

# FRANKLIN FIRE DEPARTMENT FRANKLIN, TENNESSEE USAR UNIT, SVI #1100

## Production Specification

Contract Administrator; Jackie Sipes  
Sales Administrator; Dwayne Woodard



**ROCK SOLID QUALITY**

# Franklin Fire Department

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## **STAFF PROFILE AND EXPERIENCE**

A list of key staff personnel who will work on this project including a photo and number of years of work experience in their particular field shall be provided with proposal. This list will include but not be limited to key; Sales, Contract Administration, Purchasing, Engineering, Fabrication, Electrical Systems including IT, Finish, and Warranty/Service support personnel.

## **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 Franklin Fire Department 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.

## **ENGINEERING DRAWINGS**

The evaluation of bids shall also be based on design, engineering reliability, and completeness of drawings. No Bidder's proposal shall be considered unless complete engineering drawings to these specifications are submitted with the request for proposal package. Failure to submit factory prepared blueprints with bid shall result in automatic rejection. Submission of "bid drawings" are in addition to "production drawings" which must be submitted for Franklin Fire Department approval prior to construction. Bid drawings shall allow the Franklin Fire Department the ability to fully evaluate required product.

The engineering drawings shall be produced on computer aided design (CAD) equipment to assure critical tolerance and detail only available with CAD equipment. The drawings shall be on "B" size paper, 17" x 11" in size, and views must be 1/4" = 1' - 0" scale. This shall allow the Franklin Fire Department the ability to compare drawings of all manufacturers on an "equal" basis. The drawings shall be completed only by the body manufacturer, and must be exactly to Franklin Fire Department specifications. Submission of "similar to" drawings or "statements referring to later submission of drawings after award of contract" shall be automatically rejected.

Since the request for proposal package will require extensive evaluation by Franklin Fire Department, all Bidders must submit exactly the same engineering drawings at the same scale, on the same size paper. For easy comparison of drawings, they must be on a 17" x 11" sheet as follows:

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- All bid drawings will be stamped BID DRAWING.
- All items shown on the drawing will be pre-designed with regards to layout and functionality prior to the completion of the BID DRAWING.
- Two (2) 17" x 11" color drawings will be supplied with the bid proposal. Black and white or blue line drawings will not be accepted.
- There shall be five (5) views of the truck with the doors closed (Top, Left, Right, Front, Rear), four (4) views of the truck with the doors open (Top, Left, Right, Rear) and four (4) views of any walk-in area (Top, Left, Right, Rear).
- All compartment door openings and usable space shall be clearly shown in inches.
- The trucks overall length, height, width, wheelbase and cab-to-axle dimensions shall be clearly shown.
- The angles of approach and departure shall be shown in the maximum loaded condition to the nearest degree.
- All lighting packages will be clearly shown on the drawing and verified accurate per the most current NFPA standards (when applicable).
- The exterior view shall show all scene lights, marker lights, speakers, horns, exhaust, tow points, exterior outlets, windows, winch receivers, tow hitches, exterior ladders and any other item important to the function of the vehicle.
- The open view shall show all trays, shelves, air system components, hydraulic components, tool boards, storage modules and any other items important to the function of the vehicle.
- The interior view for all walk-in areas shall show all seating positions, desks, cabinets, windows, tech equipment, radio locations and any other item important to the function of the vehicle.
- Any changes to the BID drawing will require a revision which will be clearly annotated in the upper right hand side of the drawing showing the revision number, reason for the revision, date and who made the changes.

Text Block Items;

- Purchaser's name.
- Body size and material type.
- Chassis manufacturer and model number.
- Unit description.
- Wheelbase (WB) , Cab-to-axle (CA) distance.
- Overall length (OAL), Overall width, (OAW), Overall height (OAH).
- Scale, date, drawn by, drawing number and sheet number.

## **VEHICLE STABILITY**

### **ROLLOVER STABILITY**

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

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

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

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

The example apparatus shall be considered substantially similar if it includes a chassis with the same or higher CG height, the same or narrower rear axle track width, the same or greater water tank size and CG height, the same type of front and rear suspension and the same type and size of aerial device.

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

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

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

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

### **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.

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## **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:
  - a) Owner's name and address
  - b) Apparatus manufacturer, model, and serial number
  - c) Chassis make, model, and serial number
  - d) GAWR of front and rear axles and GVWR
  - e) Front tire size and total rated capacity in pounds (kilograms)
  - f) Rear tire size and total rated capacity in pounds (kilograms)
  - g) Chassis weight distribution in pounds (kilograms) with water and manufacturer-mounted equipment (front and rear)
  - h) Engine make, model, serial number, rated horsepower and related speed, and governed speed; and if so equipped, engine transmission PTO(s) make, model, and gear ratio
  - i) Type of fuel and fuel tank capacity
  - j) Electrical system voltage and alternator output in amps
  - k) Battery make, model, and capacity in cold cranking amps (CCA)
  - l) Chassis transmission make, model, and serial number; and if so equipped, chassis transmission PTO(s) make, model, and gear ratio
  - m) Ratios of all driving axles
  - n) Maximum governed road speed
  - o) Pump make, model, rated capacity in gallons per minute (liters per minute where applicable), maximum discharge pressure capability rating, and serial number
  - p) Pump transmission make, model, serial number, and gear ratio
  - q) Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
  - r) Water tank certified capacity in gallons or liters
  - s) Foam tank (if provided) certified capacity in gallons (liters)
  - t) Aerial device type, rated vertical height in feet (meters), rated horizontal reach in feet (meters), and rated capacity in pounds (kilograms)
  - u) Paint manufacturer and paint number(s)
  - v) Company name and signature of responsible company representative
  - w) 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*)

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- 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*)
- 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
- 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

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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.

## **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:

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

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

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## **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 manufacturer shall establish the estimated in service weight during the design of the vehicle.

The estimated in-service weight shall include the following:

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

## **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).



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

### **TEST SEQUENCE**

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

#### **1. RESERVE CAPACITY TEST**

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

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## **3. LOW VOLTAGE ALARM TEST**

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

With the engine shut off, the total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates. The battery voltage shall be measured at the battery terminals.

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

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

## **LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST**

### **DOCUMENTATION**

The manufacturer shall deliver the following with the fire apparatus:

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

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

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

- 1) Altitude
- 2) Barometric pressure
- 3) 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  $\pm 3$  Hz of the frequency stated on the power source specification label during the entire test.

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

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

## **DOCUMENTATION**

The 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:

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

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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 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 Franklin Fire Department 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 - TEN (10) YEARS**

The body shall be free of structural or design failure or workmanship for a period of ten (10) years, or 100,000 miles (or 160,934 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.**

## **GRAPHICS LIMITED WARRANTY**

The 3M graphics installation shall be warranted for a period of two (2) years. The 3M materials installed on completed vehicle shall be warranted for seven (7) years. The 3M Diamond grade film (if specified) shall be warranted for ten (10) years.

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## **CONSTRUCTION PERIOD**

The completed vehicle shall be delivered within three hundred sixty five (365) 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 Franklin Fire Department as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

## **OVERALL HEIGHT REQUIREMENT**

There is no overall height (OAH) restriction for this 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.

## **DELIVERY AND DEMONSTRATION**

The Contractor shall be responsible for the delivery of the completed unit to the Franklin Fire Departments location. On initial delivery of the apparatus, the Contractor shall supply a qualified representative to demonstrate the apparatus and provide initial instruction to representatives of the Franklin Fire Department regarding the operation, care and maintenance of the apparatus and equipment supplied at the Franklin Fire Department's location.

The Delivery Engineer shall set delivery and instruction schedule with the person appointed by Franklin Fire Department.

After delivery of the apparatus, the Franklin Fire Department shall be responsible for ongoing training of its personnel to proficiency regarding the proper and safe use of the apparatus and associated equipment as defined in NFPA 1002, *Standard for Fire Apparatus Driver/Operator Professional Qualifications*, and NFPA 1500, *Standard on Fire Department Occupational Safety and Health Program*.

## **PRE-CONSTRUCTION CONFERENCE**

A pre-construction conference shall be required at the Contractor's factory for three (3) personnel from the Franklin Fire Department to finalize all construction details prior to manufacturing.

The Contractor shall at his/her expense, provide transportation, lodging, rental car and meal expenses during the pre-construction conference. Any travel distance greater than 250 miles shall be by non-stop commercial air travel.

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## **FINAL INSPECTION CONFERENCE**

A final inspection conference shall be required at the Contractor's factory for three (3) personnel from the Franklin Fire Department to inspect the vehicle and construction details prior to shipment of the completed vehicle. This inspection shall take place after any specified striping and lettering is installed.

