

Fifth District Vol Fire Dept
Production Specifications
SVI Job #1003

Fifth District Volunteer Fire Department, Inc.

Clarksville, MD 21029

FOR

ONE (1) RESCUE TRUCK



"ROCK SOLID QUALITY"

DATE: ??

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LIABILITY INSURANCE

The manufacturer shall furnish with the bid a certificate of insurance for;

Workman's Compensation and Employer's Liability Insurance covering for all employees.

General Liability (each occurrence) of \$1,000,000.00. General Aggregate coverage of \$2,000,000.00. Products Completed / Operations Aggregate coverage of \$2,000,000.00. Medical Expense coverage of \$5,000 (any one person). Personal Injury of \$1,000,000.00.

Automobile liability of \$1,000,000.00 combined single limit (each accident), including any auto, all owned autos, scheduled autos, hired autos, non-owned autos, and garage liability.

Excess Umbrella Liability coverage of \$4,000,000.00 each occurrence, Aggregate of \$4,000,000.00. Garage Keepers Liability coverage of \$4,000,000.00 combined limit.

All insurance policies must be;

- Maintained for the life of the contract,
- Must provide ten (10) days notice before cancellation,
- Must cover all operations of the contractor, or anyone employed by them.

INTERNET IN-PROCESS SITE

The manufacturer shall post and maintain a website where the Fifth District Volunteer Fire Department, Inc. will be able to view digital images of their apparatus as its being built. 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 unit.

VEHICLE STABILITY SUPPLIED WITH CAB/CHASSIS

The cab/chassis shall be 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.

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FIRE APPARATUS PERFORMANCE

The fire apparatus shall meet the requirements of this standard at elevations of 2000 ft (600 m) above sea level.

The fire apparatus shall meet all the requirements of this standard while stationary on a grade of 6 percent in any direction.

The fire apparatus shall meet the requirements of this standard in ambient temperature conditions between 32°F (0°C) and 110°F (43°C).

HIGHWAY PERFORMANCE

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) Accelerating from 0 to 35 mph (55 km/hr) within 25 seconds on a 0 percent grade
- 2) Attaining a speed of 50 mph (80 km/hr) on a 0 percent grade
- 3) Maintaining 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 (109 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 (95 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.

FIRE APPARATUS 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 documents:
 - b) Owner's name and address
 - c) Apparatus manufacturer, model, and serial number
 - d) Chassis make, model, and serial number
 - e) GAWR of front and rear axles and GVWR

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- f) Front tire size and total rated capacity in pounds (kilograms)
 - g) Rear tire size and total rated capacity in pounds (kilograms)
 - h) Chassis weight distribution in pounds (kilograms) with water and manufacturer-mounted equipment (front and rear)
 - i) 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
 - j) Type of fuel and fuel tank capacity
 - k) Electrical system voltage and alternator output in amps
 - l) Battery make, model, and capacity in cold cranking amps (CCA)
 - m) Chassis transmission make, model, and serial number; and if so equipped, chassis transmission PTO(s) make, model, and gear ratio
 - n) Ratios of all driving axles
 - o) Maximum governed road speed
 - p) Pump make, model, rated capacity in gallons per minute (liters per minute where applicable), maximum discharge pressure capability rating, and serial number
 - q) Pump transmission make, model, serial number, and gear ratio
 - r) Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
 - s) Water tank certified capacity in gallons or liters
 - t) Foam tank (if provided) certified capacity in gallons (liters)
 - u) Aerial device type, rated vertical height in feet (meters), rated horizontal reach in feet (meters), and rated capacity in pounds (kilograms)
 - v) Paint manufacturer and paint number(s)
 - w) Company name and signature of responsible company representative
 - x) 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 (*see 13.8.16*)
 - 3) Siren manufacturer's certification of the siren (*see 13.9.1.1*)
 - 4) Written load analysis and results of the electrical system performance tests (*see 13.14.1 and Section 13.15*)
 - 5) Certification of slip resistance of all stepping, standing, and walking surfaces (*see 15.7.4.5*)
 - 6) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability (*see 16.2.4.1*)
 - 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 (*see 16.2.4.2*)
 - 8) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications (*see 16.3.1*)
 - 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 (*see 16.3.2.2*)
 - 10) If the apparatus has a fire pump, the pump manufacturer's certification of the hydrostatic test (*see 16.5.2.2*)
 - 11) If the apparatus has a fire pump with a maximum discharge pressure capability rating that exceeds the hydrostatic test pressure of 16.5.2.1, the pump manufacturer's certification of the hydrodynamic test
 - 12) If the apparatus has a fire pump, the certification of inspection and test for the fire pump (*see 16.13.1.1.5 or 16.13.1.2.4 as applicable*)
 - 13) If the apparatus is equipped with an auxiliary pump, the apparatus manufacturer's certification of the hydrostatic test (*see Section 17.13*)
 - 14) When the apparatus is equipped with a water tank, the certification of water tank capacity (*see Section 18.6*)

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- 15) If the apparatus has an aerial device, the certification of inspection and test for the aerial device (see *Section 19.24*)
- 16) If the apparatus has an aerial device, all the technical information required for inspections to comply with NFPA 1911
- 17) If the apparatus has a foam proportioning system, the foam proportioning system manufacturer's certification of accuracy (see *20.10.4.2*) and the final installer's certification the foam proportioning system meets this standard (see *20.11.2*)
- 18) If the system has a CAFS, the documentation of the manufacturer's pre delivery tests (see *Section 21.9*)
- 19) If the apparatus has a line voltage power source, the certification of the test for the power source (see *22.15.7.2*)
- 20) If the apparatus is equipped with an air system, air tank certificates (see *24.5.1.2*), the SCBA fill station certification (see *24.9.6*), and the results of the testing of the air system installation (see *24.14.5 and 24.15.4*)
- 21) Any other required manufacturer test data or reports

OPERATIONS AND SERVICE DOCUMENTATION

The contractor shall deliver with the fire apparatus 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:

- 1) Manufacturer's name and address
- 2) Country of manufacture
- 3) Source for service and technical information
- 4) Parts replacement information
- 5) Descriptions, specifications, and ratings of the chassis, pump (if applicable), and aerial device (if applicable)
- 6) Wiring diagrams for low voltage and line voltage systems to include the following information:
 - a) Pictorial representations of circuit logic for all electrical components and wiring
 - b) Circuit identification
 - c) Connector pin identification
 - d) Zone location of electrical components
 - e) Safety interlocks
 - f) Alternator–battery power distribution circuits
 - g) Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems
- 7) Lubrication charts
- 8) Operating instructions for the chassis, any major components such as a pump or aerial device, and any auxiliary systems
- 9) Precautions related to multiple configurations of aerial devices, if applicable
- 10) Instructions regarding the frequency and procedure for recommended maintenance
- 11) Overall apparatus operating instructions
- 12) Safety considerations
- 13) Limitations of use
- 14) Inspection procedures
- 15) Recommended service procedures
- 16) Troubleshooting guide

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- 17) Apparatus body, chassis and other component manufacturer's warranties
- 18) Special data required by this standard
- 19) A material safety data sheet (MSDS) for any fluid that is specified for use on the apparatus
- 20) One copy of the latest edition of FAMA's *Fire Apparatus Safety Guide*

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

NFPA REQUIRED DOCUMENTATION FORMAT - USB FLASH DRIVE

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

SVI shall not install any vehicle tags or stickers in the cab. Customer shall locate them at final inspection.

FIRE APPARATUS SAFETY GUIDE

A Fire Apparatus Safety Guide published by Fire Apparatus manufacturer's Association shall be provided with delivered vehicle. This manual includes essential safety information for fire fighters, fire chiefs, apparatus mechanics, and fire department safety officers. The guide is applicable to municipal, wildland, and airport fire fighting apparatus manufactured on either custom or commercial chassis.

STATEMENT OF EXCEPTIONS

The final-stage manufacturer 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:

- 21) A separate specification of the section of the applicable standard for which compliance is lacking
 - 1) A description of the particular aspect of the apparatus that is not in compliance therewith or required equipment that is missing
 - 2) A description of the further changes or modifications to the delivered apparatus that must be completed to achieve full compliance
 - 3) 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.

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

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The estimated in-service weight shall include the following:

- 4) The chassis, body and tank(s)
 1. Full fuel, lubricant, and other chassis or component fluid tanks or reservoirs
 2. Full water and other agent tanks
 3. *250 lb (114 kg) in each seating position
 4. Fixed equipment such as pumps, aerial devices, generators, reels and air systems as installed
 5. Ground ladders, suction hose, designed hose load in their hose beds and on their reels
 6. An allowance for miscellaneous equipment that is the greatest of the following:
 7. The values shown in Table 12.1.2
 - h) A purchaser-provided list of equipment to be carried with weights
 - i) A purchaser-specified miscellaneous equipment allowance

The manufacturer shall engineer and design the fire apparatus such that the completed apparatus, when loaded to its 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 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.

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 unequipped fire apparatus in feet and inches (meters), the length of the completed fire apparatus in feet and inches (meters), and the GVWR in tons (metric tons).

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.

		Equipment Allowance		
Apparatus Type	Equip. Storage Area	Apparatus Size	lb.	kg.
Special Service Fire Apparatus	Minimum of 120 cu ft (3.4 cu mt) of enclosed compartmentation.	10,000 lb to 15,000 lb (4,500 kg to 7,000 kg) GVWR	2,000	910
		15,001 lb to 20,000 lb (7,001 kg to 9,000 kg) GVWR	2,500	1,135
		20,001 lb to 30,000 lb (9,001 kg to 14,000 kg) GVWR	3,000	1,350
		30,001 lb to 40,000 lb (14,001 kg to 18,000 kg) GVWR	4,000	1,800
		40,001 lb to 50,000 lb (18,001 kg to 23,000 kg) GVWR	6,000	2,700
		50,001 lb to 60,000 lb	8,000	3,600

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		(23,001 kg to 27,000 kg) GVWR		
		60,001 lb and up (27,001 kg) GVWR	10,000	4,500

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 Body 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 its 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 third-party, independent, audit-certified through Underwriters Laboratory (UL) to the current edition of NFPA 1901 standard. 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 ten (10) minutes. Failure of any of these tests shall require a repeat of the sequence.

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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 ten (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 two (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:

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

UL 120/240 VAC CERTIFICATION

The 120/240 volt electrical system shall be third-party, independent, audit-certified through Underwriters Laboratory (UL) to the current edition of NFPA 1901 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 two (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:

- e) The power source output voltage, frequency and amperes
 - 1) The prime mover's oil pressure, water temperature and transmission temperature, if applicable
 - 2) The power source hydraulic fluid temperature, if applicable
 - 3) The ambient temperature and power source air inlet temperature

The following conditions shall be recorded once during the test for power sources driven by dedicated auxiliary internal combustion engines:

- 4) Altitude
 - 1) Barometric pressure
 - 2) 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 $\pm 10\%$ 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.

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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 Body 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 one (1) minute. The testing shall be performed after all body work has been completed.

The test shall be conducted as follows:

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

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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 Fifth District Volunteer Fire Department, Inc. on all warranty work.

GENERAL LIMITED WARRANTY - TWO (2) YEARS

The vehicle shall be free of defects in material and workmanship for a period of two (2) years or 36,000 miles (or 57,936 kilometers), 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 (or 96,561 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date.

STRUCTURAL WARRANTY - TWENTY (20) YEARS

The body shall be free of structural or design failure or workmanship for a period of twenty (20) years or 150,000 miles (or 241,402 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date.

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 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 (or 160,934 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date. **Pro-rated warranties will not be acceptable.**

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 Fifth District Volunteer Fire Department, Inc. as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

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OVERALL HEIGHT REQUIREMENT

The overall height (OAH) of the vehicle shall be approximately " ('144") 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 REQUIREMENT

There is no overall length (OAL) restriction for this vehicle.

OVERALL WIDTH

The overall width (OAW) of the body at drip rails shall be 102" (8' - 6"), and body shall be 100" (8' - 4").

ANGLE OF APPROACH

The angle of approach for this vehicle shall not be less than eight (8) degrees when it is loaded to the estimated in-service weight as specified by the current edition of NFPA 1901.

