DATA PLATE

A permanent label in the driving compartment which indicates the following:

Filter part numbers for the

- Engine
- Transmission
- Air
- Fuel
- Serial numbers for the
- Engine
- Transmission
- Delivered Weights of the Front and Rear Axles
- Paint Brand and Code(s)
- Sales Order Number

OVERALL HEIGHT, LENGTH DATA PLATE (US)

The fire apparatus manufacturer shall permanently affix a high-visibility label in a location visible to the driver while seated.

The label shall show the height of the completed fire apparatus in feet and inches, the length of the completed fire apparatus in feet and inches, and the GVWR in pounds.

Wording on the label shall indicate that the information shown was current when the apparatus was manufactured and that, if the overall height changes while the vehicle is in service, the fire department must revise that dimension on the plate.

ACCIDENT PREVENTION

There shall be a placard in the cab seating area which reads, "ALL OCCUPANTS MUST BE SEATED AND BELTED WHEN THE APPARATUS IS IN MOTION".

PERSONNEL CAPACITY

A label that states the number of personnel the vehicle is designed to carry shall be located in an area visible to the driver.

ACCIDENT PREVENTION

If the rear bumper is 8" deep or more, there shall be a placard on the rear face of the body, in clear sight from the ground, which reads, "WARNING - DO NOT RIDE ON STEPS OR DECK AREAS WHILE THE APPARATUS IS IN MOTION. DEATH OR SERIOUS INJURY MAY RESULT".

WEARING HELMET WARNING

A label stating "DO NOT WEAR HELMET WHILE SEATED" shall be visible from each seating location.

FRONT BUMPER

The front bumper shall be as provided by the cab/chassis manufacturer. No other alternation or modifications are required.

BUMPER GRAVELSHIELD

The bumper extension gravel shield shall be provided by the cab/chassis manufacturer.

AIR HORN(S)

The air horn(s) shall be supplied and installed by the cab/chassis manufacturer.

FRONT TOW PROVISIONS

The front tow provisions shall be supplied and installed by the cab/chassis manufacturer.

<u>EXHAUST</u>

The exhaust system shall be as provided by cab/chassis manufacturer. No other alternation or modifications are required.

The exhaust piping and discharge outlet shall be located or shielded so as not to expose any portion of the apparatus or equipment to excessive heating.

Exhaust pipe discharge shall be directed away from any operator's position.

Where parts of the exhaust system are exposed so that they are likely to cause injury to operating personnel, protective guards shall be provided.

SEAT BELT COLOR

Section 14.1.3.4 of the NFPA 1901 Standards, 2009 edition, requires all seat belt webbing in cab to be bright red or bright orange in color, and the buckle portion of the seat belt shall be mounted on a rigid or semi rigid stalk such that the buckle remains positioned in an accessible location.

SEAT BELT WEB LENGTH - CUSTOM CAB

Sections 14.1.3.2 and 14.1.3.3 of the NFPA 1901 standards, 2009 edition, require the effective seat belt web length for a Type 1 lap belt for pelvic restraint to be a minimum of 60", and a Type 2 pelvic and upper torso restraint-style seat belt assembly to be a minimum of 110".

The chassis seat belt web length as supplied by the custom chassis manufacturer shall be compliant to NFPA Standards 14.1.3.2 and 14.1.3.3.

SEAT BELT / VDR SYSTEM - CUSTOM CAB

The seat belt warning and vehicle data recorder systems shall be provided by the cab/chassis manufacturer.

HELMET STORAGE

No helmet storage is required in the in the cab driving or crew area.

CAB CRASH TEST CERTIFICATION

A cab crash test certification from the fire apparatus manufacturer shall be provided with the equipment. A copy of this certification shall be included with the bid.

NOTE: There shall be no exception to any portion of the cab integrity certification requirements. Nonconformance shall lead to immediate rejection of bid.

The certification shall state that the cab does 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.

CAB MIRRORS, DRIVER ADJUSTABLE

Section 14.3.5 of the NFPA 1901 Standards, 2009 edition, requires all primary rear view mirrors used by the driver to be adjustable from the driver's position.

HUB AND NUT COVERS

Front and rear wheels shall be provided with stainless steel hub caps and wheel nut covers.

MUDFLAPS

There shall be rubber mudflaps furnished and installed behind each set of tires.

AIR BRAKE SYSTEM QUICK BUILD-UP

There shall be one (1) cab/chassis supplied Milton male quick connector type air shoreline inlet to provide air to the chassis air tanks from an external source compressed air shoreline hookup in order to maintain full operating air pressure while the vehicle is not running. Air inlet shall be located near driver's door. The female end of the connector shall be supplied by the NEBRASKA CITY FIRE DEPARTMENT.

The quick buildup system shall provide sufficient air pressure so that the apparatus has no brake drag and is able to stop under the intended operating conditions following the 60-second buildup time.

ROAD EMERGENCY SAFETY KIT

One (1) set of three dual faced triangular warning flares with fold away base complete with storage case per DOT requirements shall be provided with the completed apparatus.

One (1) 2.5 lb. ABC type vehicle fire extinguisher with bracket shall be provided and mounted in the cab or the front streetside compartment.

FUEL FILL

There shall be one (1) Cast Products fuel fill door located in the streetside exterior wheel well panel, behind the rear axle. The fill door shall have a spring-loaded hinged door and a permanent label with the text "DIESEL FUEL ONLY".

BODY DESIGN

The importance of public safety associated with emergency vehicles requires that the construction of this vehicle meet the following specifications. These specifications are written to establish the minimum level of quality and design. All Bidders shall be required to meet these minimum requirements.

It is the intent of these specifications to fully describe the requirements for a custom built emergency type vehicle. In order to extend the expected service life of this vehicle, the body module shall be removable from the chassis frame and be capable of being installed on a new chassis.

The sheet metal material requirements, including alloy and material thickness, throughout the specifications are considered to be a minimum. Since such materials are available to all Manufacturers, the material specifications shall be strictly adhered to.

The fabrication of the body shall be formed sheet metal. Formed components shall allow the NEBRASKA CITY FIRE DEPARTMENT to have the body repaired locally in the case where any object has struck the body and caused damage. The use of proprietary extrusions will prevent the NEBRASKA CITY FIRE DEPARTMENT from such repair and shall NOT be used.

Following construction of the subframe, which supports the apparatus body, the sheet metal portion of the body shall be built directly on the subframe. The joining of the subframe and body shall be of a welded integral construction.

The sheet metal fabrication of the body shall be performed using inert gas continuous feed welders only. The entire body shall be welded construction. The use of pop rivets in any portion of structural construction may allow premature failure of the body structure. Therefore, pop rivets shall NOT be used in the construction of the structural portions of the body. This includes side body sheets, inner panels of compartment doors, and any other structural portions of the body.

EXTERIOR ALUMINUM BODY

The fabrication of the body shall be constructed from aluminum 3003H-14 alloy smooth plate. This shall include compartment front panel, vertical side sheets, side upper rollover panels, rear panels and compartment door frames.

The body compartment floors and exterior panels shall be constructed with not less than 3/16" (.187) aluminum 3003H-14 smooth plate. Interior compartment dividing walls shall be constructed with not less than 1/8" (.125) aluminum 3003H-14 smooth plate. Lighter gauge sheet metal will not be acceptable in these areas.

The door side frame openings shall be formed "C" channel design. An electrical wiring conduit raceway running the full length of exterior compartments shall be provided. This raceway shall contain all 12 volt wiring running to the rear of the apparatus, permitting easy accessibility to wiring.

Individual compartment modules, with dead air space voids between compartments, will not be an acceptable method of compartment construction.

The compartments shall be an integral part of the body construction. Compartment floors from front of body to ahead of rear axle, also from rear axle to rear of body shall be single one-piece sections. Compartment floors shall be preformed, then positioned in body and welded into final position.

Compartment floors shall have a "sweep-out" design with door opening threshold positioned lower than compartment floor, permitting easy cleaning of compartments. Angles, lips, or door moldings are not acceptable in the base of compartment door opening. One-way rubber drain valves shall be provided in compartment floors so that a water hose may be used to flush-out compartment area.

All exterior seams in sheet metal below frame, and around the rear wheel well area shall be welded continuous to prevent moisture from entering compartments. All other interior seams and corners shall be sealed with silicone based caulk prior to painting.

Only stainless steel bolts, nuts, and sheet metal screws shall be used in mounting exterior trim, hardware and equipment.

Exterior compartments shall have louvers in lower back wall of compartment for ventilation.

ROOF CONSTRUCTION

The roof shall be integral with the body and shall be all welded construction. The roof shall be reinforced with $2" \times 2"$ tubing running the full width of the body. All seams in the roof area shall be welded prior to paint to prevent entry of moisture.

BODY SUBFRAME

To assure proper body alignment and clearance, the body subframe shall be constructed directly on the chassis.

The chassis frame rails shall be fitted with 1/4" custom extruded UHMW polyethylene rail cap to isolate the body frame members from direct contact with chassis frame rails.

The body subframe shall be constructed from 6061T6 aluminum alloy tubing. Subframe shall consist of two (2) 2" x 6" x 1/4" aluminum tubes, the same width as the chassis frame rails, NO EXCEPTION. Welded to this tubing shall be crossmembers of 2" x 6" x 1/4" aluminum. These crossmembers shall extend the full width of the body to support the compartments. Crossmembers shall be located at front and rear of the body, below compartment divider walls, and in front and rear of wheel well opening. Additional aluminum crossmembers shall be located as necessary to support walkway or heavy equipment.

To form the frame, the tubing shall be beveled and welded at each joint using 5356 aluminum alloy welding wire.

BODY MOUNTING

The body subframe shall be fastened to the chassis frame with a minimum of six (6) spring loaded body mounts. Each mount shall be configured using a two-piece encapsulated slide bracket. The two (2) brackets shall be fabricated of heavy duty 1/4" thick steel and shall have a powder coat finish to prevent any corrosion. Each mounting assembly shall utilizing two (2) 3/4" diameter x 6" long grade 8 bolts and two (2) heavy duty springs. The assembly design shall allow the body and subframe to act as one (1) component, separate from the chassis. As the chassis frame twists under driving conditions, the spring mounting system shall eliminate any stress from being transferred into the body. The spring loaded body mounts shall also prevent frame side rail or body damage caused by unevenly distributed stress and strains due to load and chassis movement.

Body mountings that do not allow relief from chassis movement will not be acceptable.

10" REAR STEP BUMPER

The full width rear bumper shall be constructed from 2" x 2" x 1/4" aluminum tubing frame and covered with 3/16" NFPA compliant aluminum tread plate. The bumper shall extend from the rear vertical body panel 10" and provide a rear step with a minimum of 1/2" space at body for water drainage.

REAR TOW EYES

There shall be two (2) heavy duty rear mounted tow eyes securely attached to the body subframe, below the apparatus body. The tow eyes shall be fabricated from 3/4" thick steel plate and shall have a black powder coat finish.

TRAILER HITCH

A Class III, 7,500 lbs. weight carrying capacity (gross trailer weight) rear hitch receiver shall be provided below the rear bumper. The receiver shall be attached to the apparatus body frame.

The hitch shall be complete with a 2" square receiver. Without the use of a "weight distribution" ball hitch the Class III receiver shall have a capacity of 5,000 lbs. gross trailer weight.

A label shall be provided in a location in which it is visible to an operator making trailer connections. The label shall state the maximum GVWR and tongue weight of the trailer that can be safely towed with the hitch system.

Two (2) safety chain attachment points shall be provided near the hitch point for hitches designed to use safety chains, each designed with an ultimate strength of not less than the maximum GVWR specified on label.

TRAILER ELECTRICAL RECEPTACLE

For hydraulic brake equipped or electric brake equipped trailer towing capability, a primary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified.