The Contractor shall at his/her expense, provide transportation, lodging, rental car and meal expenses during the final inspection conference. Any travel distance greater than 250 miles shall be by non-stop commercial air travel.

## **CAB/CHASSIS SPECIFICATION**

### **MODEL**

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

### **MODEL YEAR**

The chassis shall have a vehicle identification number that reflects a 2019 model year.

### **COUNTRY OF SERVICE**

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

The chassis will meet applicable U.S.A. federal motor vehicle safety standards per CFR Title 49 Chapter V Part 571 as clarified in the incomplete vehicle book per CFR Title 49 Chapter V Part 568 Section 4 which accompanies each chassis. Spartan Chassis is not responsible for compliance to state, regional, or local regulations. Dealers should identify those regulations and order any necessary optional equipment from Spartan Chassis or their OEM needed to be in compliance with those regulations.

## **CAB AND CHASSIS LABELING LANGUAGE**

The cab and chassis shall include the applicable caution, warning, and safety notice labels with text to be written in English.

### **APPARATUS TYPE**

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

### **VEHICLE TYPE**

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

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## **VEHICLE ANGLE OF APPROACH PACKAGE**

The angle of approach of the apparatus shall be a minimum of 8.00 degrees.

NFPA1901 Angle of Approach definition:

"To determine the angle of approach, place a thin steel strip against the front of the tires where they touch the ground or stretch a tight string from one front tire to the other at the front where they touch the ground. Determine the lowest point (component or equipment) on the vehicle forward of the front tire that would make the smallest angle of approach. Hang a plumb bob from the lowest point and mark the point on the ground where the point of the plumb bob touches. Measure the vertical distance from the ground to the point where the plumb bob was hung (distance  $V$ ). Measure the horizontal distance from the plumb bob point to the steel strip or string running from front tire to front tire (distance  $H$ ). Divide the vertical distance by the horizontal distance. The ratio of  $V/H$  is the tangent of the angle of approach. If the ratio is known, the angle of approach can be determined from a table of trigonometric functions of angles or from a math calculator. The standard requires a minimum angle of approach of 8.00 degrees: since the tangent of 8.00 degrees is 0.1405, if  $V$  divided by  $H$  is 0.1405 or larger, the angle of approach is 8.00 degrees or greater."

## **AXLE CONFIGURATION**

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

## **GROSS AXLE WEIGHT RATINGS FRONT**

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

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

## **GROSS AXLE WEIGHT RATINGS REAR**

The rear gross axle weight rating (GAWR) of the chassis shall be 27,000 pounds.

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

## **CAB STYLE**

The cab shall be a custom, fully enclosed, EMFD model with a 20.00 inch raised roof over the driver, officer, and crew area, designed and built specifically for use as an emergency response vehicle by a company specializing in cab and chassis design for all emergency response applications. The cab shall be designed for heavy-duty service utilizing superior strength and capacity for the application of protecting the occupants of the vehicle. This style of cab shall offer up to eight (8) seating positions.

The cab shall incorporate a fully enclosed design with side wall roof supports, allowing for a spacious cab area with no partition between the front and rear sections of the cab. To provide a superior finish by reducing welds that fatigue cab metal; the roof, the rear wall and side wall panels shall be assembled using a combination of welds and proven industrial adhesives designed specifically for aluminum fabrication for construction.

The cab shall be constructed using multiple aluminum extrusions in conjunction with aluminum plate, which shall provide proven strength and the truest, flattest body surfaces ensuring less expensive paint repairs if needed. All aluminum welding shall be completed to the American Welding Society and ANSI D1.2-96 requirements for structural welding of aluminum.

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

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

The exterior width of the cab shall be 94.00 inches wide with a minimum interior width of 88.00 inches. The overall cab length shall be 137.10 inches with 60.00 inches from the centerline of the front of the axle to the back of the cab.

The cab interior shall be designed to afford the maximum usable interior space and attention to ergonomics with hip and legroom while seated which exceeds industry standards. The crew cab floor shall be flat across the entire walking area for ease of movement inside the cab.

The cab shall offer an interior height of 57.50 inches from the front floor to the headliner and a rear floor to headliner height of 75.00 inches in the raised roof area, at a minimum. The cab shall offer an interior measurement at the floor level from the rear of the engine tunnel to the rear wall of the cab of 57.88 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

The cab shall include a driver and officer area with two (2) cab doors large enough for personnel in full firefighting gear. The front doors shall offer a clear opening of 40.25 inches wide X 53.50 inches high, from the cab floor to the top of the door opening. The cab shall also include a crew area with up to two (2) cab doors, also large enough for personnel in full firefighting gear. The rear doors shall offer a clear opening of 32.25 inches wide X 71.00 inches high, from the cab floor to the top of the door opening.

The cab shall incorporate a progressive two (2) step configuration from the ground to the cab floor at each door opening. The progressive steps are vertically staggered and extend the full width of each step well allowing personnel in full firefighting gear to enter and exit the cab easily and safely.

The first step for the driver and officer area shall measure approximately 11.50 inches deep X 31.13 inches wide. The intermediate step shall measure approximately 8.50 inches deep X 32.50 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 11.00 inches.

The first step for the crew area shall measure approximately 11.50 inches deep X 20.44 inches wide. The intermediate step shall measure approximately 10.25 inches deep X 22.75 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 12.80 inches.



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## **OCCUPANT PROTECTION**

The vehicle shall include the Advanced Protection System™ (APS) which shall secure belted occupants and increase the survivable space within the cab. The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

The system components shall include:

- Driver steering wheel airbag
- Driver dual knee air bags (patent pending) with energy management mounting (patent pending) and officer knee airbag.
- Large driver, officer, and crew area side curtain airbags
- APS advanced seat belt system - retractor pre-tensioners tighten the seat belts around the occupants, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries
- Heavy truck Restraints Control Module (RCM) - receives inputs from the outboard sensors, selectively deploys APS systems, and records sensory inputs immediately before and during a detected qualifying event
- Integrated outboard crash sensors mounted at the perimeter of the vehicle - detects a qualifying front or side impact event and monitors and communicates vehicle status and real time diagnostics of all critical subsystems to the RCM
- Fault-indicating Supplemental Restraint System (SRS) light on the driver's instrument panel

Frontal impact protection shall be provided by the outboard sensors and the RCM. In a qualifying front impact event the outboard sensors provide inputs to the RCM. The RCM activates the steering wheel airbag, driver side dual knee airbags (patent pending), officer side knee airbag, and advanced seat belts for each occupant in the cab.

Rollover, side impact, and ejection mitigation shall be provided by the outboard sensors and the RCM. In qualifying rollover or side impact events the outboard sensors provide inputs to the RCM. The RCM activates the side curtain airbags and advanced seat belts for each occupant in the cab. The RCM measures roll angle, lateral acceleration, and roll rate to determine if a rollover event or side impact event is imminent or occurring.

In the event of a qualifying offset or other non-frontal impact, the RCM shall determine and intelligently deploy the front impact protection system, the side impact protection system, or both front and side impact protection systems based on the inputs received from the outboard crash sensors.

## **CAB FRONT FASCIA**

The front cab fascia shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate which shall be an integral part of the cab.

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

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

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## **FRONT GRILLE**

The front fascia shall include a box style, 304 stainless steel front grille 44.45 inches wide X 33.50 inches high X 1.50 inches deep. The grille shall include a minimum free air intake of 732.00 square inches. The upper portion of the grille shall be hinged to provide service access behind the grille.

## **CAB UNDERCOAT**

There shall be a rubberized undercoating applied to the underside of the cab that provides abrasion protection, sound deadening and corrosion protection.

## **CAB SIDE DRIP RAIL**

There shall be a drip rail along the top radius of each cab side. The drip rails shall help prevent water from the cab roof running down the cab side.

## **CAB PAINT EXTERIOR**

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

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

The entire cab shall then be coated with an intermediate solid or epoxy surfacing agent that is designed to fill any minor surface defects, provide an adhesive bond between the primer and the paint and improve the color and gloss retention of the color. The finish to this procedure shall be a sanding of the cab with 360 grit paper followed by sealing the seams with SEM brand seam sealer.

The cab shall then be painted the specific color designated by the customer with an acrylic urethane type system designed to retain color and resist acid rain and most atmospheric chemicals found on the fire ground or emergency scene. The paint shall have a minimum thickness of 2.00 mils, followed by a clear top coat not to exceed 2.00 mils. The entire cab shall then be baked at 180 degrees for one (1) hour to speed the curing process of the coatings.

## **CAB PAINT MANUFACTURER**

The cab shall be painted with PPG Industries paint.