ANGLE OF DEPARTURE

The angle of departure for this vehicle shall not be less than eight (8) degrees when it is loaded to the estimated in-service weight as specified by the current edition of NFPA 1901.

CAB CHASSIS SPECIFICATION

Model Profile: 2017 4400 SBA 4X2 (MA035)

MISSION:	Requested GVWR: 25999. Calc. GVWR: 26000Calc. Start / Grade Ability: 40.73% / 4.63% @ 55 MPH Calc. Geared Speed: 72.0 MPH
DIMENSION:	Wheelbase: 187.00, CA: 120, Axle to Frame: 87.00
ENGINE, DIESEL:	{Cummins ISL 330} EPA 2010, 330 HP @ 2000 RPM, 1000 lb-ft Torque @ 1400 RPM, 2200 RPM Governed Speed, 330 Peak HP (Max)
TRANSMISSION, AUTOMATIC:	{Allison 3000EVS_P} 5th Generation Controls; Close Ratio, 5-Speed; With Overdrive, Includes Oil Level Sensor, With Retarder, Max. GVW N/A
Provision for PTO, Less CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Meritor MFS-10-143A} Wide Track, I-Beam Type, 10,000-lb Capacity
AXLE, REAR, SINGLE:	{Navistar Select} Single Reduction, Hypoid Gearing, 19,000-lb Capacity, 190 Wheel Ends Gear Ratio: 4.88
CAB:	Conventional
TIRE, FRONT:	(2) 11R22.5 XZE2 (MICHELIN) 501 rev/mile, load range G, 14 ply
TIRE, REAR:	(4) 11R22.5 XZE2 (MICHELIN) 501 rev/mile, load range G, 14 ply
SUSPENSION, REAR, AIR, SINGLE:	{International} Ride Optimized Suspension (IROS); 20,000-lb Capacity, 9.25" Ride Height, With Shock Absorbers
PAINT:	Cab schematic 100GA Location 1: 2303, Red (Std)

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Description

Base Chassis, Model 4400 SBA 4X2 with 187.00 Wheelbase, 120 CA, and 87.00 Axle to Frame.

TOW HOOK, FRONT (2) Frame Mounted FRAME RAILS High Strength Low Alloy Steel (80,000 PSI Yield); 10.250" x 3.092" x 0.375" (260.4mm x 78.5mm x 9.5mm); 427.0" (10846mm) Maximum OAL

BUMPER, FRONT Full Width, Aerodynamic, Chrome Plated Steel; 0.142" Material Thickness

CROSSMEMBER, REAR, AF (1)

WHEELBASE RANGE 134" (340cm) Through and Including 197" (500cm)

AXLE, FRONT NON-DRIVING {Meritor MFS-10-143A} Wide Track, I-Beam Type, 10,000-lb Capacity
Notes: The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires.

SUSPENSION, FRONT, SPRING Parabolic, Taper Leaf; 10,000-lb Capacity; With Shock Absorbers
Includes: SPRING PINS Rubber Bushings, Maintenance-Free
Notes : The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires.

BRAKE SYSTEM, AIR Dual System for Straight Truck Applications

Includes

- : BRAKE LINES Color and Size Coded Nylon
- : DRAIN VALVE Twist-Type: GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster
- : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel
- : PARKING BRAKE VALVE For Truck
- : QUICK RELEASE VALVE Bendix On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4
- : SLACK ADJUSTERS, FRONT Automatic
- : SLACK ADJUSTERS, REAR Automatic
- : SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4

Notes: Front and Rear Dust Shields not Included

: Rear Axle is Limited to 19,000-lb GAWR with Code 04091 BRAKE SYSTEM, AIR and Code 04NCL

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BRAKES, REAR, AIR CAM Regardless of Axle/Suspension Ordered.

: Rear Axle is Limited to 20,000-lb GAWR with Code 04091 BRAKE SYSTEM, AIR and Code 04NCG

BRAKES, REAR, AIR CAM Regardless of Axle/Suspension Ordered.

: Rear Axle is Limited to 23,000-lb GAWR with Code 04091 BRAKE SYSTEM, AIR and Standard Rear Air Cam Brakes Regardless of Axle/Suspension Ordered.

AIR BRAKE ABS {Bendix AntiLock Brake System} With Electronic Stability Program (4-Channel) With Automatic Traction Control

AIR DRYER {Bendix AD-9} With Heater

Includes: AIR DRYER LOCATION Inside Left Rail, Back of Cab

BRAKE CHAMBERS, FRONT AXLE {Bendix} 20 SqIn

BRAKE CHAMBERS, REAR AXLE {Bendix EverSure} 30/30 Spring Brake

BRAKES, FRONT, AIR CAM S-Cam; 15.0" x 4.0"; Includes 20 Sq. In. Long Stroke Brake Chambers

Notes: Front Axle with 14,000-lb GAWR is Limited to 13,200-lb GAWR when used in Conjunction with 15"

BRAKES, FRONT, AIR CAM.: The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires.

BRAKES, REAR, AIR CAM S-Cam; 16.5" x 7.0"; Includes 30/30 Sq.In. Long Stroke Brake Chamber and Spring Actuated Parking Brake

Notes: The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires.

AIR COMPRESSOR {Bendix Tu-Flo 550} 13.2 CFM Capacity

STEERING COLUMN Tilting and Telescoping

STEERING WHEEL 2-Spoke, 18" Diam., Black

STEERING GEAR {TRW (Ross) THP60} Power

EXHAUST SYSTEM Switchback Horizontal Aftertreatment Device, Frame Mounted Right Side Under Cab; Includes Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab

ENGINE EXHAUST BRAKE for Cummins ISB/B6.7/ISL Engine with Variable Vane Turbo Charger

SWITCH, FOR EXHAUST 2 Position, Lighted & Latching, ON/OFF Type, Mounted in IP, Inhibits Diesel Particulate Filter Regeneration as Long as Switch is in ON Position

ELECTRICAL SYSTEM 12-Volt, Standard Equipment

Includes:

: BATTERY BOX Steel

: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab

: FUSES, ELECTRICAL SAE Blade-Type

: HAZARD SWITCH Push On/Push Off, Located on Top of Steering Column Cover

: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever

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Production Specifications

SVI Job #1003

- : JUMP START STUD Located on Positive Terminal of Outermost Battery
- : PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
- : STARTER SWITCH Electric, Key Operated
- : STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
- : TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change
- : TURN SIGNALS, FRONT Includes Reflectors and Auxiliary Side Turn Signals, Solid State Flashers; Flush Mounted
- : WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
- : WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
- : WIRING, CHASSIS Color Coded and Continuously Numbered

ALTERNATOR {Leece-Neville 14931PAH} Brush Type, 12 Volt 325 Amp. Capacity, Pad Mount, with Remote Sense

BODY BUILDER WIRING Back of Standard Cab at Left Frame or Under Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn

BATTERY SYSTEM {International} Maintenance-Free, (3) 12-Volt 1950CCA Total

RADIO AM/FM/WB/Clock/Bluetooth/USB Input/3MM Auxiliary Input, MP3, Apple Device Play & Control, Bluetooth for Phone & Music, with Multiple Speakers

BATTERY DISCONNECT SWITCH {Cole-Hersee 75920-06} 300 Amp; Battery Box Mounted, Disconnects Charging Circuits, Locks with Padlock

HORN, ELECTRIC Disc Style

HORN, AIR ACCOMMODATION PACKAGE; less Horn

STARTING MOTOR {Delco Remy 38MT Type 300} 12 Volt; less Thermal Over-Crank Protection

INDICATOR, LOW COOLANT LEVEL With Audible Alarm

HEADLIGHTS Halogen; Composite Aero Design for Two Light System

INDICATOR, BATTERY WARNING Green BATTERY ON Indicator, Mounted on Left Side of Instrument Panel, To be Used with Factory Installed or Customer Mounted Battery Disconnect Switch

GRILLE Chrome

FRONT END Tilting, Fiberglass, With Three Piece Construction

GRILLE EMBER SCREEN Mounted to Grille and Cowl Tray to Keep Hot Embers out of Engine and HVAC Air Intake System

PAINT SCHEMATIC, PT-1 Single Color, Design 100
Includes: PAINT SCHEMATIC ID LETTERS "GA"

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Production Specifications

SVI Job #1003

PAINT TYPE Base Coat/Clear Coat, 1-2 Tone

SPECIAL RATING, GVWR Limited to 26,000-lb GVWR

CLUTCH Omit Item (Clutch & Control)

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Production Specifications

SVI Job #1003

ENGINE, DIESEL {Cummins ISL9} EPA 2010, SCR, 330 HP @ 2000 RPM, 1000 lb-ft Torque @ 1400 RPM, 2200RPM Governed Speed, 330 Peak HP (Max)

Includes:

- : AIR COMPRESSOR AIR SUPPLY LINE Naturally-Aspirated (Air Brake Chassis Only)
- : ANTI-FREEZE Red Extended Life Coolant; -40 Degrees F/ -40 Degrees C; for MaxxForce and Navistar Engines
- : COLD STARTING EQUIPMENT Intake Manifold Electric Grid Heater with Engine ECM Control
- : CRUISE CONTROL Electronic; Controls Integral to Steering Wheel
- : ENGINE OIL DRAIN PLUG Magnetic
- : ENGINE SHUTDOWN Electric, Key Operated
- : FUEL FILTER Included with Fuel/Water Separator
- : FUEL/WATER SEPARATOR Fuel/Water Separator and Fuel Filter in a Single Assembly; With Water-in Fuel Sensor; Engine Mounted
- : GOVERNOR Electronic
- : OIL FILTER, ENGINE Spin-On Type
- : FAN DRIVE {Horton Drivemaster} Direct Drive Type, Two Speed With Residual Torque Device for Disengaged Fan Speed
- : FAN Nylon

RADIATOR Aluminum; 2-Row, Cross Flow, Over Under System, 1045 SqIn Louvered, With 373 SqIn CAC, With In Tank Oil Cooler

FEDERAL EMISSIONS {Cummins ISL9} EPA, OBD and GHG Certified for Calendar Year 2016

AIR CLEANER With Service Protection Element

GAUGE: Air Cleaner restriction Air Cleaner Mounted

THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel

ENGINE CONTROL, REMOTE MOUNTED Provision for; Includes Wiring for Body Builder Installation of PTO Controls; With Ignition Switch Control for MaxxForce and Navistar post 2007 Emissions Electronic Engines

EMISSION COMPLIANCE Federal, Does Not Comply With California Clean Air Idle Regulations

TRANSMISSION, AUTOMATIC {Allison 3000EVS_P} 5th Generation Controls; Close Ratio, 5-Speed; With Overdrive, Includes Oil Level Sensor, With Provision for PTO, Less Retarder, Max. GVW N/A

TRANSMISSION SHIFT CONTROL {Allison} BumpShifter Type; (T-Handle), for Allison 3000 & 4000 Series Transmission

TRANSMISSION OIL Synthetic; 29 thru 42 Pints

ALLISON SPARE INPUT/OUTPUT for Emergency Vehicle Series (EVS); Rescue, Ambulance

SHIFT CONTROL PARAMETERS Allison 3000 or 4000 Series Transmissions, 5th Generation Controls, Performance Programming

AXLE, REAR, SINGLE {Navistar Select} Single Reduction, Hypoid Gearing, 19,000-lb Capacity, 190 Wheel Ends . Gear Ratio: 4.88

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Production Specifications

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SUSPENSION, REAR, AIR, SINGLE {International} Ride Optimized Suspension (IROS); 20,000-lb Capacity, 9.25" Ride Height, With Shock Absorbers

FUEL/WATER SEPARATOR with Filter Restriction/Change Indicator, Includes Standard Equipment Water-in-Fuel Sensor

FUEL TANK Top Draw; D-Style, Non-Polished Aluminum, 19" Deep, 50 U.S. Gal., 189 L Capacity, with Quick Connect Outlet, Mounted Left Side, Under Cab