TRUCK AUXILIARY ELECTRICAL RECEPTACLE

An auxiliary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified for optical warning lights.

GROUND LIGHTS

Two (2) OnScene Solutions 9" LED Nightstik ground lights shall be mounted below the rear bumper.

WHEEL WELL EXTERIOR PANEL

The exterior panel of the body wheel well enclosure shall be constructed from 3/16" smooth aluminum panels.

STAINLESS STEEL BODY FENDERS

The body wheel well openings shall be provided with round radius, polished stainless steel fenderettes. The fenderettes shall be bolted and easily replaceable if damaged. The fenderettes shall be installed using a rubber gasket to reduce buildup of moisture and/or debris.

WHEEL WELL LINERS

The wheel wells shall be provided with an easily removable polymer, circular inner fender liner. The inner liner shall be bolted to the wheel well with stainless steel bolts and spaced away from the wheel well so the liner will not accumulate dirt or water.

ALUMINUM BODY PAINT SPECIFICATIONS

BODY PAINT PREPARATION

After the body and components have been fabricated they shall be disassembled prior to painting so when the vehicle is complete there shall be finish paint beneath the removable components. The body shall be totally removed from chassis during the pain process to insure the entire unit is covered. The body and components shall be metal finished as follows to provide a superior substrate for painting.

The exterior body shall undergo a thorough cleaning process starting with a biodegradable phosphoric acid solution to begin the etching process followed by a complete clear water rinse. The next step shall consist of a chemical conversion coating applied to seal the metal substrate and become part of the metal surface for greater film adhesion. If the compartment interior is to be painted the interior shall be acid etched as described above then primed with an epoxy primer and all seams caulked.

All bright metal fittings, if unavailable in stainless steel or polished aluminum, shall be chrome plated. Iron fittings shall be copper under plated prior to chrome plating.

PAINT PROCESS

The paint process shall follow the strict standards set forth by PPG Industries guidelines. Painters applying PPG products will be PPG Certified Commercial Technicians, and re-certified every two (2) years.

The body shall go through an eight-stage paint process;

- (1) Clean bare metal using a solvent base wax & grease remover.
- (2) Finish all exterior body seams as necessary, followed by a thorough sanding of all bare metal to be painted.
- (3) Re-clean bare metal using a solvent base wax & grease remover.
- (4) Bare Metal Epoxy Primer Coat PPG Delfleet® Evolution corrosion resistance epoxy primer to be applied at 1.0-2.0 mills DFT over clean abraded bare metal.
- (5) Primer Filler Coat PPG Delfleet® Evolution urethane build primer to achieve total thickness of 3.0-6.0 mils DFT after sanding.
- (6) Base coat (Color) PPG Delfleet® Evolution High Solids Polyurethane Base coat. Apply 1.0-3.0 mils DFT of base coat color to achieve full hiding.
- (7) Clear coat PPG Delfleet® Evolution polyurethane premium quality clear coat with improved mar resistant finish. The clear coat shall be applied to achieve a total dry film thickness of 2.0-3.0 mils.
- (8) Curing process of the painted body shall go through a force dry/bake cycle process. The painted components shall be baked 180 degrees for 2 hours to achieve a complete coating cure on the finished product.

MACHINE POLISHED

After the force dry/bake cycle and ample cool down time, the coated surface shall be sanded using 1,000, 1,500, and or 3,000 grit sandpaper to remove surface defects. In the final step, the surface shall be buffed then polished to an extra high gloss smooth finish. Total dry film thickness of paint will average between 8.0-12.0 mils.

PAINT - ENVIRONMENTAL IMPACT

The contractor shall meet or exceed all current State (his) regulations concerning paint operations. Pollution control shall include measures to protect the atmosphere, water and soil. PPG Delfleet® Evolution paint shall be free of all heavy metal (lead & chromate) components. Paint emissions from sanding and painting shall be filtered and collected. All paint wastes shall be disposed of in an environmentally safe manner. Solvents used in cleanup operations shall be collected, sent off-site for distillation and returned for reuse.

PAINT FINISH - SINGLE COLOR

The body shall be painted with a single color of PPG Delfleet® Evolution paint as described above.

Prior to the assembly and reinstallation of exterior components; i.e. warning and DOT lights, handrails, steps, door hardware, and miscellaneous items, an isolation tape, or gasket shall be used to prevent damage to the finish painted surfaces. These components shall be fastened to body using either a plastic insert into body metal with stainless steel screws or zinc coated nutserts into body surface using stainless steel bolts to prevent corrosion from dissimilar metals.

Touch-up paint shall be provided with completed vehicle.

Paint Color: Match cab/chassis supplied paint color.

BODY UNDERCOATING

The entire underside of body shall be sprayed with black automotive undercoating. Undercoating shall cover all areas underside of body and wheel well area to help prevent corrosion under the vehicle.

UNDERCOAT WARRANTY

The body undercoating shall have a warranty provided by the manufacturer for the lifetime of the vehicle or twenty (20) years, whichever occurs first. The warranty shall be transferable between vehicle owners. Should the undercoating material applied to the underside of the body and wheel wells of the vehicle ever flake off, peel, chip or crack due to drying out, the damaged area shall be re-sprayed without charge to the vehicle owner.

PAINT WARRANTY

The vehicle shall be provided with a ten (10) year non-prorated warranty to the original owner. Warranty is provided by PPG Inc. A warranty sheet with all conditions and maintenance procedures shall be provided with the delivered vehicle.

COMPARTMENT INTERIOR FINISH

The interior of all exterior body compartments shall be a "Maintenance Free" smooth unpainted finish. All body seams shall be finished with a caulk sealant for both appearance and moisture protection.

REFLECTIVE STRIPE

All retroreflective materials shall conform to the requirements of ASTM D 4956, *Standard Specification for Retroreflective Sheeting for Traffic Control*, Section 6.1.1 for Type I Sheeting.

All retroreflective materials used that are colors not listed in ASTM D 4956, Section 6.1.1, shall have a minimum coefficient of retroreflection of 10 with observation angle of 0.2 degrees and entrance angle of - 4 degrees.

Any printed or processed retroreflective film construction used shall conform to the standards required of an integral colored film as specified in ASTM D 4956, Section 6.1.1.

REFLECTIVE STRIPE - CAB SIDE

A retroreflective stripe(s) shall be affixed to at least 50 percent of the cab and body length on each side.

The stripe or combination of stripes shall be a minimum of 4 in. (100 mm) in total width.

The 4 in. (100 mm) wide stripe or combination of stripes shall be permitted to be interrupted by objects (i.e., receptacles, cracks between slats in roll up doors) provided the full stripe is seen as conspicuous when approaching the apparatus.

The stripe material shall be 3M Scotchcal 680.

This reflective stripe shall be white in color.

There shall be a 1" Scotchcal reflective stripe located 1" above and a second 1" Scotchcal reflective stripe located 1" below the main stripe.

This reflective stripe shall be white in color.

REFLECTIVE STRIPE - CAB FRONT

A reflective stripe shall be affixed to the front of cab. The stripe or combination of stripes shall be a minimum of 4 in. (100 mm) in total width.

A retroreflective stripe(s) shall be affixed to at least 25 percent of the width of the front of the apparatus.

The stripe material shall be 3M Scotchcal 680.

This reflective stripe shall be white in color.

There shall be a 1" Scotchcal reflective stripe located 1" above and a second 1" Scotchcal reflective stripe located 1" below the main stripe.

This reflective stripe shall be white in color.

REFLECTIVE STRIPE - BODY SIDES

A 4" minimum reflective stripe shall be affixed to the sides of the body.

The stripe material shall be 3M Scotchcal 680.

This reflective stripe shall be white in color.

There shall be a 1" Scotchcal reflective stripe located 1" above and a second 1" Scotchcal reflective stripe located 1" below the main stripe.

This reflective stripe shall be white in color.

The stripe shall extend straight back from the chassis and then, ahead of the rear wheels, it shall form an "S" and then extend straight back to the rear of the body. The "S" portion of the stripe shall be shaded in the corners..

CHEVRON REFLECTIVE STRIPE - REAR SIDES PANELS

At least 50 percent of the rear-facing vertical surfaces, visible from the rear of the apparatus, excluding any pump panel areas not covered by a door, shall be equipped with retroreflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees. Each stripe shall be 6" width.

The rear side panels only of the body shall have a Chevron style reflective stripe layout, and cover as much of the rear side panels as possible. Chevron panels shall have a 3M UV over laminate to protect from UV rays, scene damage, and everyday use. Chevron panels shall have a minimum 10 year warranty for material failure, and colorfastness.

(1) The stripe material shall be 3M Diamond Grade.

All retroreflective materials required shall conform to the requirements of ASTM D 4956, *Standard Specification for Retroreflective Sheeting for Traffic Control*, Section 6.1.1 for Type I Sheeting.

This reflective Chevron stripe shall alternate red and yellow in color.

LETTERING

The following lettering shall be furnished and installed on the completed unit:

SIDE CAB DOOR LETTERING

There shall be sixty (60) 3" high SuperGold letters furnished and installed on the vehicle. Lettering shall have a clear 3M UV Protective Over Laminate applied before installation.

Final design and layout shall be determined prior to construction.

UPPER BODY SIDE LETTERING

There shall be twenty (20) 8" high SuperGold letters furnished and installed on the vehicle. Lettering shall have a clear 3M UV Protective Over Laminate applied before installation.

Final design and layout shall be determined prior to construction.

ROLL-UP DOOR CONSTRUCTION - ROBINSON (ROM)

The apparatus shall be equipped with Robinson Series III roll-up exterior compartment doors. Robinson roll-up doors shall be complete with the following features;

- (1) Doors shall be front roll with drum positioned at upper front portion of compartment to afford maximum clearances and head room for mounting equipment to ceiling of compartment
- (2) There shall be a non-abrasive side brush seals
- (3) Magnetic door ajar system must be integrated in lift bar handle and the retainer block to signal open door. No mechanical switches or switches interior to the compartment shall be used
- (4) Every slat must have interlocking end shoes to prevent slat from moving side-to-side and binding the door
- (5) Between each slat must be a co-extruded PVC inner seal to prevent metal-to-metal contact and to repel moisture. This inner seal is not visible to detract from appearance of door
- (6) Slats are to have interlocking joints with a folding locking flange to provide security and prevent penetration by sharp objects
- (7) Slats to be double-wall extrusion 1.366" high by .315" thick. Exterior surface to be flat and interior surface to be concave to prevent loose equipment from interfering with door operation
- (8) Latch system to be a full width one piece lift bar operable by one (1) hand
- (9) A 2" wide finger pull integrated into the bottom rail extrusion for easy one (1) hand opening and closing
- (10)Clip system that connects the curtain slats to the operator drum which allows for easy tension adjustment without tools
- (11)Each roll-up door shall have a 4" diameter counterbalance operator drum to assist in lifting the door.
- (12)Track shall be one-piece aluminum that has an attaching flange and finishing flange incorporated into its design
- (13)Drip rail will have specially designed seal that prevents the seal from scratching the door
- (14)Bottom rail extrusion must have smooth back to prevent loose equipment from jamming the door
- (15)Bottom rail to have "V" shaped double seal to prevent water and debris from entering the compartment
- (16)Standard replacement parts to be shipped from the United States and available in as little as 48 hours

Each shutter door shall decrease the compartment door frame opening approximately 2.00" in width and approximately 4.50" in height for the bottom section of door assembly.

The specified retroreflective stripe material shall be applied on the roll-up compartment doors. The stripe shall be precision machine cut for each door slat of the roll-up doors. Under no circumstance will the stripe material be cut on roll-up door surface.