## **CAB PAINT PRIMARY/LOWER COLOR**

The primary/lower paint color shall be:

## **CAB PAINT SECONDARY/UPPER COLOR**

The secondary/upper paint color shall be:

## **CAB PAINT EXTERIOR BREAKLINE**

The upper and lower paint shall meet at a breakline on the cab which shall be located approximately 1.00 inch below the door windows on each side of the cab. The breakline shall curve down at the front cab corners to approximately 5.00 inches below the windshields on the front of the cab.

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## **CAB PAINT PINSTRIPE**

Where the upper and lower paint colors meet a temporary 0.50 inch wide black pinstripe shall be applied over this break line to offer a more finished look prior to the final pinstripe being installed by the OEM.

## **CAB PAINT WARRANTY**

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

## **CAB PAINT INTERIOR**

The visible interior cab structure surfaces shall be painted with a multi-tone silver gray texture finish.

## **CAB ENTRY DOORS**

The cab shall include four (4) entry doors, two (2) front doors and two (2) crew doors designed for ease of entering and egress when outfitted with an SCBA. The doors shall be constructed of extruded aluminum with a nominal thickness of 0.13 inch. The exterior skins shall be constructed of 0.13 inch aluminum plate.

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

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

## **CAB ENTRY DOOR TYPE**

All cab entry doors shall be full length in design to fully enclose the lower cab steps. Entry doors shall include Pollak mechanical plunger style switches for electrical component activation.

## **CAB INSULATION**

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

## **CAB TEST INFORMATION**

The cab shall have successfully completed the preload side impact, static roof load application and frontal impact without encroachment to the occupant survival space when tested in accordance with Section 4 of SAE J2420 COE Frontal Strength Evaluation Dynamic Loading Heavy Trucks, Section 5 of SAE J2422 Cab Roof Strength Evaluation Quasi –Static Loading Heavy Trucks and ECE R29 Uniform Provisions Concerning the Approval of Vehicles with regard to the Protection of the Occupants of the Cab of a Commercial Vehicles Annex 3 Paragraph 5.

The above tests have been witnessed by and attested to by an independent third party. The test results were recorded using cameras, high speed imagers, accelerometers and strain gauges. Documentation of the testing shall be provided upon request.

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## **ELECTRICAL SYSTEM**

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

## **APPARATUS WIRING PROVISION**

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

## **MULTIPLEX DISPLAY**

The multiplex electrical system shall include a Weldon Vista IV Touchscreen display which shall be located on the left side of the dash in the switch panel. The Touchscreen display shall feature a full color LCD screen. The display shall include a message bar displaying the time of day, and important messages requiring acknowledgement by the user. There shall be virtual controls for the on-board diagnostics. The display screen shall be video ready for back- up cameras, thermal cameras, and DVD. A DIN type input connector ready for GPS interfacing shall be incorporated into the back of the display.

The Touchscreen display shall measure approximately 6.25 inches wide x 3.38 inches in height. The display shall offer varying fonts and background colors. The display shall be fully programmable to the needs of the customer and shall offer virtually infinite flexibility for screen configuration options.

## **LOAD MANAGEMENT SYSTEM**

The apparatus load management shall be performed by the included multiplex system. The multiplex system shall also feature the priority of sequences and shall shed electrical loads based on the priority list specifically programmed.

## **DATA RECORDING SYSTEM**

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

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

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

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## **ACCESSORY POWER**

The electrical distribution panel shall include two (2) power studs. The studs shall be size #10 and each of the power studs shall be circuit protected with a fuse of the specified amperage. One (1) power stud shall be capable of carrying up to a 40 amp battery direct load. One (1) power stud shall be capable of carrying up to a 15 amp ignition switched load. The two (2) power studs shall share one (1) #10 ground stud. A 225 amp battery direct power and ground stud shall be provided and installed on the chassis near the left hand battery box for OEM body connections.

## **EXTERIOR ELECTRICAL TERMINAL COATING**

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

## **ENGINE**

The chassis engine shall be a Cummins L9 engine. The L9 engine shall be an in-line six (6) cylinder, four cycle diesel powered engine. The engine shall offer a rating of 450 horse power at 2100 RPM and shall be governed at 2200 RPM. The torque rating shall feature 1250 foot pounds of torque at 1400 RPM with 543 cubic inches (8.9 liters) of displacement.

The L9 engine shall feature a VGT™ Turbocharger, a high pressure common rail fuel system, fully integrated electronic controls with an electronic governor, and shall be EPA certified to meet the 2017 emissions standards using cooled exhaust gas recirculation and selective catalytic reduction technology.

The engine shall include an engine mounted combination full flow/by-pass oil filter with replaceable spin on cartridge for use with the engine lubrication system. The engine shall include Citgo brand Citgard 500, or equivalent 15W40 CK-4 low ash engine oil which shall be utilized for proper engine lubrication.

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

## **CAB ENGINE TUNNEL**

The cab interior shall include an integrated engine tunnel constructed of 5052-H32 Marine Grade, 0.19 of an inch thick aluminum. The tunnel shall be a maximum of 41.50 inches wide X 25.50 inches high.

## **DIESEL PARTICULATE FILTER CONTROLS**

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

## **ENGINE PROGRAMMING HIGH IDLE SPEED**

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

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## **ENGINE HIGH IDLE CONTROL**

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

## **ENGINE PROGRAMMING ROAD SPEED GOVERNOR**

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

## **AUXILIARY ENGINE BRAKE**

The engine shall utilize a variable geometry turbo (VGT). The VGT auxiliary engine brake shall be an integral part of the turbo and shall offer a variable rate of exhaust flow, which when activated shall slow the engine and in turn slow the vehicle.

The VGT shall actuate the vehicle's brake lights when engaged as an auxiliary brake. A cutout relay shall be installed to disable the VGT when in pump mode or when an ABS event occurs. The VGT engine brake shall activate at a 0% accelerator throttle position when in operation mode.

## **AUXILIARY ENGINE BRAKE CONTROL**

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

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

The variable geometry turbo brake shall be controlled via a virtual button on the Vista display and control screen. The multiplex system shall remember and default to the last engine brake control setting when the vehicle is shut off and re-started.

## **ELECTRONIC ENGINE OIL LEVEL INDICATOR**

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

## **FLUID FILLS**

The front of the chassis shall accommodate fluid fill for the engine oil through the grille. This area shall also accommodate a check for the engine oil. The transmission, power steering, and coolant fluid fills and checks shall be under the cab. The windshield washer fill shall be accessible through the front left side mid step.

## **ENGINE DRAIN PLUG**

The engine shall include an original equipment manufacturer installed oil drain plug.

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## **ENGINE WARRANTY**

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

## **ENGINE PROGRAMMING REMOTE THROTTLE**

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

## **ENGINE PROGRAMMING IDLE SPEED**

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

## **ENGINE FAN DRIVE**

The engine cooling system fan shall incorporate a thermostatically controlled, Horton clutched type fan drive.

When the clutched fan is disengaged it shall facilitate improved vehicle performance, cab heating in cold climates, and fuel economy. The fan clutch design shall be fail safe so that if the clutch drive fails the fan shall engage to prevent engine overheating due to the fan clutch failure.

## **ENGINE COOLING SYSTEM**

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

The cooling system shall utilize a charge air cooler to radiator serial flow package that provides the maximum cooling capacity for the specified engine as well as serviceability. The main components shall include a surge tank, an air to air charge air cooler bolted to the front of the radiator, recirculation shields, a shroud, a fan, and required tubing.

The radiator shall be a down-flow design constructed with aluminum cores, plastic end tanks, and a steel frame. The radiator shall be equipped with a drain cock to drain the coolant for serviceability.

The cooling system shall include a one piece injection molded polymer fan with a three (3) piece fiberglass fan shroud.

The cooling system shall be equipped with a surge tank that is capable of removing entrained air from the system. The surge tank shall be equipped with a low coolant probe and rearward oriented sight glass to monitor the level of the coolant. The surge tank shall have a dual seal cap that meets the engine manufacturer's pressure requirements, and allows for expansion and recovery of coolant into a separate integral expansion chamber.

All radiator tubes shall be formed from aluminized steel tubing. Recirculation shields shall be installed where required to prevent heated air from reentering the cooling package and affecting performance.

The charge air cooler shall be a cross-flow design constructed completely of aluminum with cast tanks. All charge air cooler tubes shall be formed from aluminized steel tubing and installed with silicone hump hoses and stainless steel "constant torque" style clamps meeting the engine manufacturer's requirements.

The radiator and charge air cooler shall be removable through the bottom of the chassis.

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## **ENGINE COOLING SYSTEM PROTECTION**

The engine cooling system shall include a recirculation shield designed to act as a light duty skid plate below the radiator to provide additional protection for the engine cooling system from light impacts, stones, and road debris. The skid plate shall be painted to match the frame components.