DEF TANK 7 U.S. Gal. 26.5L Capacity, Frame Mounted Outside Left Rail, Under Cab

CAB Conventional

Includes

- : ARM REST (2) Molded Plastic; One Each Door
- : CLEARANCE/MARKER LIGHTS (5) Flush Mounted
- : COAT HOOK, CAB Located on Rear Wall, Centered Above Rear Window
- : CUP HOLDERS Two Cup Holders, Located in Lower Center of Instrument Panel
- : DOME LIGHT, CAB Rectangular, Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Console, Center Mounted
- : GLASS, ALL WINDOWS Tinted
- : GRAB HANDLE, CAB INTERIOR (1) "A" Pillar Mounted, Passenger Side
- : GRAB HANDLE, CAB INTERIOR (2) Front of "B" Pillar Mounted, One Each Side
- : INTERIOR SHEET METAL Upper Door (Above Window Ledge) Painted Exterior Color
- : STEP (4) Two Steps Per Door

GAUGE CLUSTER English With English Electronic Speedometer

Includes

- : GAUGE CLUSTER (5) Engine Oil Pressure (Electronic), Water Temperature (Electronic), Fuel (Electronic), Tachometer (Electronic), Voltmeter
- : ODOMETER DISPLAY, Miles, Trip Miles, Engine Hours, Trip Hours, Fault Code Readout
- : WARNING SYSTEM Low Fuel, Low Oil Pressure, High Engine Coolant Temp, and Low Battery Voltage (Visual and Audible)

SEATBELT WARNING PREWIRE Includes Seat Belt Switches and Seat Sensors for all Belted Positions in the Cab and a Harness Routed to the Center of the Dash for the Aftermarket Installation of the Data Recorder and Seatbelt Indicator Systems, for 1 to 3 Seat Belts

IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster

GAUGE, DEF FLUID LEVEL

GPS {Rand McNally} Flush Mounted Style In Wing Panel; Display with Color Touch Screen, Includes GPS

Navigation, Rechargeable Battery, Internal Antenna & USB Port

SEAT, DRIVER {National 2000} NFPA Compliant, Air Suspension, High Back With Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, 2 Position Front Cushion Adjust, -3 to +14 Degree Back Angle Adjust Includes: SEAT BELT 3-Point, Lap and Shoulder Belt Type

GRAB HANDLE Chrome; Towel Bar Type With Anti-Slip Rubber Inserts; for Cab Entry Mounted Left Side Only at "B" Pillar

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SEAT, PASSENGER {National} Non Suspension, High Back, Fixed Back, Integral Headrest, Vinyl 16/723

MIRRORS (2) {Lang Mekra} Rectangular, Power Both Sides, Thermostatically Controlled Heated Heads, LED Clearance Lights, Bright Finish Heads and Arms, with Black Brackets, Breakaway Type, 7.55" x 14.1" Integral Convex Both Sides, 102" Inside Spacing

SEAT BELT All Red; 1 to 3

AIR CONDITIONER {Blend-Air} With Integral Heater & Defroster

Includes:

: HEATER HOSES: **Silicone**

: HOSE CLAMPS, HEATER HOSE Mubea Constant Tension Clamps

: REFRIGERANT Hydrofluorocarbon HFC-134A

CAB SOUND INSULATION Includes Dash Insulator and Engine Cover Insulator

Notes: Feature included with CAB INTERIOR TRIM, Premium

INSTRUMENT PANEL Center Section, Flat Panel

WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature

HVAC FRESH AIR FILTER

STORAGE POCKET, DOOR Molded Plastic, Full Width; Mounted on Passenger Door

CAB INTERIOR TRIM Deluxe

Includes:

: "A" PILLAR COVER Molded Plastic

: CAB INTERIOR TRIM PANELS Cloth Covered Molded Plastic, Full Height; All Exposed Interior Sheet Metal is Covered Except for the Following: with a Two-Man Passenger Seat or with a Full Bench Seat the Back Panel is Completely Void of Covering

: CONSOLE, OVERHEAD Molded Plastic; With Dual Storage Pockets with Retainer Nets and CB Radio Pocket

: DOOR TRIM PANELS Molded Plastic; Driver and Passenger Doors

: FLOOR COVERING Rubber, Black

: HEADLINER Soft Padded Cloth

: INSTRUMENT PANEL TRIM Molded Plastic with Black Center Section

: STORAGE POCKET, DOOR (1) Molded Plastic, Full-Length; Driver Door

: SUN VISOR (2) Padded Vinyl with Driver Side Toll Ticket Strap, Integral to Console

CAB REAR SUSPENSION Air Bag Type

SUNSHADE, EXTERIOR Aerodynamic, Painted Roof Color; Includes Integral Clearance/Marker Lights

WHEELS, FRONT DISC; 22.5" Polished Aluminum, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 8.25 DC Rims; With Steel Hubs

Notes: Aluminum Wheels not Painted or Coated

: Compatible Tire Sizes: 11R22.5, 12R22.5, 255/70R22.5, 255/80R22.5, 265/75R22.5, 275/70R22.5, 275/80R22.5, 295/75R22.5, 295/80R22.5

WHEELS, REAR DUAL DISC; 22.5" Polished Aluminum, 10-Stud (285.75MM BC) Hub Piloted, Flanged Nut, Metric Mount, 8.25 DC Rims; With Steel Hubs

Notes

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: Aluminum Wheels not Painted or Coated
: Compatible Tire Sizes: 11R22.5, 12R22.5, 255/70R22.5, 255/80R22.5, 265/75R22.5, 275/70R22.5, 275/80R22.5, 295/75R22.5, 295/80R22.5
: Polished Surface Outside Dual Only

(2) TIRE, FRONT 11R22.5 XZE2 (MICHELIN) 501 rev/mile, **75 MPH** load range G, 14 ply

(4) TIRE, REAR 11R22.5 XZE2 (MICHELIN) 501 rev/mile, **75 MPH** load range G, 14 ply

Services Section:

WARRANTY Standard for Durastar 1000/4000 Series, Effective with Vehicles Built January 2, 2015 or Later, CTS-2475P

Total Component Weight: 7333/4308 11641

The weight calculations included in this proposal are an estimate of future vehicle weight. The actual weight as manufactured may be different from the estimated weight. Navistar, Inc. shall not be liable for any consequences resulting from any differences between the estimated weight of a vehicle and the actual weight.

SHOP NOTES

Weight Front: 7,615

Weight Rear: 4,354

CAB TO AXLE DIMESION

Cab to axle will be 120".

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:

- 5) Engine oil
 - Engine coolant
 - Chassis transmission fluid
 - Pump transmission lubrication fluid . . (if applicable)
 - Pump priming system fluid, if applicable . . (if applicable)
 - Drive axle(s) lubrication fluid
 - Air conditioning refrigerant . . (if applicable)
 - Air conditioning lubrication oil . . (if applicable)
 - Power steering fluid
 - Cab tilt mechanism fluid . . (if applicable)
 - Transfer case fluid . . (if applicable)
 - Equipment rack fluid (if applicable)
 - CAFS air compressor system lubricant . . (if applicable)

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- Generator system lubricant . . (if applicable)
- Front tire cold pressure
- Rear tire cold pressure
- 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.

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.

SEAT BELT WARNING - FAMA06/07

A safety sign FAMA06 shall be visible from each seat that is not equipped with occupant restraint and therefore not intended to be occupied while the vehicle is in motion.

A safety sign FAMA07, which warns of the importance of seat belt use, shall be visible from each seat that is intended to be occupied while the vehicle is in motion.

EQUIPMENT MOUNTING FAMA10

A safety sign FAMA10, which warns of the need to secure items in the cab, shall be visible inside the cab.

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FIRE SERVICE TIRES - FAMA12

A safety sign FAMA12, which warns of the special requirements for fire service-rated tires, shall be visible to the driver entering the cab of any apparatus so equipped.

HELMET WARNING - FAMA15

A safety sign FAMA15, which warns not to wear helmets while the vehicle is in motion, shall be visible from each seat that is intended to be occupied while the vehicle is in motion.

CLIMBING METHOD - FAMA23

A safety sign FAMA23, which warns of the proper climbing method, shall be visible to personnel entering the cab and at each designated climbing location on the body.

REAR STEP CROSSWALK WARNING - FAMA24

A safety sign FAMA24, which warns personnel not to ride on the vehicle, shall be located at the rear step areas and at any cross walkways.

FINAL STAGE MANUFACTURER VEHICLE CERTIFICATION

A final stage manufacturer vehicle certification label shall be provided and installed in the driver cab door jamb area.

FRONT BUMPER

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

BUMPER GRAVELSHIELD

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

AIR HORNS

Two (2) Grover 24" Stuttertone chrome plated air horns shall be mounted, one (1) each side of the cab hood. An emergency air shut off valve shall be provided in cab.

AIR HORN ACTIVATION

The air horn(s) shall be operated by a foot switch on the cab floor located at both the driver and officer positions.

FRONT TOW PROVISIONS

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

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AIR INTAKE SYSTEM

An air filter shall be provided in the engine's air intake system by the body builder. Air inlet restrictions shall not exceed the engine manufacturer's recommendations.

The air inlet shall be equipped with a means of separating water and burning embers from the air intake system.

This requirement shall be permitted to be achieved by either of the following methods:

- Provision of a device such that burning particulate matter larger than 0.039 in. (1.0 mm) in diameter cannot reach the air filter element.
- 1. Provision of a multi screen ember separator capable of meeting the test requirements defined in the Parker Hannafin, Racor Division, publication LF 1093-90, *Ember Separation Test Procedure*, or an equivalent test.

EXHAUST

The exhaust system shall be as provided by cab/chassis manufacturer. The tailpipe may require some modifications for proper ground clearances and fit with body.

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

Exhaust pipe discharge shall be directed away from any operator's position or entry doors on body.

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

BATTERY ON/OFF SWITCH

SVI shall re-locate the Navistar battery ON/OFF switch from the cab dash, down to the side of the driver's seat by the cab door.

RELOCATE CHASSIS SUPPLIED BATTERIES

The cab/chassis supplied batteries shall be relocated to the curbside of the body behind the access door behind the access steps. Batteries shall be made to have easy access thru the steps.

The battery compartment shall have additional vents for proper ventilation. Batteries shall be mounted on black DriDek plastic matting material with a heavy duty clamp device. 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. The cables shall be shielded from exhaust and mufflers. Large rubber grommets shall be used where cable enters battery compartment.

CHASSIS AIR SHORE PUMP

One (1) Kussmaul Auto-Pump 091-9-12, 12 VDC, 80 psi air compressor shall be provided and installed to maintain air pressure in chassis air brake system.

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Pump shall be located behind the cab seat where space permits.

SEAT BELT COLOR

Section 14.1.3.4 of the NFPA 1901 Standards, 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 - COMMERCIAL CAB

Sections 14.1.3.2 and 14.1.3.3 of the NFPA 1901 standards, 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 commercial chassis manufacturer shall be compliant to NFPA Standards 14.1.3.2 and 14.1.3.3.

SEAT BELT MONITORING SYSTEM - COMMERCIAL CAB

Section 14.1.3.10 of the NFPA 1901 Standards, requires that a seat belt warning system be provided. The seat belt warning device is intended to assist the driver or officer in determining whether all occupants are seated and belted before the vehicle is driven.

Per Fifth District Volunteer Fire Department, Inc. specification for a commercial chassis, this emergency vehicle may not have a seat belt monitoring system. Without this device, the driver must manually determine that all occupants are seated and belted before the apparatus is placed in motion. This specification for an emergency fire apparatus for the seat belt monitoring system shall be non-compliant to NFPA 1901 standards, effective at the time of the bid opening.

IGNITION KEY

If the vehicle is specified to have an ignition key, it shall be a removable type.

SIX (6) – LED TIRE PRESSURE VISUAL INDICATORS

Each tire shall be equipped with a VECSAFE heavy duty valve cap (or equal) LED indicator that indicates proper tire pressure. The VECSAFE valve cap is self-calibrating. When the cap is mounted on the valve stem the first time, it will memorize that tire pressure, and can be set to recognize a drop in pressure as little as 4 psi. It can be checked for functionality and battery condition by simply unscrewing the cap. If it is in working condition, it will immediately start blinking.

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:

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2. European Occupant Protection Standard ECE Regulation No. 29.
- 1) 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.

Mount the "DOOR OPEN" light onto the cab ceiling in the center area towards the front.

RE-PAINT CAB - ONE COLOR

The cab exterior (door jambs not painted unless specified otherwise) shall be re-painted with PPG Delfleet Evolution paint.