BODY HEIGHT MEASUREMENTS

The vertical body dimensions shall be as follows:

AHEAD	OF REAR AXLE				
	Description	Dimension			
А	Bottom of Subframe to Top of Body	74.0"			
В	Bottom of Subframe to Bottom of Body	25.0"			
С	Vertical Door Opening				
	-with roll-up door	67.5"			
	-with hinged door	71.5"			
	5				
ABOVE REAR AXLE					
	Description	Dimension			
D	Vertical Door Opening - Above Rear Wheel				
	-with roll-up door	34.0"			
	-with hinged door	37.0"			
BEHIND	D REAR AXLE				
	Description	Dimension			
Е	Bottom of Subframe to Bottom of Body	20.0"			
F	Vertical Door Opening				
	-with roll-up door	62.0"			
	-with hinged door	66.0"			
GENER	AL				
	Description	Dimension			
G	Bottom of Drip Rail to Top of Body	23.5"			

(Dimensions are generic and subject to change during the actual design process)

FOUR (4) UPPER BODY COMPARTMENTS

There shall be four (4) compartments parallel to the sides of the body, two (2) on each side. Each of these compartments shall be 88.0" wide x 26.0" x 18.5" deep. The side compartments shall be open under each door sill to allow for long equipment. Each compartment shall be integral with the body construction, and will not be bolted or add-on modules. The outside walls of each compartment will be double walled to prevent equipment from denting the outside painted surface.

Each compartment shall have a lift-up type compartment door hinged on the outboard side. Each door shall be fabricated from 3/16" aluminum tread plate. Each door shall have two (2) pneumatic type cylinders, one (1) at each end, attached to cast aluminum brackets mounted to the interior surface of the door to hold the door in both the opened and closed positions. Each door shall be mounted using 16" long, equally spaced, 14 gauge stainless steel hinges, with 1/4" stainless steel pin. A polyester barrier film gasket shall be placed between stainless steel hinge and the body mounting surface as necessary to prevent corrosion caused by dissimilar metals.

Each compartment door shall overlap a 2" vertical lip on the body roof to prevent entry of moisture and sealed with automotive type rubber molding to provide a weather resistant seal.

Each compartment shall have a horizontally mounted OnScene Solutions LED Night Stik on the underside of the door. The light will be automatically activated by a gravity-driven, sealed, ball-style tilt switch mounted to one of the cast aluminum pneumatic cylinder mounting brackets and also wired to the NFPA required hazard warning light in cab.

SHOP NOTES

Curbside Rear UBC door will need to be shortened to allow grab handle mounted on the upper roof.

SIDE ROOF COMPARTMENT - SHELF TRAC

There shall be four (4) roof compartment(s) provided with horizontally mounted Shelf Trac on front and rear walls for vertical partition installation.

ROOF COMPARTMENT - VERTICAL PARTITION

There shall be four (4) vertical partition(s) provided in the roof compartment(s). The partitions shall be designed for holding equipment in place during travel. Each partition shall be fabricated from 3/16" smooth aluminum and bolted to specified Shelf Trac for ease of adjustment.

UPPER BODY WALKWAY

A recessed walkway shall be provided recessed at the center of the roof area. The walkway shall be finished with NFPA compliant 3/16" aluminum tread plate with continuously welded seams to prevent moisture penetration into apparatus body. Drains shall be installed in the walkway to allow moisture to drain to the ground through flexible drain hose.

WALKWAY LIGHTS

There shall be Two (2) OnScene Solutions 9" LED Night Stik lights provided to illuminate the upper body walkway area. The lights shall be activated when the parking brake is set.

Each light shall be mounted in a ball burnished cast aluminum housing to protect against damage from personnel or equipment.

ROOF ACCESS LADDER

The top of the rescue body shall be accessible from the ground by a OnScene Solutions Folding Ladder. The ladder design will have a main ladder section and a folding lower step section for better angle of departure. Ladder stores in a folded position and then pulls out to a comfortable climbing angle.

Each cast aluminum step shall be 4-1/2" deep x 16" wide. Hand railing shall be 2-1/8" oval shaped aluminum tubing with a ribbed gripping surface. The ladder shall be wired to the door ajar warning light in cab to warn the driver that the ladder is in the down position. Ladder shall be mounted to body with stainless steel bolts. Ladder shall be located on rear curbside of the body.

ROOF ACCESS HANDRAIL

There shall be one (1) handrail mounted on top of body to assist in roof access. Handrails shall be NFPA compliant 1-1/4" extruded aluminum tubing with chrome plated end stanchions.

BODY WIDTH DIMENSIONS

The body shall be 100.0" wide, not including drip rail or non-permanent fixtures. Interior compartment depth dimensions shall be:

Area Description	Dimension
Transverse Area:	95.5"
- Above Top of Subframe	
Compartment Depth:	24.5"
- Below Top of Subframe	
- Ahead of Rear Axle	
Compartment Depth:	23.5"
- Below Top of Subframe	(Eng. Note)
- Behind the Rear Axle	,

(Dimensions are generic and subject to change during the actual design process)

STREETSIDE COMPARTMENT - FRONT (S1)

The interior useable compartment width shall be approximately 56.0" wide.

The compartment door opening shall be approximately 49.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) adjustable shelf/shelves approximately 46" deep.

The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.

One (1) Hannay ECR1616-17-18 cable reel(s) capable of storing 150' of 10/3 electric cable. The rewind switch for each reel shall be located adjacent to the reel it controls.

The cable reel shall equipped with 150' of 10/3 SEOW yellow cable, a molded plastic ball clamp, and a single heavy duty L5-30 twist-lock female plug at the end.

One (1) Akron model EJB, cast aluminum electrical power distribution box with yellow powder coat painted finish shall be provided. The power distribution box shall include:

A 12" pigtail that terminates in an L5-30 configuration to match the cable on the cord reel. The outlet configuration shall include:

One (1) L5-20 single twist lock receptacle

One (1) L5-20 single twist lock receptacle

One (1) 5-15 duplex straight-blade receptacle

One (1) 5-15 duplex straight-blade receptacle

One (1) EJB vertical apparatus mounting bracket - treadplate

The reel roller assembly shall extend out from the reel to prevent cable from rubbing on the door edge or side walls.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in lower compartment.

The 12 volt electrical distribution panel shall be located in the streetside front lower compartment.

STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S2)

The interior useable compartment width shall be approximately 56.0" wide.

The compartment door opening shall be approximately 49.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) adjustable shelf/shelves approximately 46" deep.

There shall be one (1) 1,000 lbs. slide-out tray(s) with an OnScene Solutions base approximately 94" deep and as wide as the compartment layout or door opening permits, capable of extending out either side of the body located above the level of the chassis frame rails.

There shall be one (1) transverse module(s) for the following long tools and equipment:

One (1) NEBRASKA CITY FIRE DEPARTMENT supplied Stokes Basket(s). Manufacturer, model number and dimensions of the Stokes Basket(s) shall be provided during the pre-construction meeting.

Two (2) NEBRASKA CITY FIRE DEPARTMENT supplied backboard(s). Manufacturer, model number and dimensions of the backboard(s) shall be provided during the pre-construction meeting.

There shall be two (2) OnScene Solutions cargo straps provided to secure the stored equipment.

There shall be one (1) 400 lbs. cribbing slide-out tray approximately 24" deep and as wide as the compartment layout or door opening permits. **Note:** The sides of the tray will be approximately 18" high.

The floor of the compartment above the frame rails shall be extended to the interior edge of the door.

The floor shall have a 2" vertical lip and a 1" return to increase strength.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in lower compartment.

STREETSIDE COMPARTMENT - ABOVE REAR WHEELS (S3)

The interior useable compartment width shall be approximately 59.0" wide.

The compartment door opening shall be approximately 52.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) adjustable shelf/shelves approximately 30" deep.

There shall be one (1) 1,000 lbs. slide-out tray(s) with an OnScene Solutions base approximately 30" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

There will be a 2" x 2" x 1/4" welded steel rack with powder coat painted hammertone gray finish to hold all DOT or ASME cylinders.

Air storage module consisting of six (6) customer supplied 6,000 psi, DOT air storage cylinders.

STREETSIDE COMPARTMENT - REAR (S4)

The interior useable compartment width shall be approximately 64.0" wide.

The compartment door opening shall be approximately 57.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be two (2) adjustable shelf/shelves approximately 30" deep.

There shall be two (2) slide-out smooth aluminum vertical tool board(s) approximately 24" deep.

The tool board(s) shall be horizontally adjustable mounted on aluminum shelf trac on compartment floor.

There shall be one (1) vertical compartment partition dividing compartment into left and right sides located in compartment.

The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

One (1) 120 VAC, 15 amp duplex, twist-lock receptacle (NEMA_L5-15R). SHOP NOTES

Recess 120 volt outlet in left wall, in rear corner, directly above the floor level of Compt. S3

Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in lower compartment.

CURBSIDE COMPARTMENT - FRONT (C1)

The interior useable compartment width shall be approximately 56.0" wide.

The compartment door opening shall be approximately 49.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) adjustable shelf/shelves approximately 46" deep.

There shall be one (1) 1,000 lbs. slide-out tray(s) with a OnScene Solutions base approximately 46" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails.

The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.

One (1) Hannay ECR1616-17-18 cable reel(s) capable of storing 150' of 10/3 electric cable. The rewind switch for each reel shall be located adjacent to the reel it controls.

The cable reel shall equipped with 150' of 10/3 SEOW yellow cable, a molded plastic ball clamp, and a single heavy duty L5-30 twist-lock female plug at the end.

One (1) Akron model EJB, cast aluminum electrical power distribution box with yellow powder coat painted finish shall be provided. The power distribution box shall include:

A 12" pigtail that terminates in an L5-30 configuration to match the cable on the cord reel. The outlet configuration shall include:

One (1) 5-15 duplex straight-blade receptacle

One (1) 5-15 duplex straight-blade receptacle

One (1) L5-20 single twist lock receptacle

One (1) L5-20 single twist lock receptacle

One (1) EJB vertical apparatus mounting bracket - treadplate

The reel roller assembly shall extend out from the reel to prevent cable from rubbing on the door edge or side walls.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

The cab tilt control pendant.

One (1) 120/240 VAC load center.

The FRC FROG-D generator gauge panel.

One (1) 120 VAC, 15 amp duplex, twist-lock receptacle (NEMA L5-15R).

SHOP NOTES

120 volt outlet and 2' outlet strip shall be wired to generator only and to located above 120 volt load center

There shall be one (1) 120 volt outlet strip(s) approximately 2' long with straight blade household type outlets provided on the interior of apparatus body. 15 ampere circuit breaker protection shall be provided for each strip. Exact location shall be specified by the NEBRASKA CITY FIRE DEPARTMENT at the preconstruction meeting.

Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in lower compartment.

CURBSIDE COMPARTMENT - AHEAD OF REAR WHEEL (C2)

The interior useable compartment width shall be approximately 56.0" wide.

The compartment door opening shall be approximately 49.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) adjustable shelf/shelves approximately 46" deep.

There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits.

SHOP NOTES

Mount portable winch to this tray

There shall be one (1) 1,000 lbs. slide-out tray(s) with an OnScene Solutions base approximately 94" deep, capable of extending out either side of the body located above the level of the chassis frame rails. (Specified in opposite side compartment.)

There shall be one (1) transverse module(s) for long tools and equipment which extends to the opposite side of the body. (Specified in opposite side compartment.)

There shall be two (2) OnScene Solutions cargo straps provided to secure the stored equipment.

The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in lower compartment.

HEAVY RESCUE

CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C3)

The interior useable compartment width shall be approximately 59.0" wide.

The compartment door opening shall be approximately 52.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) SCBA cylinder storage module for 8" OD PVC tubing.

The SCBA cylinder module shall be capable of storing eighteen (18) SCBA cylinders up to 7.5" diameter.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

Air storage module for cascade system. Note: This is the same cascade air storage system specified in Compartment S-3.

SHOP NOTES

Same cascade air cylinder storage system spec's in S-3.