## **ENGINE COOLANT**

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

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

## **ELECTRONIC COOLANT LEVEL INDICATOR**

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

## **COOLANT HOSES**

The cooling system hoses shall be silicone heater hose with rubber hoses in the cab interior. The radiator hoses shall be formed silicone coolant hoses with formed aluminized steel tubing. All heater hose, silicone coolant hose, and tubing shall be secured with stainless steel constant torque band clamps.

## **ENGINE AIR INTAKE**

The engine air intake system shall include an ember separator air intake filter which shall be located behind the right hand side headlamp. This filter ember separator shall be designed to protect the downstream air filter from embers, using a combination of unique flat and crimped metal screens packaged in a corrosion resistant heavy duty galvanized steel frame. This multilayered screen shall be design traps embers and allows them to burn out before passing through the pack.

The engine air intake system shall also include a stainless steel air cleaner mounted to the frame and located beneath the cab on the right side of the vehicle. The air cleaner shall utilize a replaceable filter element designed to prevent dust and debris from being ingested into the engine. The air cleaner housing and connections in the air intake system shall be designed to mitigate water intrusion into the system during severe weather conditions.

The air intake system shall also include a restriction indicator light in the warning light cluster on the instrument panel, which shall activate when the air cleaner element requires replacement.

## **AIR INTAKE PROTECTION**

A light duty skid plate shall be supplied for the engine air intake system below the right front side of the cab. The skid plate shall provide protection for the air intake system from light impacts, stones, and road debris. The skid plate shall be painted to match the frame components.



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## **ENGINE EXHAUST SYSTEM**

The exhaust system shall include an end-in end-out horizontally mounted single module after treatment device, downpipe from the charge air cooled turbo. The single module shall include four temperature sensors, diesel particulate filter (DPF), urea dosing module (UL2), and a selective catalytic reduction (SCR) catalyst to meet current EPA standards. The selective catalytic reduction catalyst utilizes a diesel exhaust fluid solution consisting of urea and purified water to convert NOx into nitrogen, water, and trace amounts of carbon dioxide. The solution shall be mixed and injected into the system through the between the DPF and SCR.

The system shall utilize 0.07 inch thick stainless steel exhaust tubing between the engine turbo and the DPF. Zero leak clamps seal all system joints between the turbo and DPF.

The single module after treatment through the end of the tailpipe shall be connected with zero leak clamps. The discharge shall terminate horizontally on the right side of the vehicle ahead of the rear tires.

The exhaust system after treatment module shall be mounted below the frame in the inboard position.

## **DIESEL EXHAUST FLUID TANK**

The exhaust system shall include a molded cross linked polyethylene tank for Diesel Exhaust Fluid (DEF). The tank shall have a capacity of six (6) usable gallons and shall be mounted on the left hand side of the chassis frame behind the batteries below the frame.

The DEF tank shall be designed with capacity for expansion in case of fluid freezing. Engine coolant, which shall be thermostatically controlled, shall be run through lines in the tank to help prevent the DEF from freezing and to provide a means of thawing the fluid if it should become frozen.

The tank fill tube shall be routed under the rear of the cab with the fill neck and splash guard accessible in the top rear step.

## **ENGINE EXHAUST ACCESSORIES**

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

## **ENGINE EXHAUST WRAP**

The exhaust tubing between the engine turbo and the diesel particulate filter (DPF) shall be wrapped with a thermal cover in order to retain the necessary heat for DPF regeneration. The exhaust wrap shall also help protect surrounding components from radiant heat which can be transferred from the exhaust.

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## **TRANSMISSION**

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

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

The transmission gear ratios shall be:

1st	3.49:1
2nd	1.86:1
3rd	1.41:1
4th	1.00:1
5th	0.75:1
6th	0.65:1 (if applicable)
Rev	5.03:1

## **TRANSMISSION MODE PROGRAMMING**

The transmission, upon start-up, will automatically select a four (4) speed operation. The fifth speed over drive shall be available with the activation of the mode button on the shifting pad.

## **TRANSMISSION FEATURE PROGRAMMING**

The Allison Gen V-E transmission EVS group package number 127 shall contain the 227 vocational package in consideration of the duty of this apparatus for rescue. This package shall incorporate an automatic neutral with selector override. This feature commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. This requires re-selecting drive range to shift out of neutral for the override.

A transmission interface connector shall be provided in the cab. This package shall contain the following input/output circuits to the transmission control module. The Gen V-E transmission shall include prognostic diagnostic capabilities. These capabilities shall include the monitoring of the fluid life, filter change indication, and transmission clutch maintenance.

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

## **ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR**

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

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## **TRANSMISSION SHIFT SELECTOR**

An Allison pressure sensitive range selector touch pad shall be provided and located to the right of the driver within clear view and easy reach. The shift selector shall have a graphical Vacuum Florescent Display (VFD) capable of displaying two lines of text. The shift selector shall provide mode indication and a prognostic indicator (wrench symbol) on the digital display. The prognostics monitor various operating parameters and shall alert you when a specific maintenance function is required.

## **TRANSMISSION PRE-SELECT WITH AUXILIARY BRAKE**

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

## **TRANSMISSION COOLING SYSTEM**

The transmission shall include a water to oil cooler system located in the cooling loop between the radiator and the engine. The transmission cooling system shall meet all transmission manufacturer requirements. The transmission cooling system shall feature continuous flow of engine bypass water to maintain uninterrupted transmission cooling.

## **TRANSMISSION DRAIN PLUG**

The transmission shall include an original equipment manufacturer installed magnetic transmission fluid drain plug.

## **TRANSMISSION WARRANTY**

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

## **LH PTO**

A PTO shall be installed on the transmission by the OEM.

## **LH PTO MODEL**

A ten (10) bolt Chelsea model 280-GSFJP-B8RK heavy duty transmission driven PTO shall be installed. The clutched shifted PTO is designed specifically for the Allison world transmission and provides an intermittent and continuous torque rating of 265 lb. ft.

## **PTO LOCATION**

The transmission shall have two (2) power take off (PTO) mounting locations, one (1) in the 8:00 o'clock position and one (1) in the 4:00 o'clock position.

## **DRIVELINE**

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

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## **FUEL FILTER/WATER SEPARATOR**

The fuel system shall have a Fleetguard FS1098 fuel filter/water separator as a primary filter. The fuel filter shall have a drain valve.

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

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

## **FUEL LINES**

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

## **ELECTRIC FUEL PRIMER**

Integral to the engine assembly is an electric lift pump that serves the purpose of pre-filter fuel priming.

## **FUEL TANK**

The fuel tank shall have a capacity of sixty-eight (68) gallons and shall measure 35.00 inches in width X 17.00 inches in height X 29.00 inches in length.

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

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

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

## **FUEL TANK MATERIAL AND FINISH**

The fuel tank shall be constructed of 12 gauge aluminized steel. The exterior of the tank shall be powder coated black and then painted to match the frame components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 Method B, results to be 5B minimum. The pencil hardness test per ASTM D3363 shall have a final post-curved pencil hardness of H-2H. The direct impact resistance test per ASTM D2794, results to be 5B minimum.

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

## **FUEL TANK STRAP MATERIAL**

The fuel tank straps shall be constructed of ASTM A-36 steel. The fuel tank straps shall be powder coated black and then painted to match the frame components if possible.

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## **FUEL TANK FILL PORT**

The fuel tank fill ports shall be provided with two (2) left fill ports located one (1) in the forward position and one (1) in the middle position and the right fill port located in the middle position of the fuel tank.

## **FUEL TANK DRAIN PLUG**

A 0.5 inch NPT magnetic drain plug shall be centered in the bottom of the fuel tank.

## **FRONT AXLE**

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

## **FRONT WHEEL BEARING LUBRICATION**

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

## **FRONT SHOCK ABSORBERS**

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

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

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

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

## **FRONT SUSPENSION**

The front suspension shall include a ten (10) leaf spring pack in which the longest leaf measures 54.00 inch long and 4.00 inches wide and shall include a military double wrapped front eye. Both spring eyes shall have a case hardened threaded bushing installed with lubrication counter bore and lubrication land off cross bore with grease fitting. The spring capacity shall be rated at 21,500 pounds.

## **STEERING COLUMN/ WHEEL**

The cab shall include a Douglas Autotech steering column which shall include a seven (7) position tilt, a 2.25 inch telescopic adjustment, and an 18.00 inch, four (4) spoke steering wheel located at the driver's position. The steering wheel shall be covered with black polyurethane foam padding.

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

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## **ELECTRONIC POWER STEERING FLUID LEVEL INDICATOR**

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

## **POWER STEERING PUMP**

The hydraulic power steering pump shall be a TRW PS and shall be gear driven from the engine. The pump shall be a balanced, positive displacement, sliding vane type. The power steering system shall include an oil to air passive cooler.