Exterior Color:

Exterior Paint Number:

CHASSIS PAINT WARRANTY

The portion of the cab re-painted shall be provided with a ten (10) year, non-prorated paint warranty to the original owner. The warranty shall be provided by PPG Inc. A warranty sheet with all conditions and maintenance procedures shall be provided with the delivered vehicle.

MUDFLAPS

There shall be 1/4" rubber mudflaps provided and installed behind each set of tires to prevent throwing road debris and lower road spray.

AIR BRAKE SYSTEM QUICK BUILD-UP

There shall be one (1) 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 Fifth District Volunteer Fire Department, Inc..

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 (3) 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 per DOT requirements shall be provided and mounted inside cab area.

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CAB STEP AND FUEL TANK COVER

The stock cab upper and lower entry steps shall be overlaid with 1/8" NFPA compliant aluminum treadplate. There will be a removable panel to access and replace the chassis batteries and a hinged fuel fill access door.

The maximum stepping height shall not exceed 18", with the exception of the ground to first step, which shall not exceed 24" when the vehicle is loaded to its estimated in-service weight. All steps shall have a minimum area of 35 sq in and shall be of such a shape that a 5" diameter disk does not overlap any side when placed on the step, and shall be arranged to provide at least 8" of clearance between the leading edge of the step and any obstruction. All platforms shall have a minimum depth of 8" from the leading edge of the platform to any obstruction.

The following options will be cut into the step cover:

-Clearance for the DEF fill spout

NOTE: Match the covers that was installed onto the Honolulu fuel tanker #947.

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 Fifth District Volunteer Fire Department, Inc. 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 Fifth District Volunteer Fire Department, Inc. 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.

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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, No Exceptions.

The front and rear corners of body shall be formed as part of the front or rear body panels. This provides a stronger body corner and finished appearance. The use of extruded corners, or caps will not be acceptable, No Exceptions.

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 pre-formed, 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 and caulked to prevent moisture from entering the 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.

DRIP RAILS

The body shall have drip rails over the side full height compartments. The drip rails shall be formed into the upper body panels providing a ridged lower panel and a flat upper body panel surface. The use of mechanically fastened, taped or glued on drip rails will not be acceptable, No Exceptions.

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ROOF CONSTRUCTION

The roof shall be integral with the body and shall be all welded construction. The roof of the body shall not be less than 3/16" aluminum 3003H-14 alloy NFPA nonskid compliant tread plate, fully and continuously welded. The roof shall be reinforced with 2" x 2" x 1/4" aluminum tubing running the full width of the body. A 2" rounded radius shall be provided along the body sides.

BODY SUBFRAME

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 4" x 1/4" aluminum tubes minimum, the same width as the chassis frame rails. Welded to this tubing shall be cross members of 2" x 4" x 1/4" aluminum. Smaller dimension, lighter gauge tubing or angle material subframes shall not be accepted.

These cross members shall extend the full width of the body to support the compartments. Cross members 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 cross members shall be located on 16" centers, or 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 utilize 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.

12" 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 12" and provide a rear step with a minimum of 1/2" space at body for water drainage

NOTE: Bumper shall have 3" radius rounded corners to eliminate sharp corners.

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REAR TOW EYES

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

GROUND LIGHTS

There shall be two (2) OnScene 8" Access LED lights installed below bumper capable of providing illumination at a minimum level of 2 fc (20 lx) on ground areas within 30 in. (800 mm) of the edge of the vehicle in areas designed for personnel to climb onto or descend from the vehicle to the ground level.

Lighting shall be switchable but activated automatically when the vehicle park brake is set.

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.

BODY PAINT SPECIFICATIONS

BODY PAINT PREPARATION

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

The exterior (and interior, if painted) 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.

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.

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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 the following paint process;

- 2) Clean bare metal with a wax and grease remover using low lint rags.
- 1) Inspect, straighten, and hammer high points, grind all seams, sharp edges, and welds. DA sand entire paintable surfaces using 24-180 grit dry paper. Plastic fill all low spots and DA sand fill areas using 36-180 grit dry paper. Apply pinhole filler and DA sand areas using 80-180 grit dry paper.
- 2) Re-clean bare metal using a wax and grease remover and low lint rags.
- 3) Within 24 hours, a PPG Delfleet® epoxy color primer with proper hardener for corrosion resistance using a pressure pot spray gun and applying 2-5 full wet coats or 1.5-8.0 dry mils max. achieving full hiding and allow to air dry 60 minutes @ 70°F or bake for 45 minutes @ 140°F degree.
- 4) Inspect, putty fill, and dry guild coat entire body surface and DA sand using 180-400 grit dry paper.
- 5) Re-clean bare metal using a wax and grease remover using low lint rags.
- 6) A PPG Delfleet® primer sealer with proper hardener and thinner shall be sprayed using a pressure pot spray gun and applying 1 full wet coat or 1.0-2.0 dry mils achieving full hiding and allow to flash off in spray booth for minimum of 60 minutes @ 70°F.
- 7) A PPG Delfleet® FBCH basecoat (color) with proper hardener and dry additive shall then be sprayed using a pressure pot set @ 45-60 PSI and achieving full hiding or 1.5-2.0 wet mils and allow to flash off in spray booth 45-60 minutes before applying clearcoat.
- 8) A PPG Delfleet® clearcoat with proper hardener and thinner shall be sprayed using a pressure pot spray gun and applying 2-3 full wet coats or 5.0 wet mils for a uniform gloss and allow to flash off in spray booth 10 minutes and bake for 120-140 minutes @ 125°F (surface temp.).
- 9) After cooling, DA sand heavy orange peel or runs using 1000 grit dry sand paper and final DA sand using 1500-2000 grit dry sand paper. Wipe off all surfaces to remove dust and debris. Buff unit as needed using 3M rubbing compound and a white wool pad and inspect until all sand scratches are removed.
- 10) Polish as needed using 3M Perfect-It-Polish and a black foam pad, repeat as necessary and inspect until all sand scratches are removed.

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.

FASTENERS

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

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ELECTROLYSIS CORROSION CONTROL

The vehicle shall be assembled using ECK brand or similar corrosion control compound on all high corrosion potential areas.

ECK protects aluminum and stainless steel against electrolytic reaction, isolates dissimilar metals and gives bedding protection for hardware and fasteners. ECK contains anti-seizing lubricant for threads. ECK is dielectric and perfect for use with electrical connectors.

PAINT FINISH - SINGLE COLOR

The body shall be painted with a single color of PPG Delfleet® Evolution per Fifth District Volunteer Fire Department, Inc. approved paint spray out provided.

A small touch-up bottle of paint shall be provided with completed vehicle.

11) 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. **Pro-rated warranties will not be acceptable.**

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 REQUIREMENTS

Material

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.

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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.

Minimum Requirements

A retroreflective stripe(s) shall be affixed to at least 50 percent of the cab and body length on each side, excluding the pump panel areas, and at least 25 percent of the width of the front of the apparatus.

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.

GRAPHICS PROOF

A color graphics proof of the reflective striping layout shall be provided for approval by Fifth District Volunteer Fire Department, Inc. prior to installation. The graphics proof shall be submitted to Fifth District Volunteer Fire Department, Inc. on 8.5" x 11" sheets with front, sides, rear and plan views, each on one (1) sheet. In addition if there is any special art work an additional sheet shall be provided showing all details.

REFLECTIVE STRIPE - CAB SIDE

The reflective stripe material shall be 4" wide, 3M Scotchcal 680 series.

- This reflective stripe shall be white in color.

REFLECTIVE STRIPE - CAB FRONT

The reflective stripe material shall be 4" wide, 3M Scotchcal 680 series.

- This reflective stripe shall be white in color.

REFLECTIVE STRIPE - CAB DOOR INTERIOR

Any door of the apparatus designed to allow persons to enter or exit the apparatus shall have at least 96 in.2 (62,000 mm2) of retroreflective material affixed to the inside of the door.

The stripe material shall be 3M Scotchlite 680.

- This reflective stripe shall be white in color.

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REFLECTIVE STRIPE - BODY SIDES

The reflective stripe material shall be 4" wide, 3M Scotchcal 680 series.

- This reflective stripe shall be white in color.

The stripe shall remain in a straight line from the front of the front of cab to the rear body.

CHEVRON REFLECTIVE STRIPE - REAR SIDES PANELS

There shall be no Chevrons installed onto the rear of the body.
Customer to waiver these so they are not required.

Not required.

EXTERIOR COMPARTMENT DOORS

FLUSH FITTING HINGED DOOR CONSTRUCTION

The exterior compartment doors shall be a flush style, custom manufactured and built for each compartment. The compartment doors must be able to withstand years of rugged service and wear. For this reason, the compartment door design, metal thickness, and attachments must be strictly adhered to.

The compartment doors shall be all aluminum 3003H-14 alloy construction. The exterior panel shall be of 1/8" thickness smooth plate aluminum and the interior panel shall be of 1/8" thickness smooth plate aluminum. Lighter gauge material will NOT BE ACCEPTABLE in these areas. The double panel doors shall be 1-3/4" thick to completely enclose the door latching assembly. Doors shall have drain hole openings for drainage and ventilation.

The doors shall be flush mounted so that the outer surface is in line with the side body surface. Lap or bevel type constructed doors, doors framed with extrusions, or doors requiring rubber bumpers to prevent unnecessary contact are NOT ACCEPTABLE.

Compartment door openings shall be sealed with closed cell automotive type rubber molding to provide a weather resistant seal around door. In addition, rubber molding shall be provided along hinge to prevent moisture entry. Open cell foam type rubber moldings are NOT ACCEPTABLE.

Hinged compartment doors shall have 14 gauge stainless steel hinge, with 1/4" stainless steel pin. The hinge shall be bolted to the door and body with stainless steel machine screws. A polyester barrier film gasket shall be placed between stainless steel hinge and any dissimilar metals as necessary.

Drip rails shall be installed above all compartment door openings. Drip rails shall be completely removable for easy replacement if necessary.

Each door shall be capable of being opened or closed without unlatching. Door checks shall be bolted to the upper compartment door header and the box pan of the door. Door checks that require unlatching by hand will NOT BE ACCEPTABLE.

Vertically hinged door openings up to 32" wide shall be single door construction. Door openings over 32" shall be double door construction with the forward first opening door overlapping the second opening door.

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STREETSIDE COMPARTMENT - FRONT (S1)

The interior useable compartment width shall be approximately 41.0" wide.

The compartment door opening shall be approximately 34.0" wide.

- This compartment shall have flush fitting vertically hinged compartment door. The door exterior shall be painted job color.
- The interior door panel shall be constructed with an aluminum treadplate panel.
(NOTE: SVI may also use just a treadplate liner on the inside door pan.)
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection will be stainless steel.

SPECIAL DEPTH LOWER COMPARTMENT

In order to store the SCUBA bottles, the lower section below the extended floor shall be made 26.5" deep.

COMPARTMENT LAYOUT (S1)

- There shall be one (1) OnScene Solutions 83 series aluminum tray base with 70% extension, and rating of 1,000 lbs. Slide-out tray(s) base shall be 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. Each slide base shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will lock the tray in the closed, 40% extended and 70% extended positions. Each tray top shall be fabricated from 3/16" 3003 aluminum sheet shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
- There shall be one (1) transverse module fabricated from 3/16" (.188) 3003H-14 aluminum alloy smooth sheet. The module will be designed for the following long tools and equipment:
 - The list of items to be stored in the transverse module shall be determined at the pre-construction meeting.

One (1) Fifth District Volunteer Fire Department, Inc. supplied stokes basket(s).

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Size of the Stokes basket is: 86" long x 24" wide x 8" high.

One (1) Fifth District Volunteer Fire Department, Inc. supplied Ice Sled, model number and dimensions of the Ice Sled are as follows:

- There shall be two (2) OnScene Solutions Velcro 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) OnScene 64" Access LED compartment lights, vertically mounted.
- One (1) OnScene Solutions Rough-Service 9" LED lights shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.
- The 12 volt electrical distribution panel shall be located in a different location.

STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S2)

The interior useable compartment width shall be approximately 41.0" wide.

The compartment door opening shall be approximately 34.0" wide.

- This compartment shall have flush fitting vertically hinged compartment door. The door exterior shall be painted job color.
- The interior door panel shall be constructed with an aluminum treadplate panel.
(NOTE: SVI may also use just a treadplate liner on the inside door pan.)
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.

ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).

- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from stainless steel.

COMPARTMENT LAYOUT (S2)

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- There shall be vertically mounted aluminum Shelf-Trac for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be two (2) adjustable shelf/shelves approximately 24" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edge.
- 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. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- One (1) Hannay EF1520-17-18 low pressure air hose reel(s) shall be provided in this compartment. Reel shall be designed to hold 110% of the capacity needed.
 - Power rewind control(s) shall be in a position where the operator can observe the rewinding operation and shall be marked with a label indicating its function and shall be guarded to prevent accidental operation.
 - A label shall be provided in a visible location adjacent to reel with following information: (1) Utility air or breathing air, (2) Operating pressure, (3) Total hose length, (4) Hose size (ID).
 - The hose reel shall equipped with 200' of 3/8" Parker Series 7092 GST II low pressure air hose rated for 300 PSI maximum pressure. A molded plastic ball clamp shall be provided on the hose to stop it at the 4-way roller. The hose shall be Red in color.
 - The air supply shall be from the chassis air.
 - The air supply for specified reel(s) shall be from the mobile breathing air system. A reel shut-off valve, pressure regulator, and 0-150 psi gauge shall be provided at the air control panel, not exceeding 72" from ground.
 - The fairlead roller shall be mounted directly to the reel.
One roller assembly, shall be installed vertically on the front most portion of each compartment door for the reel.
- One (1) **Norcold 1.7 cu.ft., model 323** refrigerator/freezer shall be provided and installed. The unit shall be a flush mount style with a custom enclosure. The refrigerator shall operate from both 12 VDC and 120 VAC power. The built-in dimensions are 20-7/8" high x 17-1/4" wide x 21-1/2" deep.

There shall be two (2) two-gang 12 VDC outlet(s) provided on the rear wall of the compartment.

- Two (2) OnScene 64" Access LED compartment lights, vertically mounted.
- One (1) OnScene Solutions Rough-Service 9" LED lights shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.

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- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the 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 flush fitting vertically hinged compartment door. The door exterior shall be painted job color.
- The interior door panel shall be constructed with an aluminum treadplate panel.
(NOTE: SVI may also use just a treadplate liner on the inside door pan.)
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be stainless steel.

COMPARTMENT LAYOUT (S3)

- There shall be vertically mounted aluminum Shelf-Trac for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) OnScene Solutions 84 series aluminum tray base with 90% extension, and rating of 150 lbs. Slide-out tray(s) base shall be approximately 24" deep and as wide as the compartment layout or door opening permits. It shall be located above the level of the chassis frame rails and shall be vertically adjustable in height. Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will hold the tray in the closed position. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".
- There shall be one (1) Com Bag storage module(s). The module shall be fabricated from 1/8" (.125) 3003H-14 aluminum alloy sheet. Circular notches shall be provided along the front edge to ease the access to the Com Bags.
- Two (2) bins for Com Bags that are stored one in front of the other (20" T x 12" L x 12" W)
- Two (2) bins for Com Boxes (11" T x 13.5"L x 4.25"W)

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Production Specifications

SVI Job #1003

- Two (2) OnScene 36" Access LED compartment lights, vertically mounted.

STREETSIDE COMPARTMENT - REAR (S4)

The interior useable compartment width shall be approximately 49.0" wide.

The compartment door opening shall be approximately 42.0" wide.

- This compartment shall have flush fitting vertically hinged compartment door. The door exterior shall be painted job color.
- The interior door panel shall be constructed with an aluminum treadplate panel.
(NOTE: SVI may also use just a treadplate liner on the inside door pan.)
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be stainless steel.

COMPARTMENT LAYOUT (S4)

- There shall be vertically mounted aluminum Shelf-Trac for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- 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. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
- There shall be a rotating and locking, three (3) position, "Lazy Susan" style BC Setup. (Each BC setup weighs approximately 80 lbs.) Storage will be provided for each Diving Face Piece. (NOTE: LAZY SUSAN SHALL BE ORDERED FROM FIRE & MARINE EQUIPT).

Lazy Susan shall be capable of storing three (3) SCUBA tanks and harnesses, along with a pony tank.

NOTE: Size of the SCUBA tanks will be: 26" long x 8" in diameter. Size of the pony tanks will be 17.5" long x 7.25" in diameter

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SVI Job #1003

- There shall be four (4) removable plastic tool box(s) with hand holes for carrying. Each tool box shall be fabricated from ½" (.50) textured finish polypropylene sheet. Size as large as possible to fit in the provided space.

MASK HOLDERS

Mounted above the Lazy Susan tray shall be a mask holder that shall be capable of storing three (3) masks.

Tray shall be made from poly material (similiar to a poly box), to prevent any damage to the masks.

A nylon webbing style retaining strap shall be installed to hold the masks together.

There shall be a drain hole with a drain tube installed to the ground that will allow water drainage from the extended floor where the Lazy Susan is stored.

- 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) OnScene 64" Access LED compartment lights, vertically mounted.
- One (1) OnScene Solutions Rough-Service 9" LED lights shall be provided below the body. Each light {will/shall} be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

CURBSIDE COMPARTMENT - FRONT (C1)

The interior useable compartment width shall be approximately 41.0" wide.

The compartment door opening shall be approximately 34.0" wide.

- This compartment shall have flush fitting vertically hinged compartment door. The door exterior shall be painted job color.
- The interior door panel shall be constructed with an aluminum treadplate panel.
(NOTE: SVI may also use just a treadplate liner on the inside door pan.)
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.

ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).

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- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be stainless steel.

SPECIAL DEPTH LOWER COMPARTMENT (C1)

In order to store the SCUBA bottles, the lower section below the extended floor shall be made 26.5" deep.

COMPARTMENT LAYOUT (C1)

- There shall be vertically mounted aluminum Shelf-Trac for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) OnScene Solutions 83 series aluminum tray base with 70% extension, and rating of 1,000 lbs. Slide-out tray(s) base shall be 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 a transverse storage module which extends from the opposite side of the body (specified in opposite side compartment).

Below the transverse sliding storage tray will be a spare cylinder storage area for six (6) SCUBA Cylinders and six (6) Pony Cylinders.

SCUBA Cylinders weigh 45 lbs. each and are 25.9" long with a 7.25" circumference.

Scuba Pony Cylinders are 17.5" long with a 4.38" circumference

SHOP NOTES

Brand: _____

Diameter: _____" (must be less than 5.625")

Length: _____" (with valve)

- 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) OnScene 64" Access LED compartment lights, vertically mounted.
- One (1) OnScene Solutions Rough-Service 9" LED lights shall be provided below the body. Each light {will/shall} be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.

Compartment C2 (WT)

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Production Specifications

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SIDE ENTRY DOOR

Access to the interior body compartment shall be provided through a side entry door. The door opening shall be approximately 29" wide x 94" high.

Construction of the side entry door shall be with 1/8" aluminum exterior smooth plate, the interior door pan being constructed from 1/8" aluminum tread plate.

The door shall be hung on full height 14 gauge stainless steel hinge, with a 1/4" stainless steel pin. The hinge shall be bolted to the door and body with stainless steel machine screws at offset 5" centers. The hinge shall be slotted horizontally and vertically for ease of adjustment. A polyester barrier film gasket shall be placed between the stainless steel hinge and door.

The latch mechanism shall include a paddle handle on inside and a locking offset bent "D"-ring handle on exterior. A polyester barrier film gasket shall be placed between the stainless steel handles and the aluminum door panels. The door latch shall be a double catch two-point safety slam latch recessed inside the double panel door with strike plate mounted top and bottom of door frame.

- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.

ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).

- One (1) OnScene Solutions Rough-Service 9" LED lights shall be provided below the body. Each light {will/shall} be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.

ENTRY HANDRAILS

There shall be two (2) handrails provided at entry door, one (1) 24" Hansen LED lighted, vertical on exterior of body on door handle side, and one (1) 48" standard version on inside of door. The interior handrail shall be angled for optimum use when entering or exiting the walk-in portion of the body.

The Hansen LED lighted handrail shall have a row of 12v lights to help illuminate the stepping area. Lights shall be wired to the ground light circuit.

Handrails shall be NFPA compliant 1-1/4" knurled 304 stainless steel with welded end stanchions.

WINDOW(S)

There shall be one (1) 18" wide x 22" high, double-paned insulated, vertical sliding window(s) installed in the entrance door. Each window shall have tinted automotive type safety glass mounted in an extruded aluminum frame. The frame shall have a black anodized finish.

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Production Specifications

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CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C3)

The interior useable compartment width shall be approximately 59.0" W x 6" D.

The compartment door opening shall be approximately 52.0" wide.

SHOP NOTES

Compartment is 6" Deep

- This compartment shall have flush fitting vertically hinged compartment door. The door exterior shall be painted job color.
- The interior door panel shall have a smooth un-painted aluminum panel.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be stainless steel.

COMPARTMENT LAYOUT (C3)

- The compartment back wall and hinged door interior panels shall be magnetic whiteboard material.
- One hinged fold down writing surface shall be provided, with integrated white board area on it and a storage area for writing utensils and erasers.
- One (1) OnScene 28" Access LED compartment light, mounted horizontally above the door opening.

CURBSIDE COMPARTMENT - REAR (C4)

The interior useable compartment width shall be approximately 49.0" wide.

The compartment door opening shall be approximately 42.0" wide.

- This compartment shall have flush fitting vertically hinged compartment door. The door exterior shall be painted job color.

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- The interior door panel shall be constructed with an aluminum treadplate panel.
(NOTE: SVI may also use just a treadplate liner on the inside door pan.)
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be stainless steel.

COMPARTMENT LAYOUT (C4)

- There shall be vertically mounted aluminum Shelf-Trac for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- 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. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
- There shall be a rotating and locking, three (3) position, "Lazy Susan" style BC Setup. (Each BC setup weighs approximately 80 lbs.) Storage will be provided for each Diving Face Piece. (LAZY SUSAN SHALL BE ORDERED FROM FIRE & MARINE EQUIPT.)

Lazy Susan shall be capable of storing three (3) SCUBA tanks and harnesses, along with a pony tank.

NOTE: Size of the SCUBA tanks will be: 26" long x 8" in diameter. Size of the pony tanks will be 17.5" long x 7.25" in diameter

- There shall be four (4) removable plastic tool box(s) with hand holes for carrying. Each tool box shall be fabricated from ½" (.50) textured finish polypropylene sheet.

MASK HOLDERS

Mounted above the Lazy Susan tray shall be a mask holder that shall be capable of storing three (3) masks.

Tray shall be made from poly material (similar to a poly box), to prevent any damage to the masks.

A nylon webbing style retaining strap shall be installed to hold the masks together.

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There shall be a drain hole with a drain tube installed to the ground that will allow water drainage from the extended floor where the Lazy Susan is stored.

- 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) OnScene 64" Access LED compartment lights, vertically mounted.
- One (1) OnScene Solutions Rough-Service 9" LED lights shall be provided below the body. Each light {will/shall} be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

REAR ENTRY DOOR

Access to the interior body compartment shall be provided through a rear entry door. The door opening shall be approximately 32" wide (with a 34" walkway width) x full height. A gray vinyl head protector shall be provided over top of doorway.

Construction of the rear entry door shall be with 1/8" aluminum exterior smooth plate, the interior door pan shall be constructed from 1/8" aluminum treadplate.

The door shall be hung on full height 14 gauge stainless steel hinges with 1/4" stainless steel pins. The hinge shall be bolted to the door and body with stainless steel machine screws at 5" offset centers. The hinge shall be slotted horizontally and vertically for ease of adjustment. A polyester barrier film gasket shall be placed between the stainless steel hinge and door.

A polyester barrier film gasket shall be placed between the stainless steel handles and the aluminum door panels. The door latch shall be a double catch two-point safety slam latch recessed inside the double panel door with strike plate mounted top and bottom of the door frame.

The latch mechanism shall include a stainless steel paddle handle on the inside.

- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.

ENG NOTE: Door latches are to be the round style and located in the center of each door. (Reference: Austin Hardware).