CURBSIDE COMPARTMENT - REAR (C4)

The interior useable compartment width shall be approximately 64.0" wide.

The compartment door opening shall be approximately 57.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

There shall be one (1) adjustable shelf/shelves approximately 24" deep.

There shall be one (1) vertical compartment partition dividing compartment into left and right sides located in compartment.

There shall be one (1) SCBA cylinder storage module for 8" OD PVC tubing.

The SCBA cylinder module shall be capable of storing six (6) SCBA cylinders up to 7.5" diameter.

A storage hopper shall be provided in this compartment for approximately 150 pounds of "Floor-Dry". The hopper shall be loaded from the upper body compartment and shall dispense through a flex tubing stored inside the body. A PVC 1/4-turn valve shall be provided in the lower section of the body compartment to control floor-dry flow.

The floor of the compartment above the frame rails shall be extended to the interior edge of the door in the left portion of the compartment. The floor shall have a 2" vertical lip and a 1" return to increase strength.

SHOP NOTES

Compartment floor will be extended to the left of the fill station.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

One (1) Hypres Equipment model HPE4500-2T (Containment Type), two (2) position filling station(s).

The fill station fill whip(s) shall terminate in a high pressure 4,500 psi, CGA-347 threaded SCBA connectors.

SCBAS Inc., four (4) bank, cascade air control panel.

One (1) remote refill port located on the front of the cascade control panel.

Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in lower compartment.

REAR COMPARTMENT - CENTER (RC1)

The rear center compartment shall be closed to both side rear compartments.

The rear center compartment shall start at the bottom of the body and shall be as high as the body permits. The frame shall extend at least 20" into the Rear Center Compartment to allow for the spring mounts.

The interior useable compartment width shall be approximately 45.0" wide.

The compartment door opening shall be approximately 38.0" wide.

This compartment shall have a ROM roll-up door.

The roll-up door shall have an un-painted satin aluminum finish on the door slats and the door trim components.

The ROM door shall be equipped with a magnetic type door ajar switch integrated in lift bar handle and the lower retainer block to signal open door.

A keyed cylinder lock shall be provided in the bottom portion of the roll-up door.

One (1) nylon strap shall be provided to assist in closing the door. The strap shall be fastened to the left side of the lower inside door sill. The strap shall extend from the left side of the lower inside door sill to a footman loop attached to the center of the left side of the door frame.

Compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

COMPARTMENT COMPONENTS

SHOP NOTES

Add removable rear wall with valve access holes for cascade air cylinders in Compt RC1

There shall be vertically mounted aluminum shelf trac for shelving installation.

There shall be one (1) adjustable shelf/shelves approximately 24" deep. Shelf will be mounted toward the rear of compartment for mounting the NEBRASKA CITY FIRE DEPARTMENT's hydraulic rescue tool power unit.

SHOP NOTES

Shelf will be mounted toward rear of compartment for mounting FD's hydr. power unit.

There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits.

SHOP NOTES

Tray to be mounted on floor over frame rails only. FD's gas hydr. power unit will be stored on it.

There shall be one (1) 1,000 lbs. slide-out tray(s) with an OnScene Solutions base approximately 30" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails.

SHOP NOTES

1000 lb. tray on the floor of RC1 to a T-shape to maximize tray storage in compartment

One (1) Hannay EF2220-17-18 hydraulic hose reel(s) w/ 100' of Orange CORE hydraulic hose. The rewind button for each reel shall be located adjacent to the reel it controls.

The reel roller assembly shall extend out from the reel to prevent cable from rubbing on the door edge or side walls.

SHOP NOTES

Slide-out roller assembly will be for a Core hydr. reel.

The hydraulic reel shall connect to the hydraulic pump with a 6' CORE Holmatro pigtail. The hose shall be Orange in color.

One (1) Hannay EF2220-17-18 hydraulic hose reel(s) w/ 100' of Blue CORE hydraulic hose. The rewind button for each reel shall be located adjacent to the reel it controls.

The reel roller assembly shall extend out from the reel to prevent cable from rubbing on the door edge or side walls.

SHOP NOTES

Slide-out roller assembly will be for a Core hydr. reel.

The hydraulic reel shall connect to the hydraulic pump with a 6' CORE Holmatro pigtail. The hose shall be Blue in color.

Two (2) vertically mounted OnScene Solutions LED Nightstiks.

One (1) NEBRASKA CITY FIRE DEPARTMENT supplied electric hydraulic power unit(s). One (1) 240 VAC, 30 amp. twist lock receptacle with switch shall be provided on wall within easy reach of operator for turning the power unit ON/OFF.

SHOP NOTES

240 volt outlet with be 30 amp.

One (1) NEBRASKA CITY FIRE DEPARTMENT supplied hydraulic power unit(s).

Mounting provisions for one (1) NEBRASKA CITY FIRE DEPARTMENT supplied hydraulic ram(s). SHOP NOTES

Make:Holmatro Model:4350

Mounting provisions for one (1) NEBRASKA CITY FIRE DEPARTMENT supplied hydraulic cutter(s). SHOP NOTES

Make:Holmatro Model:3050

Mounting provisions for one (1) NEBRASKA CITY FIRE DEPARTMENT supplied hydraulic spreader(s). SHOP NOTES Make:Holmatro Model:4242

ROPE TIE-OFF OR PORTABLE WINCH RECEIVERS

The completed unit shall have an integrated receiver system for use with rope rescue accessories and/or electric winch components. Each receiver shall have the following load rating:

	STRAIGHT PULL	SAFETY FACTOR
Rope Tie Off:	600 LBS.	15:1
Winch:	1,000 LBS	4:1

The following items shall be provided to accomplish rope rescue or portable winch operations:

Two (2) rope tie off anchor accessories shall be provided with the completed vehicle. Each accessory shall include a push button detent pin to lock it in place. The tie off accessories shall have an eyelet for use with a rope rescue carabineer. A mounting bracket shall be provided to store each rope tie off accessory in a body compartment, location shall be determined by the NEBRASKA CITY FIRE DEPARTMENT.

One (1) Warn model M6000 SDP - 6,000 lb. 12 volt electric winch furnished with the completed apparatus. It shall be capable of being stored in a compartment and mounted to the apparatus by inserting the mounting point into a properly rated receiver. A minimum of 50' of 5/16" stranded galvanized steel cable with pinned utility hook shall be installed on the drum. A 12' remote control shall be provided with the assembly that permits the Operator to stand at a safe operating distance from the cable and winch.

There shall be one (1) receiver tube(s) located at the front bumper for use with a portable winch or tie-off point accessory.

There shall be one (1) 12 volt plug with a quick connect used to power the portable winch.

There shall be one (1) receiver tube(s) located on the streetside of the body in the forward portion of the wheel well panel for use with a portable winch or tie-off point accessory.

There shall be one (1) 12 volt plug with a quick connect used to power the portable winch.

There shall be one (1) receiver tube(s) located on the curbside of the body in the forward portion of the wheel well panel for use with a portable winch or tie-off point accessory.

There shall be one (1) 12 volt plug with a quick connect used to power the portable winch.

The rear center mounted trailer hitch shall be compatible with a pinnable rope tie-off accessory or a portable winch.

There shall be one (1) 12 volt plug with a quick connect used to power the portable winch.

COMPARTMENT COMPONENTS DESCRIPTIONS

All interior compartment components shall be fabricated as follows:

ADJUSTABLE SHELVING HARDWARE

Adjustable shelving hardware shall be provided indicated in the numbered compartment list.

The shelving hardware shall include a minimum of four (4) aluminum shelf tracs mounted vertically on compartment side walls or vertical partitions. There shall be one (1) cast aluminum shelf bracket per vertical shelf trac to mount each shelf, tray, or adjustable storage module. Shelving hardware shall be of heavy duty quality with unlimited vertical adjustment settings.

ADJUSTABLE SHELF/SHELVES

Adjustable shelf/shelves shall be provided in exterior compartment as indicated in the numbered compartment list.

Shelves shall be fabricated from 3/16" (.188) aluminum 3003H-14 alloy smooth plate with a 2" vertical flange along the front and rear edges. Shelves shall be designed to be used with flanges either in the upward position to hold various equipment on shelf, or in the downward position for sweep-out shelf surface.

All shelves shall be fully adjustable, from top to bottom of the compartment. There shall be at least four (4) vertical mounting channels and shelving hardware, two (2) each side of compartment. Shelving hardware shall be of heavy duty quality with unlimited vertical adjustment settings.

SLIDE-OUT EQUIPMENT TRAY - (400 LB CAPACITY)

Slide-out equipment tray(s) shall be provided in exterior compartment, as indicated in the numbered compartment list.

Trays shall be fabricated from 3/16" (.188) aluminum 3003H-14 alloy smooth plate. Trays shall be built with a 3" vertical lip, with welded corners, to form a box type tray surface. Sliding tracks shall be Accuride 502 series. The length shall be per numbered compartment list and the extension shall be 100% of the slide length. Slides shall be constructed of formed steel with ball bearings mounted in triple track rails. The tray shall be rated for a maximum 400 lbs. evenly distributed load.

Tray(s) shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.

HEAVY DUTY 100% EXTENSION EQUIPMENT SLIDE - (1,000 LB. CAPACITY)

Heavy duty slide-out equipment tray(s) shall be provided in exterior compartment as indicated in the numbered compartment list.

Trays shall be fabricated from 3/16" (.188) aluminum 3003H-14 alloy smooth plate. Trays shall be built with a 4" high vertical lip with welded corners to form a box type tray surface. The tray shall be mounted on a OnScene Solutions slide frame constructed of anodized aluminum extrusion(s). The frame shall be assembled using stainless steel fasteners (no welds). Each slide shall use a three extrusion rail design utilizing twelve to sixteen (12 - 16) urethane rollers. Each roller shall contain two (2) precision roller bearings mounted in an aluminum hub with a molded on urethane cover. The rollers shall not lose contact with the rail extrusion during operation of the slide unit.

Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release). The slide shall lock in the closed and full extension positions. The slide shall be rated for a maximum evenly distributed load of 1,000 lbs.

HEAVY DUTY 70% EXTENSION EQUIPMENT SLIDE TRANSVERSE (1,000 LBS. CAPACITY)

Heavy duty slide-out equipment tray(s) shall be provided in exterior compartment as indicated in the numbered compartment list.

Trays shall be fabricated from 3/16" (.188) aluminum 3003H-14 alloy smooth plate. Each tray shall be built with a 4" high vertical lip with welded corners to form a box type tray surface. The tray shall be mounted on a OnScene Solutions slide frame constructed of anodized aluminum extrusion(s). The frame shall be assembled using stainless steel fasteners (no welds). Each slide shall use a two extrusion rail design utilizing twenty (20) urethane rollers. Each roller shall contain two (2) precision roller bearings mounted in an aluminum hub with a molded on urethane cover.

Each slide shall have two (2) cable operated, spring loaded latches operated by two (2) large hand openings with red pull handles (Pull to Release). The slide shall lock in the closed and full extension position in two (2) directions. The slide shall be rated for a maximum distributed load of 1,000 lbs.

SLIDE-OUT TOOL BOARD (SMOOTH ALUMINUM)

Slide-out tool board(s) shall be provided in the exterior compartment as indicated in the numbered compartment list.

Tool boards shall be fabricated of 3/16" (.188) aluminum 3003H-14 alloy smooth plate with double flange at the outer edge to provide an easy grip handle. The top and bottom of tool board shall be provided with Accuride 502 series slide tracks. The length shall be per numbered compartment list and the extension shall be 100% of the slide length. Slide tracks shall be constructed from formed steel with ball bearings in triple track rails. The board shall be rated for a maximum 200 lbs. evenly distributed load.