## **FRONT AXLE CRAMP ANGLE**

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

## **POWER STEERING GEAR**

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

## **CHASSIS ALIGNMENT**

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

## **REAR AXLE**

The rear axle shall be a Meritor model RS-25-160 single drive axle. The axle shall include precision forged, single reduction differential gearing, and shall have a fire service rated capacity of 27,000 pounds.

The axle shall be built of superior construction and quality components to provide the rugged dependability needed to stand up to the fire industry's demands. The axle shall include rectangular shaped, hot-formed housing with a standard wall thickness of 0.63 of an inch for extra strength and rigidity and a rigid differential case for high axle strength and reduced maintenance.

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

## **REAR AXLE DIFFERENTIAL LUBRICATION**

The rear axle differential shall be lubricated with oil.

## **REAR WHEEL BEARING LUBRICATION**

The rear axle wheel bearings shall be lubricated with oil.

## **VEHICLE TOP SPEED**

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

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## **REAR SUSPENSION**

The single rear axle shall feature a Reyco 79KB vari-rate, self-leveling captive slipper type conventional multi-leaf spring suspension, with 57.50 inch X 3.00 inch springs. One (1) adjustable and one (1) fixed torque rod shall be provided.

The rear suspension capacity shall be rated from 21,000 to 31,500 pounds.

## **REAR SHOCK ABSORBERS**

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

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

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

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

## **FRONT TIRE**

The front tires shall be Michelin 385/65R22.5 "L" tubeless radial X Multiway HD XZE regional tread.

The front tire stamped load capacity shall be 22,000 pounds per axle with a nominal speed rating of 68 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 23,540 pounds per axle with a maximum speed of 68 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum speed capacity shall be 22,000 pounds per axle with a speed rating of 75 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

## **REAR TIRE**

The rear tires shall be Michelin 315/80R-22.5 20PR "L" tubeless radial X Multiway 3D XZE highway tread.

The rear tire stamped load capacity shall be 33,080 pounds per axle with a nominal speed rating of 75 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 35,396 pounds per axle with a maximum speed of 75 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum speed capacity shall match the nominal speed rating.

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The Michelin Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

## **REAR AXLE RATIO**

The rear axle ratio shall be 5.13:1.

## **TIRE PRESSURE INDICATOR**

There shall be electronic chrome LED valve caps shipped loose for installation by the OEM which shall illuminate with a red LED when tire pressure drops 8psi provided. The valve caps are self-calibrating and set to the pressure of the tire upon installation.

## **FRONT WHEEL**

The front wheels shall be Accuride hub piloted, 22.50 inch X 12.25 inch polished aluminum wheels. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts. The wheels shall be forged from a single piece of aluminum, designed to be corrosion resistant and are engineered for a long life.

## **REAR WHEEL**

The rear wheels shall be Accuride hub piloted, heavy duty, 22.50 inch X 9.00 inch aluminum wheels. Each outer wheel shall have a polished aluminum finish on the exterior surface and each inner wheel shall have a machine finish. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

## **TIRE CHAINS**

RUD, eighteen (18) strand automatic ice chains shall be installed on the rear axle of the chassis to provide instant traction on ice and snow at speeds below 35 MPH.

## **TIRE CHAINS ACTIVATION**

The tire chain system shall be activated by a virtual button on the Vista display and control screen. The virtual button shall display "Active" when the tire chains are engaged. The tire chains shall be interlocked with the transmission and shall engage only if the vehicle is traveling 30 MPH or less. After traveling over 30 MPH, the vehicle must be reduced to a speed below 5 MPH for the tire chains to be engaged or re-engaged. The virtual button, once the vehicle reaches 35 MPH shall be reset to "Inactive". The vehicle must then reduce to a speed below 5 MPH to enable the tire chains virtual button.

## **BRAKE SYSTEM**

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

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



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

## **FRONT BRAKES**

The front brakes shall be Meritor 16.50 inch x 6.00 inch S-cam drum type.

## **REAR BRAKES**

The rear brakes shall be Meritor 16.50 inch X 7.00 inch S-cam drum type. The brakes shall feature a cast iron shoe.

## **PARK BRAKE**

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

## **PARK BRAKE CONTROL**

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

The parking brake actuation valve shall be mounted on the center of the tunnel within easy access of both the driver and officer positions.

## **FRONT BRAKE SLACK ADJUSTERS**

The front brakes shall include Meritor automatic slack adjusters installed on the chassis which features a simple, durable design offering reduced weight. The automatic slack adjusters shall feature a manual adjusting nut which cannot inadvertently be backed off and threaded grease fittings for easy serviceability.

## **REAR BRAKE SLACK ADJUSTERS**

The rear brakes shall include Meritor automatic slack adjusters installed on the axle which features a simple, durable design offering reduced weight. The automatic slack adjusters shall feature a manual adjusting nut which cannot inadvertently be backed off and threaded grease fittings for easy serviceability.

## **AIR DRYER**

The brake system shall include a Wabco System Saver 1200 air dryer with an integral heater with a Metri-Pack sealed connector. The air dryer incorporates an internal turbo cutoff valve that closes the path between the air compressor and air dryer purge valve during the compressor "unload" cycle. The turbo cutoff valve allows purging of moisture and contaminants without the loss of turbo boost pressure. The air dryer shall be mounted behind the battery box on the left hand side.

## **FRONT BRAKE CHAMBERS**

The front brakes shall be provided with MGM type 30 brake chambers.

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## **REAR BRAKE CHAMBERS**

The rear axle shall include TSE 30/36 brake chambers which shall convert the energy of compressed air into mechanical force and motion. This shall actuate the brake camshaft, which in turn shall operate the foundational brake mechanism forcing the brake shoes against the brake drum. The TSE Type 36 brake chamber has a 36.00 square inch effective area.

## **AIR COMPRESSOR**

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

## **AIR GOVERNOR**

An air governor shall be provided to control the cut-in and cut-out pressures of the engine mounted air compressor. The governor shall be calibrated to meet FMVSS requirements. The air governor shall be located on the air dryer bracket on the left frame rail behind the battery box.

## **MOISTURE EJECTORS**

Manual pet-cock type drain valves shall be installed on all reservoirs of the air supply system.

## **AIR SUPPLY LINES**

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

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

## **REAR AIR TANK MOUNTING**

If a combination of wheel base, air tank quantity, or other requirements necessitate the location of one or more air tanks to be mounted rear of the fuel tank, these tank(s) will be mounted perpendicular to frame.

## **WHEELBASE**

The chassis wheelbase shall be 224.0" inches.

## **REAR OVERHANG**

The chassis rear overhang shall be 88.50 inches.

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## **FRAME**

The frame shall consist of double rails running parallel to each other with cross members forming a ladder style frame. The frame rails shall be formed in the shape of a "C" channel, with the outer rail measuring 10.25 inches high X 3.50 inches deep upper and lower flanges X 0.38 inches thick with an inner channel of 9.44 inches high X 3.13 inches deep and 0.38 inches thick. Each rail shall be constructed of 110,000 psi minimum yield high strength low alloy steel. Each double rail section shall be rated by a Resistance Bending Moment (RBM) minimum of 3,213,100 inch pounds and have a minimum section modulus of 29.21 cubic inches. The frame shall measure 35.00 inches in width.

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

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

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

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

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

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

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

## **FRAME WARRANTY**

Summary of Warranty Terms:

THE FOLLOWING IS SUMMARY OF WARRANTY TERMS FOR INFORMATION ONLY. THE ACTUAL LIMITED WARRANTY DOCUMENT, WHICH IS ATTACHED TO THIS OPTION, CONTAINS THE COMPLETE STATEMENT OF THE SPARTAN MOTORS USA LIMITED WARRANTY. SPARTAN'S RESPONSIBILITY IS TO BE ACCORDING TO THE TERMS OF THE COMPLETE LIMITED WARRANTY DOCUMENT.

The frame and cross members shall carry a limited lifetime warranty to the original purchaser. The warranty period shall commence on the date the vehicle is delivered to the first end user.

## **FRAME PAINT**

The frame rails shall be hot dip galvanized prior to assembly and attachment of any components. The components that shall be galvanized shall include:

- Main frame "C" channel or channels

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The frame parts which are not galvanized shall be powder coated prior to any attachment of components. Parts which shall be powder coated shall include but are not limited to:

- Steering gear bracket
- Front splayed rails and fish plates
- Bumper extensions
- Cross members
- Cross member gussets
- Fuel tank mounting brackets
- Fuel tank straps (unless material/finish is specified in 3130 subcat)
- Air tanks (unless color coded tanks are specified in 3205 subcat)
- Air tank mounting brackets
- Exhaust mounting brackets
- Air cleaner skid plate
- Radiator skid plate
- Battery supports, battery trays and battery covers

Other non-galvanized under carriage components which are received from the suppliers with coatings already applied shall include but are not limited to:

- Suspension components
- Front and rear axles

All powder coatings, primers and paint used on the non-galvanized components shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 shall not have a fail of more than ten (10) squares. The pencil hardness test per ASTM D3363 shall have a final post-cured pencil hardness of H-2H. The direct impact resistance test per ASTM D2794 shall have an impact resistance of 120.00 inches per pound at 2 mils.