REAR DOOR ENTRY HANDRAILS

There shall be a total of three (3) handrails provided at the rear entry door, **one (1) 24" Hansen LED lighted**, vertical on exterior of body on door handle side, **one (1) 24" Hansen LED lighted**, vertical on exterior of body on the exterior hinged side of the door, and **one (1) 48" Hansen LED lighted** on inside of door. The interior handrail shall be angled for optimum use when entering or exiting the walk-in portion of the body. **(the interior handrail shall be non-lighted).**

The Hansen LED lighted handrails shall have a row of 12v lights to help illuminate the stepping area. Lights shall be wired to the ground light circuit.

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Production Specifications

SVI Job #1003

Handrails shall be NFPA compliant 1-1/4" knurled 304 stainless steel with welded end stanchions.

WINDOW(S)

There shall be one (1) 18"wide x 22" high, double-paned insulated, vertical sliding window(s) installed in the entrance door. Each window shall have tinted automotive type safety glass mounted in an extruded aluminum frame. The frame shall have a black anodized finish.

ROPE ANCHOR TIE OFF

The completed unit shall have an integrated system for use with removable rope anchor point.

Rope anchors installed at any location on the apparatus for use with rope operations shall be designed and affixed to the apparatus to provide at least a 9,000 lbf (40,000 N) no-yield condition with a straight line pull.

A safety sign FAMA28 shall be located on or near each receiver or anchor stating the maximum straight line pull rating.

Side receiver(s) (if specified) shall have the following load rating:

	<u>STRAIGHT PULL</u>	<u>SAFETY FACTOR</u>
Rope Tie Off:	600 Lbs.	15:1

Front and/or rear receiver(s) (if specified) shall have the following load rating:

	<u>STRAIGHT PULL</u>	<u>SAFETY FACTOR</u>
Rope Tie Off:	600 Lbs.	15:1

The following items shall be provided to accomplish rope rescue;

- There shall be one (1) rope tie-off with a chrome finish located on the streetside of the body in the rearward wheel well panel area for use with removable rope anchor.
- The tie-off hook shall be in a polished stainless steel recessed box so it does not protrude outside the body width when not in use.

(NOTE: rope tie off shall be similiar to a Pierce-style per supplied photo)

- There shall be one (1) rope tie-off with a chrome finish located on the curbside of the body in the rearward wheel well panel area for use with removable rope anchor.
- The tie-off hook shall be in a polished stainless steel recessed box so it does not protrude outside the body width when not in use.

(NOTE: rope tie off shall be similiar to a Pierce-style per supplied photo)

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Production Specifications

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LOWER SIDE BODY PROTECTION - RUB RAIL

OnScene Solutions rub rails shall be provided below the compartment door openings on both the streetside and curbside.

The rub rail shall be fabricated from 6063 extruded aluminum, measuring approximately 2-3/4" high x 1-3/8" thick with tapered aluminum end caps. The rub rail shall be bolted to the body using stainless steel bolts and 1-1/2" diameter x 5/8" thick rubber mount isolators to prevent damage to the body.

The rails shall incorporate LED clearance marker lighting recessed into the rail fascia to avoid damage to the light in case of impact. The rub rail shall have an accessory mounting track integrated into the backside of the rail to allow mounting of accessories such as ground lighting.

FRONT GRAVEL GUARDS

Gravel guards shall be provided on front lower body corners. Guards shall be 12" high, extend from behind cab or step and wrap around to the front compartment door opening fabricated from 20 gauge brushed stainless steel.

INTERIOR WALKWAY GRAB RAIL

An interior walkway grab handrail shall be provided.

The grab rail shall be approximately 24" long and mounted horizontally on the curbside interior by the interior of the rear door.

Handrail shall be NFPA compliant 1-1/4" knurled 304 stainless steel with welded end stanchions.

REAR STEP

One (1) Zico PS-8 manual pull-out and down step(s) shall be installed below the rear bumper. The step surface, when pulled out from its nested position, shall be approximately 8" below the rear bumper step.

ROLL-OUT AWNING CURBSIDE

One (1) Girard G-2000 Automatic Retractable Lateral Arm Awning shall be mounted on the body side.

The cassette housing is made of corrosion-resistant, powder-coated extruded aluminum with components made of stainless steel. The housing box to be powder coated to match the upper body white.

The unit shall measure 16' long x 5-1/4" deep x 7-3/8" high. The awning shall project outward 9' - 9" and will be mounted slightly lower in the rear to add in drainage.

The G-2000 will deploy and retract using a 110V AC motor with manual override (to retract awning in the event of a power failure). The controls shall be located in compartments S1 for a streetside awning, and C1 for a curbside awning.

The awning shall have a system to detect canopy motion. The awning shall automatically retract when the canopy reaches a certain level of movement. The G-2000 has a Limited Lifetime Warranty.

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Production Specifications

SVI Job #1003

- The awning fabric color shall be red.

The specified awning above shall be recess mounted into upper body side. An aluminum box enclosure shall be fabricated and recessed into upper body side for awning mounting and painted same color as upper body. The recessed awning shall add approximately 1.5" to body width.

AWNING HOUSING COLOR

The awnings standard white housing color shall be re-painted to match upper body color.

WALK-IN INTERIOR FINISH DETAILS

DESK, CABINET, CONSOLE FINISH

All specified interior desks, cabinets, overhead cabinets, or consoles shall be fabricated from formed 1/8" 3003 H14 alloy smooth aluminum. After fabrication is completed they shall be painted with a hammer tone powder coat paint finish for a hard durable surface. Paint color shall be gray.

The use of wood materials or laminated surfaces in the construction of desks, cabinets, overhead cabinets, or consoles will not be allowed. There will be **No Exceptions** allowed on specified ruggedized finish.

ROOF HATCH WITH SKYLIGHT

The roof of body shall be reinforced for the installation of a roof hatch with skylight. Per NFPA 1901, any interior area to be occupied by personnel shall have a minimum of two means of escape. The opening shall be a minimum of 24" x 24" in size, suitable for use as an escape hatch, for ventilation, and supplemental light in the interior. The roof hatch shall have tinted glass, two (2) compression type door checks to hold door in open position, and a nylon strap to assist in closing hatch. Roof hatch shall be connected to the cab hazard warning light in cab to indicate when open.

INTERIOR SPECIFICATIONS

INTERIOR INSULATION

Following the sheet metal fabrication the roof area, upper exterior walls and the entry door of the apparatus body shall be insulated with Dow Thermax, or equal 1-1/2" glass-fiber reinforced polyisocyanurate foam core laminated between 1.0 mil smooth, reflective aluminum foil facers on both sides, with an R9.8 value. The reinforcement, along with chemical modifications, contributes to fire resistance and dimensional stability. This insulation shall be the type that will not absorb moisture, move once in place or deteriorate. Mat type fiberglass or spray in foam insulation is not acceptable.

INTERIOR FINISH

The interior of the apparatus body shall have a fully maintenance free and durable finish. The interior finish shall be installed on the ceiling, front wall, and interior side walls from top of exterior compartments to ceiling height.

The interior panels shall be installed with sheet metal screws with gray plastic plugs covering the screws.

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Production Specifications

SVI Job #1003

The interior finish tops shall be stainless steel.

INTERIOR WALKWAY SIDE WALLS

Walkway side walls from floor level to top of exterior compartments shall be aluminum tread plate panels.

INTERIOR WALKWAY FLOOR

The NFPA compliant 3/16" aluminum tread plate walkway floor shall be installed above the barrier, with a 2" high vertical break on each side of the floor panel to form a watertight splash and kickboard along the walkway sides.

The walkway floor area continuously welded at all cross seams to provide a watertight finish, so that a water hose may be used to flush-out walkway area.

INTERIOR SUB-FLOOR

Above the body subframe shall be an isolation sheet that shall prevent outside elements from permeating the full length sound and thermal barrier of 3/4" thick air core plastic. The sheet shall be fabricated from the same type of material as is used in the subframe. The isolation sheet shall be flanged on both sides with a 1" high vertical break.

WATER SYSTEM

The apparatus shall be equipped with a 100 gallon fresh water tank to be utilized to rinse underwater equipment.

The water tank shall be mounted on a stainless steel tank cradle underneath the interior walkway bench seat.

The apparatus shall be equipped with a 12 v (DC) electric pump to supply a single outlet on the rear of the apparatus. The outlet shall be located in a recessed enclosure and be an ordinary household garden hose outlet.

The water pump shall be located adjacent to the water tank and be accessible via panels with integrated trigger latches, so not to require any bolts/tools be removed to access the pump.

There shall be a 3/4" water tank lift/turn drain valve installed under the water tank to drain the water if necessary.

There shall be a stainless steel drip tray installed underneath the water tank. Tray shall be installed to prevent any water drainage from running into the walkin floor area. Drip tray shall have a 1" high lip around the perimeter.

AIR CONDITIONER - HEATER

The completed unit shall be supplied with one (1) Red Dot model R-9759-1, air conditioning/heater unit(s) with a headliner mounted evaporator.

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Production Specifications

SVI Job #1003

Unit shall have a rating of 25,000 BTU cooling and 30,000 BTU heat with air delivery of over 400 CFM through five outlets. Unit shall be 6.5" high x 27" wide x 17.6" length and weigh 40 lbs.

FRONT INTERIOR AREA (IF1)

There shall be two (2) two-gang 12 VDC outlet(s) provided in the front face of the component console.

The 12VDC distribution panel shall be located on the inside of the body, located behind the whiteboard on the curbside wall.

Panel shall be accessed by lifting up the hinged whiteboard.

VERTICAL DIVIDER

There shall be a vertical divider welded in place and located on top of the S1/C1 transverse compartment on the body interior. Locate approximately 30" from the curbside interior wall. Divider shall be fabricated from .125 smooth aluminum.

MAGNETIC WHITEBOARD

There shall be one (1) magnetic whiteboard(s), approximately 30" wide x 36" tall, located above the front transverse compartments S1/C1.

Whiteboard shall be hinged across the top to allow it to lift up for access to the storage area and 12VDC distribution box located behind it.

Whiteboard shall be held in place in both the up and down positions with a retaining latch.

FRONT COMMAND DESK AREA

Overtop of the transverse exterior compartments in the front of the body will be a command desk area with integrated storage for writing utensils and white board erasers.

The command desk area will include TWO (2) file cabinets style drawer with file hanger.

The area adjacent to the command desk oriented toward the curbside will be able to hold six (6) - 2" Binders.

- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.
- There shall be one (1) 120 VAC outlet(s) located in the walk-in area of the body.
 - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
- There shall be one (1) approximate 4' long 120 VAC outlet strip(s) with straight blade household type outlets provided.

Install the power strip horizontally directly under the whiteboard on front wall.

- Outlet(s) shall be powered by both the on-board inverter and shore power system through a relay system.

STREETSIDE INTERIOR AREA (IS1)

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Production Specifications

SVI Job #1003

- The interior smooth aluminum deck area over exterior side body compartments shall be covered with plastic interlocking grating. The grating shall be easily removable, maintenance-free and not subject to mechanical damage.

STREETSIDE INTERIOR AREA (IS2)

WINDOW(S)

There shall be one (1) 36" wide x 22" high, double-paned insulated, horizontal sliding window(s) installed. The window shall slide open towards the front of the vehicle such that wind pressure would tend to shut the window. Each window shall have tinted automotive type safety glass mounted in an extruded aluminum frame. The frame shall have a black anodized finish. Sliding style windows shall be complete with a sliding screen.

STREETSIDE INTERIOR AREA (IS3)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. The street side storage compartment shall be capable of holding eight (8) totes,. The totes are to be organized into two (2) rows with four (4) columns.
- Cargo netting of 2" nylon webbing shall be provided over cabinet opening with easy release automotive style latches at top and/or sides.

INTERIOR BENCH SEAT

The interior body walkway shall be provided with a squad bench seat along the side wall. The bench seat base shall be fabricated of 1/8" aluminum tread plate to form a under seat storage compartment. A hinged door with single point "D"-ring handle and latch shall be provided at the rear of the seat compartment.

The seat cushion shall be approximately 3" thick with a 3/4" plywood platform for stability. The seat backrest shall be approximately 12" high x 2" thick and constructed the same as the seat cushion. The cushion and seatback shall be covered with Duraware heavy duty fabric material. Six (6) automotive style lap type seat belts shall be installed.

There shall be NO lap-belt style seat belts supplied. This unit will not transport personnel.