Tool board(s) shall utilize a pneumatic cylinder to hold the tool board in both the opened and closed positions.
COMPARTMENT PARTITIONS

Vertical compartment partitions shall be provided as indicated in the numbered compartment list. Partitions shall be fabricated of 3/16" thick (.188) smooth aluminum with 1" "L" outer edge. Bolted angles shall be provided at top and bottom of partition to secure partition in place, but allow future removal without cutting of partition.

TRANSVERSE STORAGE MODULE

Transverse storage module for long equipment shall be provided as indicated in the numbered compartment list.

The module shall be fabricated from 1/8" (.125") thick smooth aluminum. Exact size and layout shall be approved prior to construction.

AIR BAG MODULE

An air bag module rack shall be supplied in the exterior compartment located as indicated in the numbered compartment list.

The module shall be fabricated of 1/8" (.125) smooth aluminum plate with individual sections for each air bag.

Circular notches shall be provided along the front edge for ease of removing air bags with gloved hand. Modules shall be large enough for specified air bag and matching plywood panels. Exact size and layout shall be approved prior to construction.

COMPARTMENT LIGHTING

Each enclosed equipment compartment greater than 4 ft3 (0.1 m3) in volume and having an opening greater than 144 in.2 (92,900 mm2) shall have sufficient compartment lighting to provide a minimum of 2 fc (20 lx) at any location on the floor of the compartment without any shelves, dividers, or equipment in the compartment.

Compartments such as ladder tunnels, pike pole storage tubes, or underbody compartments designed around the volumetric requirements of specific equipment that can be removed without the use of article illumination shall not be required to have compartment lighting.

All compartments shall be equipped with OnScene Nightstik LED lights with the following minimum light requirements;

- (1) Full Height Compartments, 63" Section (42 LED's)
- (2) Wheel well Compartments, 36" Section (24 LED's)
- (3) Rear Rescue Compartment, 63" Section (42 LED's)
- (4) Low Compartments, 18" Section (12 LED's), Vertical
- (5) Low Compartments, 36" Section (24 LED's), Horizontal

HYDRAULIC HOSE REEL

Hydraulic hose reel shall be Hannay EF2220-17-18 high pressure, electric rewind, hydraulic hose reel with a capacity of 100' of single "CORE" hose.

The 12 volt electrical rewind circuit shall be directly wired to the chassis battery system with heavy duty stranded copper cable. The rewind button shall be located adjacent to the hose reel within easy access of Operator.

Each reel shall have a Hannay 4-way roller assembly to permit cable to feed directly off the reel and away from compartment. **Plastic roller assemblies are not acceptable.**

Hydraulic hose shall have a ball clamp located near end of hose.

BREATHING AIR STORAGE SYSTEM

Breathing air system shall be provided with a air storage module consisting of:

Six (6) 6,000 psi, DOT air storage cylinders shall be provided which comply with 49 CFR 178.37, "Specification 3AA and 3AAX seamless steel cylinders," or 29 CFR 1910.169, "Air receivers". Each cylinder shall be permanently stamped or identified in accordance with DOT or ASME regulations.

Each cylinder shall have a working pressure of 6,000 psi with a nominal capacity of 509 cu.ft. at 6,000 psi.

If the air storage was cascaded the system would be capable of filling approximately seventy four (74) 45 cu.ft. 2,216 psi or forty-two (42) 45 cu.ft. 4,500 psi SCBA bottles (based on residual pressure of 500 psig).

There shall be a label which reads, "HIGH PRESSURE - 6,000 psi BREATHING AIR".

The air tank manufacturer shall provide a copy of either the U.S. Department of Transportation (DOT) certificate

Report of Inspection of Gas Cylinders or the ASME certificate Manufacturers Data Report for Pressure Vessels, and the certificate shall be delivered with the fire apparatus.

Relief valves on transportable air tanks shall be of the ASME type on ASME cylinders and of the DOT type on

DOT cylinders or equal for the rated pressure.

Valves installed on air tanks shall meet the requirements of the Compressed Gas Association regarding pressure and usage with compressed air.

If the installation utilizes cylinders that require periodic testing, a label shall be placed on or near the operators panel that provides the following:

- (a) The original cylinder test date stamped on the cylinders
- (b) The recommended testing interval
- (c) Five additional open spaces, appropriately labeled, for the user to enter actual retesting dates

The manufacturers test date (month and year) on each air tank shall be current within 12 months of the apparatus delivery date.

AIR TANK MOUNTING

Air tanks shall be mounted in an arrangement that will hold the tanks in all types of mobile use.

A protective device(s) shall be provided to protect the air tank valve(s) and associated piping from damage as a result of accidental impact. The protective device(s) shall not prevent access for operation and inspection.

The air tank mounting shall facilitate removal of air tanks for inspection, testing, or service.

Air tanks shall be installed so that all air tanks, control valves, and associated piping are readily accessible.

Air tanks shall be mounted in such a fashion to permit visual inspection of external surfaces and emergency access to shutoff of tank valves.

The air tank location shall be away from any heat producing devices such as the generator engine or exhaust.

STEP / GROUND LIGHTS

Step and ground lights shall be OnScene Solutions 9" LED Nightstik and be placed at any entry door and step where personnel climb on or descend from the apparatus to ground level. OnScene LED lights shall have 6 LED lights per 9" light, and shall be rated at 100,000 hours of service. On Scene Solutions LED lights shall be have a 5 year free replacement warranty.

All of the required step and ground lights shall be activated when the parking brake is set.

LOW VOLTAGE ELECTRICAL SYSTEM- 12 VDC

General

Any low voltage electrical systems or warning devices installed on the fire apparatus shall be appropriate for the mounting location and intended electrical load.

Where wire passes through sheet metal, grommets shall be used to protect wire and wire looms. Electrical connections shall be with double crimp water-tight heat shrink connectors.

All 12 VDC wiring running from front to back of vehicle body shall be run in full length electrical wiring raceway down each side of body.

Wiring

All electrical circuit feeder wiring supplied and installed by the fire apparatus manufacturer shall meet the requirements of NFPA Chapter 13.

The circuit feeder wire shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 % of the maximum current for which the circuit is protected. Voltage drops in all wiring from the power source to the using device shall not exceed 10 %. The use of star washers for circuit ground connections shall not be permitted.

All circuits shall otherwise be wired in conformance with SAE J1292, Automobile, Truck, Truck-Tractor, Trailer, and Motor Coach Wiring.

Wiring and Wire Harness Construction

All insulated wire and cable shall conform to SAE J1127, *Low Voltage Battery Cable*, or SAE J1128, *Low Voltage Primary Cable*, type SXL, GXL, or TXL.

All conductors shall be constructed in accordance with SAE J1127 or SAE J1128, except where good engineering practice dictates special strand construction. Conductor materials and stranding, other than copper, shall be permitted if all applicable requirements for physical, electrical, and environmental conditions are met as dictated by the end application. Physical and dimensional values of conductor insulation shall be in conformance with the requirements of SAE J1127 or SAE J1128, except where good engineering practice dictates special conductor insulation. The overall covering of conductors shall be moisture-resistant loom or braid that has a minimum continuous rating of 194°F (90°C) except where good engineering practice dictates special consideration for loom installations exposed to higher temperatures. The overall covering of 194°F (90°C), except where good engineering practice dictates special consideration for loom installations exposed to higher temperature rating of 194°F (90°C), except where good engineering practice dictates special consideration for loom installations exposed to higher temperature rating of 194°F (90°C), except where good engineering practice dictates special considerations for loom installations exposed to higher temperature rating of 194°F (90°C), except where good engineering practice dictates special considerations for loom installations exposed to higher temperature rating of 194°F (90°C), except where good engineering practice dictates special consideration for cable installations exposed to higher temperatures.

All wiring connections and terminations shall use a method that provides a positive mechanical and electrical connection. The wiring connections and terminations shall be installed in accordance with the device manufacturer's instructions. All ungrounded electrical terminals shall have protective covers or be in enclosures. Wire nut, insulation displacement, and insulation piercing connections shall not be used.

Wiring shall be restrained to prevent damage caused by chafing or ice buildup and protected against heat, liquid contaminants, or other environmental factors.

Wiring shall be uniquely identified at least every 2 ft (0.6 m) by color coding or permanent marking with a circuit function code. The identification shall reference a wiring diagram.

Circuits shall be provided with properly rated low voltage overcurrent protective devices. Such devices shall be readily accessible and protected against heat in excess of the overcurrent device's design range, mechanical damage, and water spray. Circuit protection shall be accomplished by utilizing fuses, circuit breakers, fusible links, or solid state equivalent devices.

If a mechanical-type device is used, it shall conform to one of the following SAE standards:

- (a) SAE J156, Fusible Links
- (b) SAE J553, Circuit Breakers
- (c) SAE J554, Electric Fuses (Cartridge Type)
- (d) SAE J1888, High Current Time Lag Electric Fuses
- (e) SAE J2077, Miniature Blade Type Electrical Fuses

Switches, relays, terminals, and connectors shall have a direct current (dc) rating of 125 % of maximum current for which the circuit is protected.

Power Supply

A 12 V or greater electrical alternator shall be provided. The alternator shall have a minimum output at idle to meet the minimum continuous electrical load of the vehicle, at 200°F (93°C) ambient temperature within the engine compartment, and shall be provided with full automatic regulation.

Minimum Continuous Electrical Load

The minimum continuous electrical load shall consist of the total amperage required to simultaneously operate the following in a stationary mode during emergency operations:

- (1) The propulsion engine and transmission
- (2) All legally required clearance and marker lights, headlights, and other electrical devices except windshield wipers and four-way hazard flashers
- (3) The radio(s) at a duty cycle of 10 percent transmit and 90 % receive (for calculation and testing purposes, a default value of 5 A continuous)
- (4) The lighting necessary to produce 2 fc (20 lx) of illumination on all walking surfaces on the apparatus and on the ground at all egress points onto and off the apparatus, 5 fc (50 lx) of illumination on all control and instrument panels, and 50 percent of the total compartment lighting loads
- (5) The minimum optical warning system, where the apparatus is blocking the right-of way
- (6) The continuous electrical current required to simultaneously operate any fire pumps, aerial devices, and hydraulic pumps
- (7) Other warning devices and electrical loads defined by the purchaser as critical to the mission of the apparatus

If the apparatus is equipped to tow a trailer, an additional 45 A shall be added to the minimum continuous electrical load to provide electrical power for the federally required clearance and marker lighting and the optical warning devices mounted on the trailer.

The condition of the low voltage electrical system shall be monitored by a warning system that provides both an audible and a visual signal to persons on, in, or near the apparatus of an impending electrical system failure caused by the excessive discharge of the battery set.

The charge status of the battery shall be determined either by direct measurement of the battery charge or indirectly by monitoring the electrical system voltage.

If electrical system voltage is monitored, the alarm shall sound if the system voltage at the battery or at the master load disconnect switch drops below 11.8 V for 12 V nominal systems, 23.6 V for 24 V nominal systems, or 35.4 V for 42 V nominal systems for more than 120 seconds.

A voltmeter shall be mounted on the driver's instrument panel to allow direct observation of the system voltage.

Electromagnetic Interference

Electromagnetic interference suppression shall be provided, as required, to satisfy the radiation limits specified in SAE J551/1, *Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles, Boats (up to 15 m), and Machines (16.6 Hz to 18 GHz).*

Wiring Diagram

A complete electrical wiring schematic of actual system shall be provided with finished apparatus. Similar or generic type electrical schematics shall NOT BE ACCEPTABLE.

Low Voltage Electrical System Performance Test

A low voltage electrical system test certification shall be provided with delivered apparatus.

12 VOLT MULTIPLEX CONTROL CENTER

The apparatus shall have a multiplexed 12 volt electrical system that will provide complete diagnostic capability. The system shall have the capability of delivering multiple signals via a CAN bus, utilizing specifications set forth by SAE J1939. The system shall be node based to maximize stability so that failure of one node does not affect the operation of the other nodes. The system shall use shielded twisted-pair wire for transmission of system function signals. The shielded wire shall provide protection against EMI and RFI noise interruptions.