## **FRONT BUMPER**

The chassis shall be equipped with a severe duty front bumper constructed from structural steel channel. The bumper material shall be 0.38 thick ASTM A36 steel which shall measure 12.00 inches high with a 3.05 inch flange and shall be 99.00 inches wide with angled front corners.

The bumper shall be primed and painted as specified.

## **FRONT BUMPER EXTENSION LENGTH**

The front bumper shall be extended approximately 6.00 inches ahead of the cab.

## **FRONT BUMPER PAINT**

The front bumper shall be painted the same as the lower cab color.

## **FRONT BUMPER APRON**

The 6.00 inch extended front bumper shall include an apron constructed of 0.19 inch thick embossed aluminum tread plate.

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

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## **MECHANICAL SIREN**

The front bumper shall include an electro mechanical Federal Q2B™ siren, which shall be streamlined, chrome-plated and shall produce 123 decibels of sound at 10.00 feet. The Q2B™ siren produces a distinctive warning sound that is recognizable at long distances. A unique clutch design provides a longer coast down sound while reducing the amp draw to 100 amps. The siren shall measure 10.50 inches wide X 10.00 inches high X 14.00 inches deep. The siren shall include mounting hardware designed to recess or flush mount.

## **MECHANICAL SIREN LOCATION**

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

## **AIR HORN**

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

## **AIR HORN LOCATION**

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

## **AIR HORN RESERVOIR**

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

## **ELECTRONIC SIREN SPEAKER**

There shall be two (2) Cast Products Inc. model SA4301, 100 watt cast aluminum speakers provided in an insulated encapsulation. Each speaker shall measure 6.20 inches tall X 7.36 inches wide X 3.06 inches deep. Each speaker shall include a flat mounting flange and shall be polished aluminum.

## **ELECTRONIC SIREN SPEAKER LOCATION**

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

## **FRONT BUMPER TOW EYES**

The bumper shall include two (2) painted tow eyes shall be installed through the front bumper. The tow eyes shall be fabricated from 0.75 inch thick #1020 ASTM-36 hot rolled steel. The inside diameter of the tow eye shall be 2.00 inch and have inside/outside chamfered edges. The tow eyes shall be painted to match the frame components.

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## **CAB TILT SYSTEM**

The entire cab shall be capable of tilting approximately 45-degrees to allow for easy maintenance of the engine and transmission. The cab tilt pump assembly shall be located on the right side of the chassis above the battery box.

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

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

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

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

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

## **CAB TILT LIMIT SWITCH**

A cab tilt limit switch shall be installed. The switch will effectively limit the travel of the cab when being tilted. The limit adjustment of the switch shall be preset by the chassis manufacturer to prevent damage to the cab or any bumper mounted option mounted in the cab tilt arc. Further adjustment to the limit by the apparatus manufacturer shall be available to accommodate additional equipment.

## **CAB TILT ALARM**

A Preco Matic model 1059 audible alarm shall be installed and shall automatically activate the pulsed warble sounding alarm when the cab tilt is actuated acting as a notification and warning.

## **CAB TILT CONTROL RECEPTACLE**

The cab tilt control cable shall include a receptacle which shall be temporarily located on the right hand chassis rail rear of the cab to provide a place to plug in the cab tilt remote control pendant. The tilt pump shall include 8.00 feet of cable with a six (6) pin Deutsch receptacle with a cap.

The remote control pendant shall include 20.00 feet of cable with a mating Deutsch connector. The remote control pendant shall be shipped loose with the chassis.

## **CAB TILT LOCK DOWN INDICATOR**

The cab dash shall include a message located within the dual air pressure gauge which shall alert the driver when the cab is unlocked and ajar. The alert message shall cease to be displayed when the cab is in the fully lowered position and the hold down hooks are secured and locked to the cab mounts.

In addition to the alert message an audible alarm shall sound when the cab is unlocked and ajar with the parking brake released.

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## **CAB WINDSHIELD**

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

The glass utilized for the windshield shall include standard automotive tint. The left and right windshield shall be fully interchangeable thereby minimizing stocking and replacement costs.

Each windshield shall be installed using black self locking window rubber.

## **GLASS FRONT DOOR**

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

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

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

## **GLASS TINT FRONT DOOR**

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

## **GLASS REAR DOOR RH**

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

## **GLASS TINT REAR DOOR RIGHT HAND**

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

## **GLASS REAR DOOR LH**

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

## **GLASS TINT REAR DOOR LEFT HAND**

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

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## **GLASS SIDE MID RH**

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

## **GLASS TINT SIDE MID RIGHT HAND**

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

## **GLASS SIDE MID LH**

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

## **GLASS TINT SIDE MID LEFT HAND**

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

## **GLASS UPPER SIDE FRONT**

The raised roof on the left and right sides of the cab shall include a triangular shaped window which shall be 12.00 inches wide X 11.00 inches high. These windows shall be fixed within this space. These windows shall be mounted to the cab using black self-locking window rubber.

## **GLASS TINT UPPER SIDE FRONT**

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

## **GLASS UPPER SIDE MID**

The middle section of the raised roof on the left and right sides of the cab shall include a window which shall measure 16.00 inches wide X 14.00 inches high. These windows shall be fixed within this space. These windows shall be mounted using black self-locking window rubber.

## **GLASS TINT UPPER SIDE MID**

The windows located in the upper section on each side in the middle of the cab shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.



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## **GLASS UPPER SIDE REAR DOOR**

Windows shall be provided in the upper portion of each rear door of the raised roof cab. Each window shall measure 27.00 inches wide X 14.00 inches high and be installed above the lower door window. The windows shall be rectangular in shape and fixed within this space. The windows shall be mounted using black self-locking window rubber.

## **GLASS TINT UPPER SIDE REAR DOOR**

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

## **CLIMATE CONTROL**

The cab shall include a 57,500 BTU @ 425 CFM front overhead heater/defroster which shall be provided and installed above the windshield between the sun visors.

The cab shall also include a combination heater air-conditioning unit mounted on the engine tunnel. This unit shall offer eight (8) adjustable louvers, four (4) forward facing and four (4) rearward facing, a temperature control valve and two (2) blowers offering three (3) speeds which shall be capable of circulating 550 cubic feet of air per minute. The unit shall be rated for 42,500 BTU/Hr of cooling and 36,000 BTU/Hr of heating.

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

The air conditioner lines shall be a mixture of custom bend zinc coated steel fittings and Aeroquip flexible hose with Aeroquip EZ clip fittings.

## **CLIMATE CONTROL DRAIN**

The climate control system shall include a gravity drain for water management. The gravity drain shall remove condensation from the air conditioning system without additional mechanical assistance.

## **CLIMATE CONTROL ACTIVATION**

The heating and defrosting controls shall be located on the front overhead climate control unit. There shall be additional heating and air conditioning controls located on the engine tunnel mounted climate control unit.

## **A/C CONDENSER LOCATION**

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

## **A/C COMPRESSOR**

The air-conditioning compressor shall be a belt driven, engine mounted, open type compressor that shall be capable of producing a minimum of 32,000 BTU at 1500 engine RPMs. The compressor shall utilize R-134A refrigerant and PAG oil.

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## **UNDER CAB INSULATION**

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

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

The engine tunnel insulation shall measure approximately 0.75 inch thick including a vertically lapped polyester fiber layer, a 1.0 lb/ft<sup>2</sup> PVC barrier layer, an open cell foam layer, and a moisture and heat reflective foil facing reinforced with a woven fiberglass layer. The foil surface acts as protection against moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

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

## **INTERIOR TRIM FLOOR**

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

## **INTERIOR TRIM**

The cab interior shall include trim on the front ceiling, rear crew ceiling, and the cab walls. It shall be easily removable to assist in maintenance. The trim shall be constructed of insulated vinyl over a hard board backing.

## **REAR WALL INTERIOR TRIM**

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

## **HEADER TRIM**

The cab interior shall feature header trim above the driver and officer positions constructed of vacuum formed ABS material.

## **TRIM CENTER DASH**

The main center dash area shall be constructed of durable vacuum formed ABS composite.