STREETSIDE INTERIOR AREA (IS4)

- The interior smooth aluminum deck area over exterior side body compartments shall be covered with plastic interlocking grating. The grating shall be easily removable, maintenance-free and not subject to mechanical damage.

CURBSIDE INTERIOR AREA (IC1)

Interior Options: ARW (WT): Curbside

- The interior smooth aluminum deck area over exterior side body compartments shall be covered with plastic interlocking grating. The grating shall be easily removable, maintenance-free and not subject to mechanical damage.

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CURBSIDE INTERIOR AREA (IC2)

Interior Options: ARW (WT): Curbside

There shall be a side entry door located in this area.

CURBSIDE INTERIOR AREA (IC3)

- There shall be one (1) full height cabinet(s) provided on interior. Cabinet(s) shall be constructed of 1/8" smooth finish aluminum, and painted with a hammer tone powder coat paint finish for a hard durable surface. Paint color shall be gray. Each cabinet shall be approximately (insert actual dimensions) x 75" high x 24" deep.
- There shall be one (1) bolt-in vertical compartment partition(s) provided dividing the compartment into left and right sides. The vertical partition(s) shall be stainless steel.
- Two (2) OnScene 63" Night Axe LED compartment lights, vertically mounted.
- Cargo netting of 2" nylon webbing shall be provided over cabinet opening with easy release automotive style latches at top and/or sides.
- Cargo net shall be split down the center of the opening, (vertically) so each half can be opened separately.

There shall be a sliding vinyl shower curtain installed over the cargo net wet suit compartment. Curtain shall be installed onto a curtain rod.
Color shall be a neutral color to match the interior area.

The interior hanging storage cabinet will be equipped with a full width stainless steel hanging rod at the top of the compartment.

There shall be a minimum 2.5" diameter floor drain installed in the wet suit compartment floor.
There shall also be a 1" lip installed on the edge of the door opening to prevent any water from running onto the walkin floor area.

CURBSIDE INTERIOR AREA (IC4)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately (insert actual dimensions).
- Cabinet shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- Cargo netting of 2" nylon webbing shall be provided over cabinet opening with easy release automotive style latches at top and/or sides.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.

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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 jacketed cables shall be moisture resistant and have a minimum continuous 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.

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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 over-current protective devices. Such devices shall be readily accessible and protected against heat in excess of the over-current 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:

- SAE J156, *Fusible Links*
- SAE J553, *Circuit Breakers*
- 1) SAE J554, *Electric Fuses (Cartridge Type)*
- 2) SAE J1888, *High Current Time Lag Electric Fuses*
- 3) 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:

- 4) The propulsion engine and transmission
- 5) All legally required clearance and marker lights, headlights, and other electrical devices except windshield wipers and four-way hazard flashers
- 1) 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)
- 2) 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
- 3) The minimum optical warning system, where the apparatus is blocking the right-of way
- 4) The continuous electrical current required to simultaneously operate any fire pumps, aerial devices, and hydraulic pumps
- 5) 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.

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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 DIAGNOSTIC RELAY CONTROL CENTER

The 12 volt power distribution shall be conveniently located with easy access for service. All relays and circuit breakers shall be plug-in type allowing for removal for repairs without necessitating soldering or tools. The sockets mounts for both the relays and circuit breakers shall be of a design that permits the use of standard automotive type components.

The 12 volt distribution panel shall utilize printed circuit boards mounted in high strength enclosure. Each printed circuit board shall be provided with twelve (12) heavy duty independent switching relays. Each relay shall have the ability to be configured either normally open or normally closed and be protected by a 20 amp automatic reset breaker. Each circuit will be provided with a LED for visual diagnostic.

Power distribution panel shall be located in apparatus body within a protected enclosure with removable or hinged cover.

CAB CONSOLE

A center cab console shall be provided between the Driver's and Officer's seats. Console shall be as large as possible and fabricated of 1/8" smooth aluminum. A textured powder coat paint finish shall be provided for durability and finished appearance.

The rear portion of the console shall be provided with open top storage for notebooks or maps. Two (2) adjustable dividers shall be provided in the storage area. The forward portion of console shall be slanted

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for mounting of siren head, radio or 12 volt control panel, and etc, with easy access to both Driver and Officer.

The final design of console shall be determined by the 5th District VFD. SVI to send them a 3-D drawing for approval before fabricating.

ROCKER SWITCH PANEL

The control of the 12 volt equipment installed on chassis and body shall be centrally located in the cab. The individual rocker style switches shall be located on a separate electrical panel, complete with backlit name tags describing function of each individual switch. The back lighting shall have two (2) levels of intensity, low level lights activated when the vehicle lights or ignition switch is turned "On", and high level lights activated when individual switch is turned "On". An internally lighted rocker switch shall be furnished to the left of specified emergency lighting switches, and identified as "MASTER EMERGENCY SWITCH".

Switch circuitry shall be on a printed circuit board. The lights shall be solid state type and have a 100,000 hour life span.

ELECTRICAL SYSTEM MANAGER

LOAD MANAGEMENT

If the total continuous electrical load exceeds the minimum continuous electrical output rating of the installed alternator(s), an automatic electrical load management system shall be required. The minimum continuous electrical loads shall not be subject to automatic load management.

The apparatus 12 volt electrical system shall be provided with a system manager for:

- 6) Monitoring chassis battery voltage
- 7) Shedding pre-determined electrical circuits
- 8) Sequencing pre-determined electrical circuits
 - Automatically controlling chassis engine fast-idle
 - Monitor master switch and parking brake applications
 - Automatically control warning light modes ("Calling-For" and "Blocking Right of Way")
 - Provide low voltage alarm
 - Programmable control circuits
 - Remote system status indicator panel

System manager shall perform all electrical functions required by current NFPA 1901 Standards.

BATTERY MONITORING

The system manager shall monitor the vehicle battery voltage. When electrical loads exceed the alternator output and the voltage drops, the load manager shall start shutting down electrical outputs. The system shall shut down only as many outputs required to maintain the system voltage. A special indicator to show different states of the electrical system by flashing at rate proportional to the battery discharge.

LOAD SEQUENCING AND SHEDDING

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The system shall be capable of sequentially switching and shedding 12 volt loads. The Master light switch starts the sequential switch when it is turned "On". Likewise turning the Master Switch "Off" will sequentially de-energize the loads.

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.

An onboard battery conditioner or charger or a polarized inlet shall be provided for charging all batteries. Where an onboard conditioner or charger is supplied, the associated line voltage electrical power system shall be installed in accordance with Chapter 22.

One of the following master disconnect switches shall be provided:

- A master body disconnect switch that disconnects all electrical loads not provided by the chassis manufacturer
- A master load disconnect switch that disconnects all electrical loads on the apparatus except the starter

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 disconnect on" indicator light that is visible from the driver's position shall be provided.

Rechargeable hand lights, radios, and other similar devices shall be permitted to be connected to the electrical system ahead of the master disconnect switch.

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 5 seconds.

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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.

NOTE: SVI to locate the battery switch on the floor by the driver's side cab door below the seat.

BATTERY SOLENOID

Battery switch shall consist of a minimum 200 ampere, constant duty solenoid to feed from positive side of battery.

COMPARTMENT VENTILATION SYSTEM

A Sabre-Vent system shall be provided on apparatus to prevent rusting, buildup of noxious fumes, or mildew and odors. Through a custom designed aluminum air manifold and a series of 1" diameter flexible tubing this powerful system circulates fresh air into storage compartments on the apparatus while parked in the fire station. A programmable timer is pre-wired for shoreline power.

The system shall consist of a 400 CFM blower unit which will provide approximately 1,000 - 1,300 air changes daily.

ENGINE COMPARTMENT LIGHT

There shall be one (1) light(s) mounted in the engine compartment with integral switch with a light output of at least 20 candlepower (250 lumens). The engine compartment light(s) shall operate only when the master battery switch is turned "On".

CAB HAZARD WARNING LIGHT

A red flashing or rotating light, located in the driving compartment, shall be illuminated automatically whenever the vehicles parking brake is not fully engaged and any of the following conditions exist:

- Any passenger or equipment compartment door is not closed.
- 1) Any ladder or equipment rack is not in the stowed position.
- 2) Stabilizer system is not in its stowed position.
- Powered light tower is not stowed.
- Any other device permanently attached to the apparatus is open, extended, or deployed in a manner that is likely to cause damage to the apparatus if the apparatus is moved.

Compartments and equipment meeting all of the following conditions shall be permitted to be exempt from being wired to the hazard light:

- The volume is less than or equal to 4 ft³ (0.1 m³).
- The compartment has an opening less than or equal to 144 in.² (92,900 mm²).
- The open door does not extend sideways beyond the mirrors or up above the top of the fire apparatus.
- All equipment in the compartment is restrained so that nothing can fall out if the door is open while the apparatus is moving.
- Manually raised pole lights with an extension of less than 5 ft (1.5 m).

The hazard light shall be labeled "DO NOT MOVE APPARATUS WHEN LIGHT IS ON".

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An audible alarm shall be provided for the door ajar light.

BACK-UP ALARM

The body manufacturer shall furnish and install one (1) 107 dB(A) electronic back-up alarm. Back-up alarm to actuate automatically when the transmission gear selector is placed in reverse.

INTERIOR LED LIGHTS

Three (3) OnScene Solution model #70156, 10" x 10" x 7/8", 10-30 VDC, surface mount dual red and white LED light(s) with clear lens shall be provided throughout the vehicle. Each light shall be individually switched with a high/low intensity setting switchable at the entry door(s). In addition light(s) will be capable of a five (5) second delay after switching off.

TAIL LIGHTS

Rear body tail lights shall be vertically mounted and located per Federal Motor Vehicle Safety Standards, FMVSS and Canadian Motor Vehicle Safety Standards CMVSS. The following lights shall be furnished;

- Two (2) Whelen amber LED 600 Series 60A00TAR turn signal lights
- Two (2) Whelen red LED 600 Series 60BTT stop/tail lights
- Two (2) Whelen Halogen 600 Series 60J000CR back-up lights with clear lens

Each of the lights above shall be mounted in a 6EFLANGE, chrome finish bezel.

MIDSHIP MARKER/TURN SIGNAL

Two (2) Whelen model T0A00MAR 2" round amber LED midship body clearance marker/turn signal lights shall be provided and installed, one (1) light on each side of the body, in forward wheel well of rear axle. Midship marker/turn lights shall be wired to the headlight circuit of the chassis.

MARKER LIGHTS

The body shall be equipped with all necessary clearance lights and reflectors in accordance with Federal Motor Vehicle Safety Standards (FMVSS) and Canadian Motor Vehicle Safety Standards (CMVSS) regulations. All body clearance lights shall be Truck-Lite Model 18 LED to reduce the need for maintenance and lower the amp draw. Clearance lights shall be wired to the headlight circuit of the chassis.

CAB STEP LIGHTS / GROUND LIGHTS

There shall be two (2) OnScene 8" Access LED light(s) installed on the vehicle capable of providing illumination at a minimum level of 2 fc (20 lx) on ground areas within 30 in. (800 mm) of the edge of the vehicle in areas designed for personnel to climb onto or descend from the vehicle to the ground level.

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Lighting designed to provide illumination on areas under the driver and crew riding area exits shall be switchable but activated automatically when the exit doors are opened.

LICENSE PLATE LIGHT

One (1) Arrow #437 chrome plated LED license plate light shall be installed on the rear of the body. License plate light shall be wired to the headlight circuit of chassis. A fastener system shall be provided for license plate installation.

ELECTRONIC SIREN

One (1) Whelen model 295SLSA1 electronic siren control with selectable 100 or 200 watt output, hands-free operation, user selectable siren tones, park kill, and standard hard wired microphone shall be provided and installed in cab within easy reach of Driver. Siren power shall be wired through the master warning light switch.

SIREN SPEAKERS

Two (2) Whelen **model SA315-B, 100 watt aluminum**, 9.3" x 7.3" x 5.3" siren speaker shall be provided, recessed behind the front bumper with chrome plated polycarbonate grille, one (1) on the streetside and one (1) on the curbside. The solid state siren speaker shall be vibration resistant. The SP123BMC shall comply with California Title XIII, Class A, and SAE J1849 requirements with most 100 watt sirens.