The multiplex system shall be responsible for providing power management functions as well as load shedding. The warning light system shall be controlled by the multiplex system. The system shall be capable of displaying text and/or graphic messages on a display module. The system shall be based on solid-state technology and shall include self-contained diagnostic indicators.

BATTERY SYSTEM

The battery connectors shall be heavy duty type with cables terminating in heat shrink loom. Heavy duty battery cables shall provide maximum power to the electrical system. Where required, the cables shall be shielded from exhaust tubing and the muffler. Large rubber grommets shall be provided where cables enter the battery compartment.

Batteries shall be of the high-cycle type. With the engine off, the battery system shall be able to provide the minimum continuous electrical load for 10 minutes without discharging more than 50 percent of the reserve capacity and then to restart the engine. The battery system cold cranking amps (CCA) rating shall meet or exceed the minimum CCA recommendations of the engine manufacturer. The batteries shall be mounted to prevent movement during fire apparatus operation and shall be protected against accumulations of road spray, snow, and road debris. The batteries shall be readily accessible for examination, testing, and maintenance.

A means shall be provided for jump-starting the engine if the batteries are not accessible without lifting the cab of a tilt-cab apparatus.

Where an enclosed battery compartment is provided, it shall be ventilated to the exterior to prevent the buildup of heat and explosive fumes. The batteries shall be protected against vibration and temperatures that exceed the battery manufacturer's recommendation.

A master load disconnect switch shall be provided between the starter solenoid(s) and the remainder of the electrical loads on the apparatus. The starter solenoids shall be connected directly to the batteries.

Electronic control systems and similar devices shall be permitted to be otherwise connected if so specified by their manufacturer.

The alternator shall be wired directly to the batteries through the ammeter shunt(s), if one is provided, and not through the master load disconnect switch.

A green "battery on" pilot light that is visible from the driver's position shall be provided.

A sequential switching device shall be permitted to energize the optical warning devices and other high current devices required in minimum continuous electrical load, provided the switching device shall first energize the electrical devices required in minimum continuous electrical load within five (5) seconds.

BATTERY SWITCH

One (1) battery "On/Off" switch in cab located within easy reach of Driver with green "BATTERY ON" pilot light that is visible from the driver's position shall be provided. The switch and pilot light shall be supplied and installed by the cab/chassis manufacturer.

BATTERY SOLENOID

Battery switch shall consist of a minimum 200 ampere, constant duty solenoid to feed from positive side of battery.

BATTERY CONDITIONER

The battery conditioner shall be supplied and installed by the cab chassis manufacturer.

ENGINE COMPARTMENT LIGHT

Engine compartment light(s) shall be supplied and installed by the cab chassis manufacturer.

CAB HAZARD WARNING LIGHT

A red "HAZARD" warning light shall be supplied and installed by the cab/chassis manufacturer. Light shall illuminate automatically to warn the Driver of the following when the apparatus parking brake is not fully engaged:

- (1) Any passenger or compartment door is open
- (2) Equipment rack is not in stowed position
- (3) Light tower is extended

The light shall be labeled "DO NOT MOVE APPARATUS WHEN LIGHT IS ON".

BACK-UP ALARM

An electronic back-up alarm shall be supplied and installed by the cab/chassis manufacturer. The backup alarm shall actuate automatically when the transmission gear selector is placed in reverse.

REAR VIEW CAMERA

The cab chassis provided rear view camera shall be installed on the rear of the body.

TAIL LIGHTS

Rear body tail lights shall be vertically mounted per Federal Motor Vehicle Safety Standards. The following lights shall be furnished:

- (1) Two (2) Whelen amber LED 600 Series 60A00TAR turn signal lights
- (2) Two (2) Whelen red LED 600 Series 60R00XRR stop/tail lights
- (3) Two (2) Whelen halogen 600 Series 60J000CR back-up lights with clear lens
- (4) Two (2) Whelen warning lights as detailed in the warning light section

Two (2) Whelen CAST-4V, 4-light polished aluminum bezels shall be provided, one (1) each side vertically mounted on the rear of the apparatus body for the above tail lights.

MIDSHIP MARKER/TURN SIGNAL

Two (2) Whelen LED midship body clearance marker/turn signal lights (T0A00MAR) shall be installed. There shall be one (1) light on each side of the body, in the wheel well, ahead of the rear axle. Both lights shall have an amber lens and operate with the chassis clearance marker and turn signals.

MARKER LIGHTS

The apparatus body shall be equipped with all necessary clearance lights and reflectors in accordance with Federal Motor Vehicle Safety Standards (FMVSS) regulations. All body clearance lights shall be LED to reduce the need for maintenance and lower the amp draw. Clearance lights shall be wired to the headlight circuit of the chassis.

LICENSE PLATE MOUNTING BRACKET

There shall be one (1) Cast Products aluminum license plate mounting with chrome shielded license plate light mounted on the rear of the body.

ELECTRONIC SIREN

One (1) Purchaser supplied electronic siren control head shall be installed by the Body Manufacturer. SHOP NOTES

Install Below (6) switch panel on LH Lower Center dash panel

REAR SCENE LIGHTS

Two (2) Whelen 810 series (10" x 8") surface mounted Opti-Scene halogen lights (810CA0ZR) shall be provided on the upper rear body to light the work area immediately behind the vehicle to a level of at least 3 fc (30 lx) within a 10 ft \times 10 ft (3 m \times 3 m) square. Each light will have a 8-32 degree lens and chrome flange.

The lights shall be switched at the Vista display in the cab.

The rear scene lights shall also be activated when the apparatus is in reverse.

SIDE SCENE LIGHTS

There shall be four (4) Whelen 810 series (10" x 8") surface mounted Opti-Scene halogen lights (810CA0ZR) provided on the upper body. Each light will have a 8-32 degree lens and chrome flange. They will be equally divided between the curbside and streetside.

Two (2) switches shall be provided, one (1) for the streetside scene lights, and one (1) for the curbside scene lights.

The lights shall be switched at the Vista display in the cab.

TRAFFIC DIRECTIONAL LIGHT

One (1) Whelen TAL85, 47" eight (8) LED light, traffic directional warning device with 30' control cable shall be located on upper rear body. The control head shall be located in the cab within easy reach of Driver.

The traffic directional light shall be surface mounted on upper rear body.

WARNING LIGHT PACKAGE

Each apparatus shall have a system of optical warning devices that meets or exceeds the requirements of this section.

The optical warning system shall consist of an upper and a lower warning level. The requirements for each level shall be met by the warning devices in that particular level without consideration of the warning devices in the other level.

For the purposes of defining and measuring the required optical performance, the upper and lower warning levels shall be divided into four warning zones. The four zones shall be determined by lines drawn through the geometric center of the apparatus at 45 degrees to a line drawn lengthwise through the geometric center of the apparatus. The four zones shall be designated A, B, C, and D in a clockwise direction, with zone A to the front of the apparatus.

Each optical warning device shall be installed on the apparatus and connected to the apparatus's electrical system in accordance with the requirements of this standard and the requirements of the manufacturer of the device.

A master optical warning system switch that energizes all the optical warning devices shall be provided.

The optical warning system on the fire apparatus shall be capable of two separate signaling modes during emergency operations. One mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way. One mode shall signal that the apparatus is stopped and is blocking the right-of-way. The use of some or all of the same warning lights shall be permitted for both modes provided the other requirements of this chapter are met.

A switching system shall be provided that senses the position of the parking brake or the park position of an automatic transmission. When the master optical warning system switch is closed and the parking brake is released or the automatic transmission is not in park, the warning devices signaling the call for the right-of-way shall be energized. When the master optical warning system switch is closed and the parking brake is on or the automatic transmission is in park, the warning devices signaling the blockage of the right-of-way shall be energized. The system shall be permitted to have a method of modifying the two signaling modes.

The optical warning devices shall be constructed or arranged so as to avoid the projection of light, either directly or through mirrors, into any driving or crew compartment(s). The front optical warning devices shall be placed so as to maintain the maximum possible separation from the headlights.

UPPER LEVEL OPTICAL WARNING DEVICES

The upper-level optical warning devices shall be mounted as high and as close to the corner points of the apparatus as is practical to define the clearance lines of the apparatus. The upper-level optical warning devices shall not be mounted above the maximum height, specified by the device manufacturer.

ZONE A - FRONT WARNING LIGHTS

There shall be one (1) Whelen Edge FN72QLED LED 72" lightbar permanently mounted to the cab roof.

The lightbar configuration (streetside to curbside) shall be:

SECTION	INTERNAL COMPONENTS	LENS COLOR
1	Red Linear LED - Side Facing	Clear
2	Red Corner LED	Clear
3	Red Linear LED	Clear
4	Clear Linear LED	Clear
5	Red Linear LED	Clear
6	Red Linear LED	Clear
7	Clear Linear LED	Clear
8	Clear Linear LED	Clear
9	Red Linear LED	Clear
10	Red Linear LED	Clear
11	Clear Linear LED	Clear
12	Red Linear LED	Clear
13	Red Corner LED	Clear
14	Red Linear LED - Side Facing	Clear

All clear lights shall shut down when the parking brake is set to comply with "Blocking" mode requirements as outlined in NFPA 1901.

The lightbar shall be separately switched at the vista display in the cab.

ZONES B AND D - SIDE WARNING LIGHTS

UPPER REAR CORNER WARNING LIGHTS

There shall be two (2) Whelen 900 series (9" x 7") Red Linear Super-LED lights (90RR5FCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

UPPER FORWARD CORNER WARNING LIGHTS

There shall be two (2) Whelen 900 series (9" x 7") Red Linear Super-LED lights (90RR5FCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen 900 series (9" x 7") Red Linear Super-LED lights (90RR5FCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

LOWER LEVEL OPTICAL WARNING DEVICES

To define the clearance lines of the apparatus, the optical center of the lower-level optical warning devices in the front of the vehicle shall be mounted on or forward of the front axle centerline and as close to the front corner points of the apparatus as is practical.

The optical center of the lower-level optical warning devices at the rear of the vehicle shall be mounted on or behind the rear axle centerline and as close to the rear corners of the apparatus as is practical. The optical center of any lower-level device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground for large apparatus, and 18 in. and 48 in. (460 mm and 1220 mm) above level ground for small apparatus.

A midship optical warning device shall be mounted right and the left sides of the apparatus if the distance between the front and rear lower-level optical devices exceeds 25 ft (7.6 m) at the optical center. Additional midship optical warning devices shall be required, where necessary, to maintain a horizontal distance between the centers of adjacent lower-level optical warning devices of 25 ft (7.6 m) or less. The optical center of any midship mounted optical warning device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground.

ZONE A - FRONT WARNING LIGHTS

The warning lights shall be supplied and installed by the cab/chassis manufacturer. They shall be Whelen lights to complete an NFPA compliant lower level warning light system.

The lights shall be switched at the Vista display in the cab.

ZONES B AND D - CAB INTERSECTOR LIGHT (CAB FRONT CORNERS)

The warning lights shall be supplied and installed by the cab/chassis manufacturer. They shall be Whelen lights to complete an NFPA compliant lower level warning light system.

The lights shall be switched at the Vista display in the cab

ZONES B AND D - BODY INTERSECTOR LIGHT (BODY WHEELWELL AREA)

There shall be two (2) Whelen 600 series (6" x 4") red Linear Super-LED lights (60R02FCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

ZONES B AND D - BODY INTERSECTOR LIGHT (BODY REAR CORNERS)

There shall be two (2) Whelen 600 series (6" x 4") red Linear Super-LED lights (60R02FCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

ZONE C - REAR WARNING LIGHTS (LOWER REAR CORNERS)

There shall be two (2) Whelen 600 series (6" x 4") red Linear Super-LED lights (60R02FCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

HEAVY RESCUE

LINE VOLTAGE ELECTRICAL SYSTEM

ONAN PTO GENERATOR

The apparatus shall be equipped with an Onan Protec PTO generator system with a capacity of 25,000 watts at 120/240 VAC, 208/104 amps, single phase. Current frequency shall be stable at 60 hertz.