## **TRIM LH DASH**

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

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## **TRIM RH DASH**

The right hand dash trim shall consist of a vacuum formed ABS composite module, which contains a glove compartment with a hinged locking door and a Mobile Data Terminal (MDT) provision. The glove compartment size shall be 13.50 inches wide X 6.25 inches high X 5.50 inches deep. The MDT provision shall be provided above the glove compartment.

## **ENGINE TUNNEL TRIM**

The cab engine tunnel shall be covered with a multi-layer mat consisting of 0.25 inch closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The mat shall be held in place by pressure sensitive adhesive. The engine tunnel mat shall be trimmed with anodized aluminum stair nosing trim for an aesthetically pleasing appearance.

## **POWER POINT DASH MOUNT**

The cab shall include a 12 volt cigarette lighter type receptacle in the cab dash to provide a power source for 12 volt electrical equipment. The cab shall also include one (1) dual universal serial bus (USB) charging receptacle in the cab dash switch panel to provide a power source for USB chargeable electrical equipment. Each dual USB receptacle shall include two ports and shall be capable of up to a 5 Volt 2.1 amp output. Port 1 is optimized for fast charging at 1 amp. Port 2 is optimized for fast charging up to 2.1 amps, when used individually. The receptacles shall be wired battery direct.

## **STEP TRIM**

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

## **UNDER CAB ACCESS DOOR**

The cab shall include an access door in the left crew step riser constructed of DA finish aluminum with a push and turn latch. The under cab access door shall provide access to the diesel exhaust fluid fill.

## **INTERIOR DOOR TRIM**

The interior trim on the doors of the cab shall consist of an aluminum panel constructed of Marine Grade 5052-H32 0.13 of an inch thick aluminum plate. The door panels shall include a painted finish.

## **DOOR TRIM CUSTOMER NAMEPLATE**

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

## **CAB DOOR TRIM REFLECTIVE**

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

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## **INTERIOR GRAB HANDLE "A" PILLAR**

There shall be two (2) rubber covered 11.00 inch grab handles installed inside the cab, one on each "A" post at the left and right door openings. The left handle shall be located 7.88 inches above the bottom of the door window opening and the right handle shall be located 2.88 inches above the bottom of the door window opening. The handles shall assist personnel in entering and exiting the cab.

## **INTERIOR GRAB HANDLE FRONT DOOR**

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

## **INTERIOR GRAB HANDLE REAR DOOR**

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

## **INTERIOR SOFT TRIM COLOR**

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

## **INTERIOR TRIM SUNVISOR**

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

## **INTERIOR ABS TRIM COLOR**

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

## **INTERIOR FLOOR MAT COLOR**

The cab interior floor mat shall be gray in color.

## **CAB PAINT INTERIOR DOOR TRIM**

The inner door panel surfaces shall be painted with multi-tone silver gray texture finish.

## **DASH PANEL GROUP**

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

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## **SWITCHES CENTER PANEL**

The center dash panel shall include three (3) rocker switch positions in a single row configuration in the lower right portion of the panel.

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

## **SWITCHES LEFT PANEL**

The left dash panel shall include three (3) switches. There shall be one (1) headlight switch over one (1) windshield wiper/washer control switch and one (1) instrument lamp dimmer switch on the left hand portion of the panel. All switches shall have backlighting provided.

## **SWITCHES RIGHT PANEL**

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

## **SEAT BELT WARNING**

A Weldon seat belt warning system, integrated with the Vehicle Data Recorder system, shall be installed for each seat within the cab. The system shall provide a visual warning indicator in the Vista display and control screen(s), an indicator light in the instrument panel, and an audible alarm.

The warning system shall activate when any seat is occupied with a minimum of 60 pounds, the corresponding seat belt remains unfastened, and the park brake is released. The warning system shall also activate when any seat is occupied, the corresponding seat belt was fastened in an incorrect sequence, and the park brake is released. Once activated, the visual indicators and audible alarm shall remain active until all occupied seats have the seat belts fastened.

## **SEAT MATERIAL**

The Bostrom Firefighter seats shall include a covering of extra high strength, wear resistant fabric made of durable Durawear Plus™ ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Durawear Plus™ meets or exceeds specification of the common trade name Imperial 1800. The material meets FMVSS 302 flammability requirements.

## **SEAT COLOR**

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

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## **SEAT DRIVER**

The driver's seat shall be an H.O. Bostrom 500 Series Firefighter Sierra model seat. The seat shall feature two-way manual adjustment and shall include a tapered and padded seat cushion. The seat shall also feature integral springs to isolate shock.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt, automatic retractor and buckle as an integral part of the seat assembly. The ABTS feature shall also include the RiteHite™ shoulder adjustment feature to provide enhanced comfort and safety by allowing customized seat belt fit.

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

This model of seat shall have successfully completed the static load tests by FMVSS 207, 209, 210 and 302 in effect at the time of manufacture. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

## **SEAT BACK DRIVER**

The driver's seat shall include a standard seat back incorporating the all belts to seat feature (ABTS). The seat back shall feature a contoured head rest.

## **SEAT MOUNTING DRIVER**

The driver's seat shall be installed in an ergonomic position in relation to the cab dash.

## **OCCUPANT PROTECTION DRIVER**

The driver's position shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

The driver's seating area APS shall include:

- Advanced seat belt system - retractor pre-tensioner tightens the seat belt around the driver, securing the occupant in the seat and the load limiter plays out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.
- Large side curtain airbag - protects the driver's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to the driver in a qualifying event by covering the window and the upper portion of the door.
- Dual knee airbags (patent pending) with energy management mounting (patent pending) - protects the driver's lower body from dangerous surface contact injuries, acceleration injuries, and from intrusion as well as locks the lower body in place so the upper body shall be slowed by the load limiting seat belt.

Steering wheel airbag - protects the driver's head, neck, and upper torso from contact injuries, acceleration injuries, and contact points with intrusive surfaces as a result of a collision.

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## **SEAT OFFICER**

The officer's seat shall be an H.O. Bostrom 500 Series Sierra model seat. The seat shall feature two-way manual adjustment and shall include a tapered and padded seat cushion. The seat shall also feature integral springs to isolate shock.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt, automatic retractor and buckle as an integral part of the seat assembly. The ABTS feature shall also include the RiteHite™ shoulder adjustment feature to provide enhanced comfort and safety by allowing customized seat belt fit.

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

This model of seat shall have successfully completed the static load tests by FMVSS 207, 209, 210 and 302 in effect at the time of manufacture. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

## **SEAT BACK OFFICER**

The officer's seat shall include a standard seat back incorporating the all belts to seat feature (ABTS). The seat back shall feature a contoured head rest.

## **SEAT MOUNTING OFFICER**

The officer's seat shall be installed in an ergonomic position in relation to the cab dash.

## **OCCUPANT PROTECTION OFFICER**

The officer's position shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

The officer's seating area APS shall include:

- Advanced seat belt system - retractor pre-tensioner tightens the seat belt around the officer, securing the occupant in the seat and the load limiter plays out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.
- Large side curtain airbag - protects the officer's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to the officer in a qualifying event by covering the window and the upper portion of the door.

Knee airbags - protects the officer's lower body from dangerous surface contact injuries, acceleration injuries, and from contact points with intrusive surfaces as a result of a collision as well as locks the lower body in place so the upper body shall be slowed by the load limiting seat belt.

## **SEAT BELT ORIENTATION CREW**

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

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## **SEAT REAR FACING OUTER LOCATION**

The crew area shall include two (2) rear facing crew seats, which include one (1) located directly behind the left side front seat and one (1) located directly behind the right side front seat.

## **SEAT CREW REAR FACING OUTER**

The crew area shall include a seat in the rear facing outboard position which shall be a H.O. Bostrom 500 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position.

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

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

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

## **SEAT BACK REAR FACING OUTER**

The rear facing outer seat(s) shall include a standard seat back incorporating the all belts to seat feature (ABTS). The seat back shall feature a contoured head rest.

## **SEAT MOUNTING REAR FACING OUTER**

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

## **OCCUPANT PROTECTION RFO**

The rear facing outer seat position(s) shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

Each rear facing outer seating position APS shall include:

- APS advanced seat belt system - retractor pre-tensioners tighten the seat belts around each occupant, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.



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Side curtain airbag - protects each occupant's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to each occupant in a qualifying event by covering the windows and walls adjacent to each seating position with an airbag custom designed for each cab configuration.

## **SEAT FORWARD FACING OUTER LOCATION**

The crew area shall include two (2) forward facing outboard seats, which include one (1) located next to the outer wall of the cab on the left side of the cab and one (1) located next to the outer wall on the right side of the cab.

## **SEAT CREW FORWARD FACING OUTER**

The crew area shall include a seat in the forward facing outer position which shall be a theatre style series. The seat shall feature a padded seat cushion which shall be hinged and attached to the wall providing optimum space savings. The seat shall remain in the stored position until occupied.