SURFACE MOUNT FLOODLIGHT(S) - LED

There shall be four (4) Whelen Pioneer Plus model PCP-SM2P dual combination floodlight, and 8 degree spotlight on the upper body sides. Light quantity shall be divided equally per side. Light(s) shall be 12 VDC, 12 amp, 150 watt, with 8,000 spot/8,000 flood useable lumens.

Lights shall be surface mounted.

Each light shall be mounted in a PBA0130, 3" adjustment radius with either a straight out, 0 degree or a 15 degree downward angle.

The lights shall be switched at the 12 volt control panel in the cab.

CAB BROW LIGHT

There shall be a Fire-Tech Hi-Viz brow light that fits between the bottom of the lightbar and the cab roof. The model # is FT-MV-30-F-W.

It shall be controlled by a 12v switch in the cab.

REAR SCENE LIGHTS - LED

Two (2) Whelen Pioneer Plus PCP2 dual combination floodlight and 8 degree spotlight on the upper rear body, one (1) each side. Lights shall be 12 VDC, 12 amp, 150 watt, with 7,000/7,000 useable lumens.

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Each light shall be mounted in PBA203 mounting bracket, semi recessed into the apparatus body with chrome trim ring housing. The light mounts will provide either a straight out, 0 degree or a 15 degree downward angle.

The above scene lights shall light to a level of at least 3 fc (30 lx), measured at 25 equally spaced points on a 2.5 ft (750 mm) grid with in a 10 ft x 10 ft (3 m x 3m) square to the rear of vehicle.

The lights shall be switched at the 12 volt control panel in the cab.

The rear scene lights shall also be activated when the apparatus is in reverse.

TRAFFIC ADVISOR LIGHT

The Traffic Advisor shall be comprised of six (6) Whelen 500 Series TIR6 Super LED lights, individually mounted with chrome bezels to the rear face of the apparatus and evenly distributed, if split by a hose bed, or walkway.

The lights shall be amber with a clear lens and controlled by a Whelen TACTLD1 control head and will provide Left Arrow, Right Arrow, Center Out and Wig-Wag patterns. The wig-wag light pattern shall be activated with the E-Master and can be switched to the other patterns at any time through the "TRAFFIC ADVISOR" control head.

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 (4) 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 (4) 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 (2) separate signaling modes during emergency operations. One (1) mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way. One (1) 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

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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 (2) 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.

Steadily burning, non flashing optical sources shall be permitted to be used.

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 Freedom IV F4R7RRRR Rota-Beam LED 72" lightbar permanently mounted to the cab roof.

The lightbar configuration (streetside to curbside) shall be:

<u>SECTION</u>	<u>INTERNAL COMPONENTS</u>	<u>LENS COLOR</u>
1	Red Rear Corner LED Rota-Beam	Clear
2	Red Front Corner LED Rot-Beam	Clear
3	Red Rota-Beam	Clear
4	Red Rota-Beam	Clear
5	Red Rota-Beam	Clear
6	Red Rota-Beam	Clear
7	Clear Linear LED	Clear
8	Blank (Opticom if specified)	Clear
9	Blank (Opticom if specified)	Clear
10	Clear Linear LED	Clear
11	Red Rota-Beam	Clear
12	Red Rota-Beam	Clear
13	Red Rota-Beam	Clear
14	Red Rota-Beam	Clear
15	Red Front Corner Rota-Beam LED	Clear
16	Red Rear Corner Rota-Beam LED	Clear

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All clear lights shall shut down when the parking brake is set to comply with "Blocking" mode requirements as outlined in NFPA 1901.

SHOP NOTES

Add MK8H lightbar mount on Wecad program if there is a brow light on cab

The lightbar shall be separately switched at the 12 volt control panel in the cab.

GTT OPTICOM

A GTT 795H Opticom emitter light shall be provided inside specified light bar. The Opticom option may replace specified light(s) in specified light bar. The Opticom shall be activated with light bar and de-activated when the park brake is set and the vehicle is in blocking mode.

ZONES B AND D - SIDE WARNING LIGHTS

UPPER REAR CORNER WARNING LIGHTS

There shall be two (2) Whelen M9 series Red Linear Super-LED lights (M9R) provided, one (1) each side. Each light shall have a red 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 M9 series Red Linear Super-LED lights (M9R) provided, one (1) each side. Each light shall have a red 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 M9 series Red Linear Super-LED lights (M9R) provided, one (1) each side. Each light shall have a red 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 1600 mm) above level ground.

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.

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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

There shall be two (2) Whelen 600 Series Rota-Beam red Super-LED lights (6RBR) with 180° warning provided, one (1) each side. The warning lights shall include 14 Scan-Lock™ flash patterns including synchronize and low power features. Each light shall have a red lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

ZONES B AND D - CAB INTERSECTOR LIGHT (CAB FRONT CORNERS)

There shall be two (2) Whelen M4 series Red/White split Linear Super-LED lights (M4D) 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 WHEELWELL AREA)

There shall be four (4) Whelen M6 series Red/White split Linear Super-LED lights provided, two (2) 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 M6 series Red/White split Linear Super-LED lights (M6D) 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 Rota-Beam red Super-LED lights (6RBR) with 180° warning provided, one (1) each side. The warning lights shall include 14 Scan-Lock™ flash patterns including synchronize and low power features. Each light shall have a red lens and chrome flange.

The lights shall be switched at the 12 volt control panel in the cab.

LINE VOLTAGE ELECTRICAL SYSTEM

INVERTER

A Newmar **model 430-1220-0 2000W** inverter shall be provided on vehicle that provides 2,000 continuous watts, and 4,500 surge watts for 5 seconds, 120 A battery charger rating, 120 VAC, 60 cycle output from 12 VDC. Inverter shall have a full function remote monitor/control panel. Unit shall be 14.5" H x 5.7" W x 14.5" D, and weigh 40 lbs.

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Production Specifications

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The alternator and/or battery system shall be adequate to provide power for continuous operation for a minimum of 2 hours at full output.

Inverter:

Output Power: 2000 Watts (Cont.) / 4500 Watts (Surge)

Output Current: 16.7 Amps AC Cont., 80 Amps Peak

Output Voltage: 120 +/- 3%

Output Frequency: 60 +/- .05%

Output Waveform: Pure Sine < 5% THD

Input Current: Up to 204 Amps DC Cont.

Input Voltage: 10.5 to 17.0 Vdc

Charger:

Output Current: 3 Stage, up to 125 Amps DC

Input Current: Up to 16 Amps AC

General:

Operating Temperature: -20° C to 65° C (0° F to 149° F)

Efficiency: Up to 88%

Weight: 40 lbs

Warranty: 3 Years

The 430-1220-0, Inverter-Charger, 2000TQ-12, uses 12 volt battery power to produce pure sine wave 120V power in mobile applications, and recharges vehicle batteries when an external AC source is available. The circuitry and construction are field-proven to provide reliable power in harsh environments and in rugged mobile and industrial applications

SHORE POWER INLET

One (1) Kussmaul 120 VAC, 20 amp Super Auto-Eject shore power inlet(s) shall be provided. The shore power connection shall automatically disengage from vehicle when chassis ignition is engaged.

The protective ground from the shoreline inlet shall be bonded to the vehicle frame.

- The outlet cover shall be red.
- The shore power plug shall be located near the Driver door area.

The Newmar Inverter shall be located inside the body in the storage area behind the whiteboard, close to the 12VDC distribution panel.

INVERTER BATTERY SUPPLY - VSR

There shall be a BEP (or equal) voltage sensitive relay (VSR) provided with the specified inverter battery system. The VSR allows both the starting and inverter battery systems to be charged at the same time. When the engine is started and the starting batteries reaches 13.7 VDC, the VSR engages allowing both battery banks (starting and inverter) to be charged simultaneously. When the voltage drops below 12.8 VDC (e.g. the engine is stopped), the VSR disengages, separating the batteries.

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Production Specifications

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This system eliminates the possibility of draining the starting batteries and protects sensitive electronic equipment powered from the house battery from harmful engine start up spikes. System shall be protected from overcharging from alternator with a 300 amp fuse. The VSR shall have a limited 5 year warranty.

SHORE POWER INLET - INVERTER

A transfer switch shall be required to isolate one power source from the other where a circuit(s) is intended to be supplied from more than one power source. To protect both the generator and external power source from back feed, two (2) 120 volt, 30 ampere, 4PST auxiliary contact with safety interlock relay shall be installed. Relay shall cut-off the connection between the generator supply circuit and device circuits when shore power is connected.

Transfer equipment, including transfer switches, shall operate such that all ungrounded conductors of one power source are disconnected before any ungrounded conductors of the second power source are connected. The neutral conductor shall be switched through the transfer switch. The apparatus shall have a label permanently affixed at the power inlet that indicates the line voltage, and amperage.

Shore power shall be wired to the specified 120 volt inverter.

LINE VOLTAGE ELECTRICAL SYSTEM

GENERAL REQUIREMENTS

Stability

Any fixed line voltage power source producing alternating current (ac) shall produce electric power at 60 Hz, ± 3 Hz 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 ± 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.

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Production Specifications

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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 panel board 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 ampere rating, as defined in 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*, of 115 percent of the rated ampere 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

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Production Specifications

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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:

- Voltmeter
- Current meters for each ungrounded leg
- Frequency (Hz) meter
- 1) 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.

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Production Specifications

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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 over current 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).

Over-current Protection

Manually re-settable over current devices shall be installed to protect the line voltage electrical system components.

Power Source Protection

A main over current 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 over current 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 over current protection device, where so recommended by the power source manufacturer.

If the main over current protection device is subject to road spray, the unit shall be housed in a Type 4-rated enclosure.

Branch Circuit Over-current Protection

Over current 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 panel board 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 over current 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

Fifth District Vol Fire Dept

Production Specifications

SVI Job #1003

All fixed power sources shall be hardwired to a permanently mounted panel board unless one of the following conditions exists:

- 2) All line voltage power connections are made through receptacles on the power source and the receptacles are protected by integrated over current devices.
- 3) Only one circuit is hardwired to the power source, which is protected by an integrated over current device.

The panel shall be visible and located so that there is unimpeded access to the panel board controls. All panel boards shall be designed for use in their intended location. The panel(s) shall be protected from mechanical damage, tool mounting, and equipment storage.

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

Fixed wiring systems shall be limited to the following:

- 4) 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)
- 1) Type SOW, SOOW, SEOW, or SEOOW flexible cord rated at 600 V and at temperatures not less than 194°F (90°C)

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:

- 2) Separated by a minimum distance of 12 in. (300 mm) from exhaust piping or shielded from such piping
- 1) 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.

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Production Specifications

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Wiring Identification

Each line voltage circuit originating from the main panel board 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.

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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;

- 2) Pictorial representations of circuit logic for all electrical components and wiring
- 1) Circuit identification
- 2) Connector pin identification
- (a) Zone location of electrical components
- (b) Safety interlocks
- (c) Alternator–battery power distribution circuits
- (d) Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems

EQUIPMENT PAYLOAD WEIGHT ALLOWANCE

In compliance with NFPA 1901 standards, the special service vehicle shall be designed for an equipment loading allowance of 3,000 lbs. of Fifth District Volunteer Fire Department, Inc. provided equipment based on a 20,001 - 30,000 pound gross vehicle weight rating.

EQUIPMENT

The following equipment shall be furnished with the completed special service vehicle;

- (e) 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.
- (f) Four (4) Pelican 9410L LED flashlight(s) with shoulder strap shall be provided with 1,131/558 lumen output and 3.75/9 hour run time. Each flashlight shall be yellow in color and have a 12 volt DC charger and vehicle mount kit. The flashlight(s) shall be wired to battery direct unless otherwise specified by Fifth District Volunteer Fire Department, Inc..
- (g) The flashlight(s) shall be mounted with two (2) in the Cab and two (2) in the body.

REMAINING NFPA MINOR EQUIPMENT BY PURCHASER

Fifth District Vol Fire Dept

Production Specifications

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All other minor equipment not specified above, but required by NFPA 1901 for special service vehicles, section 10.9.3 shall be supplied and mounted by Fifth District Volunteer Fire Department, Inc. before the unit is placed in emergency service.

- There shall be two (2) Zico SAC-44-E 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.