The transmission's PTO port and PTO, or the split shaft PTO, and all associated drive shaft components shall be rated to support the continuous duty torque requirements of the generator's continuous duty rating as stated on the power source nameplate.

Where the generator is driven by the chassis engine and transmission through a split shaft PTO, the driving compartment speedometer shall register when the generator drive system is engaged.

Where the generator is driven by the chassis engine and transmission through a split shaft PTO and a chassis transmission retarder is furnished, it shall be automatically disengaged for generator operations.

The direct drive generator shall be mounted so that it does not change the ramp break over angle, angle of departure, or angle of approach as defined by other components, and it shall not extend into the ground clearance area.

The direct drive generator shall be mounted away from exhaust and muffler areas or provided with a heat shield to reduce operating temperatures in the generator area.

GENERATOR ENGAGEMENT

A "Generator Engaged" indicator shall be provided in the driving compartment to indicate that the generator shift has been successfully completed.

An "OK to Operate Generator" indicator shall be provided in the driving compartment to indicate that the generator is engaged (if not always engaged), the transmission is in the proper gear (if required, automatic transmissions only), and the parking brake is engaged (if applicable).

An interlock system shall be provided to prevent advancement of the engine speed in the driving compartment or at any operator's panel unless the parking brake is engaged, and the transmission is in neutral or the output of the transmission is correctly connected to a pump or generator instead of the drive wheels.

WARRANTY PERIOD

Provided such goods are operated and maintained in accordance with Onan's written instructions, Onan warrants that the Protec YDCR series PTO generators shall be free from defects in material and workmanship for a period of five (5) years or one thousand (1,000) hours, whichever comes first, from the date of delivery to the first purchaser.

GENERATOR SPLASH GUARD

A powder coat painted splash cover shall be installed to reduce the amount of road spray on the frame mounted PTO generator. A V-ring seal shall also be installed in the cover to provide additional protection against contaminates reaching the generator front seals.

GENERATOR MOUNTING

The generator shall be mounted between the chassis frame rails. The generator mounting brackets shall be fabricated using heavy duty steel tubing, or structural channel. The generator mounting shall be bolted and removable so that the generator can be lowered from under apparatus for service, if necessary. The generator case shall not extend below the bottom edge of the apparatus body.

MANUALS AND SCHEMATICS

Two (2) complete manuals on parts list, maintenance, wiring schematics, hydraulic schematics, circuit boards, voltage regulator board and other components shall be provided on delivery.

POWER-TAKE-OFF GENERATOR DRIVE

There shall be a "Hot Shift" power-take-off (PTO) installed on the transmission PTO by the cab chassis manufacturer. The "Hot Shift" PTO is provided to allow the engagement of the PTO at higher engine RPM speeds. The PTO output shall be connected to the generator through hollow tube type driveline with heavy duty universals.

The engagement of the PTO shall be in the chassis cab with a rocker switch and red pilot light to note engagement of the PTO.

The power supply to the PTO engagement control shall be wired to the parking brake and a neutral position transmission switch to prevent engagement unless the vehicle is stopped and transmission has been placed in neutral.

ENGINE SPEED CONTROL

An engine speed auxiliary control device (high idle switch or throttle) shall be installed to maintain a stable cycle output from generator when the apparatus is parked.

An interlock shall prevent the operation of the engine speed auxiliary control device unless the parking brake is engaged and the transmission is in neutral or park, or the parking brake is engaged and the engine is disengaged from the drive wheels.

The engine shall be prevented from regulating its own engine speed during times when engine rpm control is critical for consistent apparatus functions such as generator, water pump, or aerial operation.

GENERATOR MONITORING PANEL

To properly monitor the generator performance and load demand during operation, the generator installation shall be equipped with a full instrument monitor panel.

This unit shall be manufactured by FRC model FROG-D and mounted next to the circuit breaker panel. This generator output display shall consolidate five (5) generator monitoring instruments into one device. The display case shall be waterproof and have dimensions not to exceed 4 1/4" high by 4 1/4" wide by 3 1/4" deep.

The following continuous displays shall be provided with super bright LED digits more than 1/2" high:

- (1) Generator frequency in hertz
- (2) Line 1 current in amperes
- (3) Line 2 current in amperes
- (4) Generator voltage in volts

The program shall support the accumulation of elapsed generator hours. Generator hours shall be displayed at the push of a button.

LOADCENTER

The loadcenter shall be a Cutler Hammer, BR Series, specifically designed for protection and distribution of 120/240 volt AC, such as lighting and small motor branch circuits. The loadcenter enclosure shall be made of 16 gauge galvanized sheet steel. The galvanized coating provides corrosion protection and as such does not require paint. All trims used on the BR Loadcenter shall be chromate sealed and finished with electro disposition epoxy paint (ASA61) which exceeds requirements for outdoor and indoor applications. A combination surface/flush cover with integral door shall be supplied.

The loadcenter shall be UL / CSA listed, NO EXCEPTIONS will be allowed.

OUTLETS AND CIRCUITS

The generator shall supply the electrical equipment and outlets outlined below. Proper circuit protection shall be installed as noted:

Two (2) 120 volt exterior outlets, one (1) each side near rear wheel well area.

The receptacle shall be 20 amp, straight-blade (NEMA 5-20R).

Two (2) 120 volt exterior outlets, one (1) each side rear of body.

The receptacle shall be 20 amp, twist-lock (NEMA L5-20R).

GENERAL REQUIREMENTS

Stability

Any fixed line voltage power source producing alternating current (ac) shall produce electric power at 60Hz, \pm 3Hz when producing power at all levels between no load and full rated power. Any fixed line voltage power source shall produce electric power at the rated voltage \pm 10 percent when producing power at all levels between no load and full rated power.

The maximum voltage supplied to portable equipment shall not exceed 275 volts to ground. Higher voltage shall be permitted only when used to operate fixed wired, permanently mounted equipment on the apparatus.

Conformance with National Electrical Code

All components, equipment, and installation procedures shall conform to *NFPA 70*, *National Electrical Code*, except where superseded by the requirements of this chapter. Where the requirements of this chapter differ from those in *NFPA 70*, the requirements in this chapter shall apply.

Where available, line voltage electrical system equipment and materials included on the apparatus shall be listed and used only in the manner for which they have been listed. All equipment and materials shall be installed in accordance with the manufacturer's instructions.

Location Ratings

Any equipment used in a dry location shall be listed for dry locations. Any equipment used in a wet location shall be listed for wet locations.

Any equipment, except a PTO-driven generator, used in an underbody or under chassis location that is subject to road spray shall be either listed as Type 4 or mounted in an enclosure that is listed as Type 4.

If a PTO-driven generator is located in an underbody or under chassis location, the installation shall include a shield to prevent road spray from splashing directly on the generator.

Grounding

Grounding shall be in accordance with 250.34(A) and 250.34(B) of *NFPA 70*. Ungrounded systems shall not be used.

Only stranded or braided copper conductors shall be used for grounding and bonding.

The grounded current-carrying conductor (neutral) shall be insulated from the equipment-grounding conductors and from the equipment enclosures and other grounded parts.

The neutral conductor shall be colored white or gray in accordance with 200.6, "Means of Identifying Grounded Conductors," of *NFPA 70*.

Any bonding screws, straps, or buses in the distribution panelboard or in other system components between the neutral and equipment-grounding conductor shall be removed and discarded.

Bonding

The neutral conductor of the power source shall be bonded to the vehicle frame. The neutral bonding connection shall occur only at the power source. In addition to the bonding required for the low voltage return current, each body and each driving or crew compartment enclosure shall be bonded to the vehicle frame by a copper conductor.

The conductor shall have a minimum amperage rating, as defined in 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*, of 115 percent of the rated amperage on the power source specification label.

A single conductor that is sized to meet the low voltage and line voltage requirements shall be permitted to be used.

Ground Fault Circuit Interrupters

In special service vehicles incorporating a lavatory, sink, toilet, shower, or tub, 120 V, 15 or 20 A receptacles within 6 ft (1.8 m) of these fixtures shall have ground fault circuit interrupter (GFCI) protection. GFCIs integrated into outlets or circuit breakers or as stand-alone devices shall be permitted to be used in situations.

Power Source General Requirements

All power source system mechanical and electrical components shall be sized to support the continuous duty nameplate rating of the power source.

The power source shall be shielded from contamination that would prevent the power source from operating within its design specifications.

Power Source Rating

For power sources of 8 kW or larger, the power source manufacturer shall declare the continuous duty rating that the power source can provide when installed on fire apparatus according to the manufacturer's instructions and run at 120°F (49°C) air intake temperature at 2000 ft (600 m) above sea level.

The rating on the power source specification label shall not exceed the declared rating from the power source manufacturer.

Access shall be provided to permit both routine maintenance and removal of the power source for major servicing. The power source shall be located such that neither it nor its mounting brackets interfere with the routine maintenance of the fire apparatus.

Instrumentation

If the power source is rated at less than 3 kW, a "Power On" indicator shall be provided. If the power source is rated at 3 kW or more but less than 8 kW, a voltmeter shall be provided.

If the power source is rated at 8 kW or more, the following instrumentation shall be provided at an operator's panel:

- (1) Voltmeter
- (2) Current meters for each ungrounded leg
- (3) Frequency (Hz) meter
- (4) Power source hour meter

The instrumentation shall be permanently mounted at an operator's panel. The instruments shall be located in a plane facing the operator. Gauges, switches, or other instruments on this panel shall each have a label to indicate their function.

The instruments and other line voltage equipment and controls shall be protected from mechanical damage and not obstructed by tool mounting or equipment storage.

An instruction plate(s) that provides the operator with the essential power source operating instructions, including the power-up and power-down sequence, shall be permanently attached to the apparatus at any point where such operations can take place.

Operation

Provisions shall be made for placing the generator drive system in operation using controls and switches that are identified and within convenient reach of the operator.

Where the generator is driven by the chassis engine and engine compression brakes or engine exhaust brakes are furnished, they shall be automatically disengaged for generator operations.

Any control device used in the generator system power train between the engine and the generator shall be equipped with a means to prevent unintentional movement of the control device from its set position in the power generation mode.

If there is permanent wiring on the apparatus that is designed to be connected to the power source, a power source specification label that is permanently attached to the apparatus at the operator's control station shall provide the operator with the information required.

The power source, at any load, shall not produce a noise level that exceeds 90 dBA in any driving compartment, crew compartment, or onboard command area with windows and doors closed or at any operator's station on the apparatus.

Power Supply Assembly

The conductors used in the power supply assembly between the output terminals of the power source and the main overcurrent protection device shall not exceed 12 ft (4 m) in length.

All power supply assembly conductors, including neutral and grounding conductors, shall have an equivalent amperage rating and shall be sized to carry not less than 115 percent of the amperage of the nameplate current rating of the power source.

If the power supply assembly connects to the vibrating part of a generator (not a connection on the base), the conductors shall be flexible cord or other fine-stranded conductors enclosed in metallic or nonmetallic liquid tight flexible conduit rated for wet locations and temperatures not less than 194°F (90°C).

Overcurrent Protection

Manually resettable overcurrent devices shall be installed to protect the line voltage electrical system components.

Power Source Protection

A main overcurrent protection device shall be provided that is either incorporated in the power source or connected to the power source by a power supply assembly.

The size of the main overcurrent protection device shall not exceed 100 percent of the rated amperage stated on the power source specification label or the rating of the next larger available size overcurrent protection device, where so recommended by the power source manufacturer.

If the main overcurrent protection device is subject to road spray, the unit shall be housed in a Type 4– rated enclosure.

Branch Circuit Overcurrent Protection

Overcurrent protection devices shall be provided for each individual circuit and shall be sized at not less than 15 amps in accordance with 240.4, "Protection of Conductors," of *NFPA 70*.

Any panelboard shall have a main breaker where the panel has six or more individual branch circuits or the power source is rated 8 kW or larger.

Each overcurrent protection device shall be marked with a label to identify the function of the circuit it protects.

Dedicated circuits shall be provided for any large appliance or device (air conditioning units, large motors, etc.) that requires 60 percent or more of the rated capacity of the circuit to which it is connected, and that circuit shall serve no other purpose.

Panelboards

All fixed power sources shall be hardwired to a permanently mounted panelboard unless one of the following conditions exists:

- (1) All line voltage power connections are made through receptacles on the power source and the receptacles are protected by integrated overcurrent devices.
- (2) Only one circuit is hardwired to the power source, which is protected by an integrated overcurrent device.
- (3) The panel shall be visible and located so that there is unimpeded access to the panelboard controls. All panelboards shall be designed for use in their intended location. The panel(s) shall be protected from mechanical damage, tool mounting, and equipment storage.
- (4) Where the power source is 120/240 V and 120 V loads are connected, the apparatus manufacturer or line voltage system installer shall consider load balancing to the extent that it is possible.

Wiring Methods

- (a) Fixed wiring systems shall be limited to the following:
- (b) Metallic or nonmetallic liquid tight flexible conduit rated at temperatures not less than 194°F (90°C) with stranded copper wire rated for wet locations and temperatures not less than 194°F (90°C)
- (c) Type SOW, SOOW, SEOW, or SEOOW flexible cord rated at 600 V and at temperatures not less than 194°F (90°C)
- (d) Electrical cord or conduit shall not be attached to chassis suspension components, water or fuel lines, air or air brake lines, fire pump piping, hydraulic lines, exhaust system components, or low voltage wiring and shall be arranged as follows:
- (e) Separated by a minimum distance of 12 in. (300 mm) from exhaust piping or shielded from such piping
- (f) Separated from fuel lines by a minimum distance of 6 in. (150 mm)

A means shall be provided to allow "flexing" between the driving and crew compartment, the body, and other areas or equipment whose movement would stress the wiring.

Electrical cord or conduit shall be supported within 6 in. (150 mm) of any junction box and at a minimum of every 24 in. (600 mm) of run.

Supports shall be made of nonmetallic materials or of corrosion-resistant or corrosion-protected metal. All supports shall be of a design that does not cut or abrade the conduit or cord and shall be mechanically fastened to the apparatus.

Only fittings and components listed for the type of cord or conduit being installed shall be used.

Splices shall be made only in a listed junction box.

Additional Requirements for Flexible Cord Installations

Where flexible cord is used in any location where it could be damaged, it shall be protected by installation in conduit, enclosures, or guards.

Where flexible cord penetrates a metal surface, rubber or plastic grommets or bushings shall be installed.

Wiring Identification

Each line voltage circuit originating from the main panelboard shall be identified.

The wire or circuit identification either shall reference a wiring diagram or wire list or shall indicate the final termination point of the circuit.

Where pre-wiring for future power sources or devices exists, the un-terminated ends shall be marked with a label showing their wire size and intended function.

Wiring System Components

Only stranded copper conductors with an insulation rated for temperatures of at least 194°F (90°C) and wet locations shall be used. Conductors in flexible cord shall be sized in accordance with Table 400.5(A) of *NFPA 70*. Conductors used in conduit shall be sized in accordance with 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*. Aluminum or copper-clad aluminum conductors shall not be used.

All boxes shall conform to and be mounted in accordance with Article 314, "Outlet, Device, Pull, and Junction Boxes; Conduit Bodies; Fittings; and Manholes," of *NFPA 70*. All boxes shall be accessible using ordinary hand tools. Boxes shall not be permitted behind welded or pop-riveted panels.

The maximum number of conductors permitted in any box shall be in accordance with 314.16, "Number of Conductors in Outlet, Device, and Junction Boxes, and Conduit Bodies," of *NFPA 70*.

All wiring connections and terminations shall provide a positive mechanical and electrical connection. Connectors shall be installed in accordance with the manufacturer's instructions. Wire nuts or insulation displacement and insulation piercing connectors shall not be used.

Each switch shall indicate the position of its contact points (i.e., open or closed) and shall be rated for the continuous operation of the load being controlled. All switches shall be marked with a label indicating the function of the switch. Circuit breakers used as switches shall be "switch rated" (SWD) or better. Switches shall simultaneously open all associated line voltage conductors. Switching of the neutral conductor alone shall not be permitted.

Line voltage circuits controlled by low voltage circuits shall be wired through properly rated relays in listed enclosures that control all non-grounded current-carrying conductors.

Receptacles and Inlet Devices

Wet and Dry Locations

All wet location receptacle outlets and inlet devices, including those on hardwired, remote power distribution boxes, shall be of the grounding type, provided with a wet location cover, and installed in accordance with Section 406.8, "Receptacles in Damp or Wet Locations," of *NFPA 70*.

All receptacles located in a wet location shall be not less than 24 in. (600 mm) from the ground. Receptacles on off road fire apparatus shall be a minimum of 30 in. (750 mm) from the ground. All receptacles located in a dry location shall be of the grounding type and shall be at least 12 in. (300 mm) above the interior floor height. No receptacle shall be installed in a face-up position.

The face of any wet location receptacle shall be installed in a plane from vertical to not more than 45 degrees off vertical.

Receptacle Label

Each receptacle shall be marked with a label indicating the nominal line voltage (120 volts or 240 volts) and the

current rating in amps of the circuit. If the receptacle is DC or other than single phase, that information shall also be marked on the label.

All receptacles and electrical inlet devices shall be listed to UL 498, *Standard for Safety Attachment Plugs and Receptacles*, or other recognized performance standards.

Receptacles used for DC voltages shall be rated for DC service.

Wiring Schematics

An "As-Built" Wiring diagrams for line voltage systems shall be provided to include the following information;

- (1) Pictorial representations of circuit logic for all electrical components and wiring
- (2) Circuit identification
- (3) Connector pin identification
- (4) Zone location of electrical components
- (5) Safety interlocks
- (6) Alternator–battery power distribution circuits

Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems

120/240 VAC SCENE LIGHTING

REAR TRIPOD SCENE LIGHTS

Two (2) Fire Research Focus, model FCA642-S75, tripod telescopic light shall be provided. The light pole shall be anodized aluminum and have a knurled twist lock mechanism to secure the extension pole in position. The extension pole shall extend 16" and rotate 360 degrees. An internal brake shall slow the extension pole during lowering. The outer pole shall be a grooved aluminum extrusion. The folding legs shall be anodized aluminum tubing with plastic endcaps. The fully extended tripod system shall exceed a height of 6' and be less than 3 1/2' when collapsed. Wiring shall extend from the pole bottom with a 4' retractile cord.

The lamphead shall have one (1) quartz halogen 750 watt 120 volt bulb. The bulb shall draw 6.3 amps and generate 19,600 lumens. The bulb shall be accessible through the front. The lamphead shall direct 50 percent of the light onto the action area while providing 50 percent to illuminate the working area. The lamphead angle of elevation shall be adjustable at a pivot in the mounting arm and the position locked with a round knurled locking knob. The lamphead shall incorporate heat-dissipating fins and be no more than 5" deep by 3 3/8" high by 10" wide. Scene lights shall be provided with a lens or a means for preventing damage from water spray and shall be listed for wet location usage.

A weatherproof on-off toggle switch shall be mounted in a switchbox below the lamphead. A wire guard shall be furnished to protect the lamphead glass.

A tripod truck mount bracket set shall be provided for each light. Each set shall include a lower base plate, an upper lock with a quick release spring loaded locking pin, and a shim set. SHOP NOTES Make:Fire Research Model: Focus

Model: Focus P/N: FCA642-S75-ON-6F3

COMMAND LIGHT TOWER w/ BACKLIGHT

The apparatus shall be equipped with one (1) all electric Command Light(s). The unit shall not require tapping into vehicle braking system to be operated, eliminating the chance for vehicle brake problems. Hydraulic or pneumatic type floodlights are not acceptable alternatives to the all electric light tower specified.

The light bank shall have six (6) weatherproof, 1,500 watt, 240 volt quartz halogen lights. Light heads shall be mounted in three (3) pairs, giving two (2) vertical lines of three (3) when the lights are in the upright position.

The lower pair of light heads shall be capable of being rotated about a horizontal axis to provide light down on the vehicle or to the opposite side of the vehicle.

Power for light bank shall be transmitted through power collecting rings thus allowing 360+ degrees rotation in either direction.

Positioning of the light bank shall be accomplished with maintenance free, heavy duty 12 volt linear actuators.

The Command Light assembly shall be all aluminum construction, with stainless steel shafts and bronze bushings for long life and low maintenance.

Light tower shall be controlled with a hand-held umbilical line remote control. Command Light to be equipped with "Auto-Park" automatic nesting feature.

Command Light controls shall feature:

- (a) Three (3) switches, one (1) for each light bank
- (b) One (1) light bank rotation switch
- (c) One (1) switch for elevating lower stage
- (d) One (1) switch for elevating upper stage
- (e) One (1) indicator light to indicate when light bank is out of roof nest position
- (f) One (1) indicator light to indicate when light bank is rotated to proper nest position
- (g) One (1) back light rotation switch

Command Light controls shall be located per the itemized compartment list.

The light tower shall have a full extension of 10' - 6" from mounted position and shall extend from nested position to full upright in under 20 seconds.

The overall size of the nested light tower shall be approximately 41" wide x 73" long x 12-3/4" high, and weigh approximately 310 lbs.

A flashing warning light shall be provided in cab, indicating when a light tower is not in nested position.

The operational envelope of the mast shall be automatically illuminated whenever the mast assembly is being raised, lowered, or rotated as required by NFPA 1901.

The Command Light shall be covered by a One Year limited warranty from defects in materials and workmanship.

HEAVY RESCUE

EQUIPMENT PAYLOAD WEIGHT ALLOWANCE

In compliance with NFPA 1901 standards, the special service vehicle shall be designed for an equipment loading allowance of 4,000 lbs. of NEBRASKA CITY FIRE DEPARTMENT provided loose equipment based on a 30,001 - 40,000 pound gross vehicle weight rating.

EQUIPMENT

The following equipment shall be furnished with the completed special service vehicle;

One (1) container of assorted stainless steel nuts, bolts, screws and washers used in the construction of the apparatus shall be provided with the completed apparatus.

There shall be two (2) NFPA approved folding aluminum wheel chocks provided for 44" diameter tires that together will hold the vehicle when loaded to its GVWR or GCWR, on a hard surface with a 20 % grade, with the transmission in neutral, and the parking brake released.

The wheel chock(s) shall be mounted behind rear wheels, below body on streetside.

Four (4) Streamlight Fire Vulcan Vehicle Mounting Systems shall be provided. Each flashlight shall be orange in color. Each flashlight shall have a 12 volt DC charger and vehicle mount kit. Each flashlight shall have a 20 watt spotlight style bulb and reflector. The flashlights shall be wired to battery direct unless otherwise specified by the customer.

SHOP NOTES

Mount the Flashlights (2) per side of rear seats, on rear wall of cab below vinyl trim

The flashlight(s) shall be mounted on the completed unit, locations as per the NEBRASKA CITY FIRE DEPARTMENT.

REMAINING NFPA MINOR EQUIPMENT BY PURCHASER

All other minor equipment not specified above, but required by NFPA 1901 before the unit is placed in service shall be supplied and mounted by NEBRASKA CITY FIRE DEPARTMENT.



DRAWING NO: Nebraska_City_NE_HR_precon2