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

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. The seat belt assembly anchorages shall conform to the Federal Safety Standard (FMVSS) No. 210, "Seat belt assembly anchorages".

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

## **SEAT BACK FORWARD FACING OUTER**

The crew area shall include a seat in the forward facing outer position which shall be a theatre style seat. The rear wall padded trim shall act as the backrest for each seat.

There shall be a red, three-point shoulder harness with lap belt and an automatic retractor attached to the cab and available to the seat. 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. The seat belt assembly anchorages shall conform to the Federal Safety Standard (FMVSS) No. 210, "Seat belt assembly anchorages".

## **SEAT MOUNTING FORWARD FACING OUTER**

The forward facing outer seat shall be mounted in the furthest outboard position facing the front of the cab.

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## **OCCUPANT PROTECTION FFO**

The forward facing outer seat position(s) shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

Each forward facing outer seating position APS shall include:

- APS advanced seatbelt system - retractor pre-tensioners tighten the seat belts around each occupant, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.

Side curtain airbag - protects each occupant's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to each occupant in a qualifying event by covering the windows and walls adjacent to each seating position with an airbag custom designed for each cab configuration.

## **SEAT FORWARD FACING CENTER LOCATION**

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

## **SEAT CREW FORWARD FACING CENTER**

The crew area shall include a seat in the forward facing center position which shall be a theatre style series. The seat shall feature a padded seat cushion which shall be hinged and attached to the wall providing optimum space savings. The padded rear wall trim shall act as the backrest for the seat position. The seat shall remain in the stored position until occupied.

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

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. The seat belt assembly anchorages shall conform to the Federal Safety Standard (FMVSS) No. 210, "Seat belt assembly anchorages".

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

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## **SEAT BACK FORWARD FACING CENTER**

The crew area shall include a seat in the forward facing center position which shall be a theatre style seat. The rear wall padded trim shall act as the backrest for each seat.

There shall be a red, three-point shoulder harness with lap belt and an automatic retractor attached to the cab and available to the seat. 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. The seat belt assembly anchorages shall conform to the Federal Safety Standard (FMVSS) No. 210, "Seat belt assembly anchorages".

## **OCCUPANT PROTECTION FFC**

The forward facing center seat position(s) shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

Each forward facing center seating position APS shall include:

- APS advanced seatbelt system - retractor pre-tensioners tighten the seat belts around each occupant, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.

Side curtain airbag - provides ejection mitigation protection to each occupant in a qualifying event by covering the windows and walls adjacent to crew seating with an airbag custom designed for each cab configuration.

## **SEAT MOUNTING FORWARD FACING CENTER**

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

## **CAB FRONT UNDERSEAT STORAGE ACCESS**

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

## **SEAT COMPARTMENT DOOR FINISH**

All underseat storage compartment access doors shall have a multi-tone silver gray texture finish.

## **WINDSHIELD WIPER SYSTEM**

The cab shall include a dual arm wiper system which shall clear the windshield of water, ice and debris. There shall be two (2) windshield wipers; each shall be affixed to a radial arm. The wiper motor shall be activated by an intermittent wiper control located within easy reach of the driver's position.

## **ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR**

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

# Franklin Fire Department

USAR Unit, SVI #1100

## **CAB DOOR HARDWARE**

The cab entry doors shall be equipped with exterior pull handles, suitable for use while wearing firefighter gloves. The handles shall be made of a fiber reinforced plastic composite with a black matt finish.

The interior exit door handles shall be flush paddle type with a black finish, which are incorporated into the upper door panel.

All cab entry doors shall include locks which are keyed alike. The door locks shall be designed to prevent accidental lockout.

## **DOOR LOCKS**

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

## **GRAB HANDLES**

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

## **REARVIEW MIRRORS**

Lang Mekra West Coast style series 300 Aero mirror heads shall be provided and installed on each of the front cab doors. The mirrors shall be mounted to the cab doors with tubular stainless steel swing away arms.

The flat mirror shall measure 15.00 inches high X 8.00 inches wide. A separate lower convex mirror which shall measure 5.50 inches high X 6.60 inches wide shall be provided below the flat mirror for a wider field of vision. The mirror glass shall be shatter proof and the mirror backs shall be molded plastic with a textured chrome finish.

The flat mirrors shall be remotely adjustable vertically and horizontally via four way actuation switches. The control switches shall be mounted in the cab with in easy reach of the driver. The mirrors shall be heated for defrosting in severe cold weather conditions.

## **REARVIEW MIRROR HEAT SWITCH**

The heat for the rearview mirrors shall be controlled through a virtual button on the Vista display and control screen.

## **CAB FENDER**

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

## **CAB EXTERIOR FRONT & SIDE EMBLEMS**

The cab shall include three (3) Spartan emblems. There shall be one (1) installed on the front air intake grille and one (1) emblem on each of the cab sides. The cab shall also include one (1) Advanced Protection System shield emblem on each front door.

# Franklin Fire Department

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## **IGNITION**

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

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

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

## **BATTERY**

The single start electrical system shall include six (6) Harris BCI 31 925 CCA batteries with a 210 minute reserve capacity and 4/0 welding type dual path starter cables per SAE J541.

## **BATTERY TRAY**

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

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

## **BATTERY BOX COVER**

Each battery box shall include a stainless steel cover which protects the top of the batteries. Each cover shall be coated the same as the frame and shall include flush latches which shall keep the cover secure as well as a black powder coated handle for convenience when opening.

## **BATTERY CABLE**

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

## **BATTERY JUMPER STUD**

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

## **ALTERNATOR**

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

## **STARTER MOTOR**

The single start electrical system shall include a Delco brand starter motor.

# Franklin Fire Department

USAR Unit, SVI #1100

## **BATTERY CONDITIONER**

A Kussmaul 1200 battery conditioner shall be supplied. The battery conditioner shall be mounted in the cab in the LH rear facing outer seating position.

## **BATTERY CONDITIONER DISPLAY**

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

## **ELECTRICAL INLET**

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

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

## **ELECTRICAL INLET LOCATION**

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

## **ELECTRICAL INLET CONNECTION**

The electrical inlet shall be connected to the battery conditioner.

## **ELECTRICAL INLET COLOR**

The electrical inlet connection shall include a yellow cover.

## **HEADLIGHTS**

The cab front shall include four (4) rectangular LED headlamps with separate high and low beams mounted in bright chrome bezels.

## **FRONT TURN SIGNALS**

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

## **HEADLIGHT LOCATION**

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

## **SIDE TURN/MARKER LIGHTS**

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

## **MARKER AND ICC LIGHTS**

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

# Franklin Fire Department

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## **HEADLIGHT AND MARKER LIGHT ACTIVATION**

The headlights and marker lights shall be controlled through a rocker switch within easy reach of the driver. There shall be a dimmer switch within easy reach of the driver to adjust the brightness of the dash lights. The headlamps shall be equipped with the "Daytime Running" light feature, which shall illuminate the headlights to 80% brilliance when the battery master switch is in the "On" position and the parking brake is released.

## **GROUND LIGHTS**

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

## **LOWER CAB STEP LIGHTS**

The middle step located at each door shall include a recess mounted 4.00 inch round LED light which shall activate with the opening of the respective door.

## **INTERMEDIATE STEP LIGHTS**

The intermediate step well area at each door shall include an LED light within a chrome housing. The Egress step lights shall provide visibility to the step well area for the first step exiting the vehicle. The Egress step lights shall activate with Entry step lighting.

## **ENGINE COMPARTMENT LIGHT**

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

## **INTERIOR OVERHEAD LIGHTS**

The cab shall include a two-section, red and clear Weldon LED dome lamp located over each door. The dome lamps shall be rectangular in shape and shall measure approximately 7.00 inches in length X 3.00 inches in width with a black colored bezel. The clear portion of each lamp shall be activated by opening the respective door and via the multiplex display and both the red and clear portion can be activated by individual push lenses on each lamp.

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

## **DO NOT MOVE APPARATUS LIGHT**

The front headliner of the cab shall include a flashing red Whelen Ion LED light clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound while the light is activated.

The flashing red light shall be located centered left to right for greatest visibility.

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

# Franklin Fire Department

USAR Unit, SVI #1100

## **MASTER WARNING SWITCH**

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

## **HEADLIGHT FLASHER**

An alternating high beam headlight flashing system shall be installed into the high beam headlight circuit which shall allow the high beams to flash alternately from left to right.

Deliberate operator selection of high beams will override the flashing function until low beams are again selected. Per NFPA, these clear flashing lights will also be disabled "On Scene" when the park brake is applied.

## **HEADLIGHT FLASHER SWITCH**

The flashing headlights shall be activated through a virtual button on the Vista display and control screen.

## **INBOARD FRONT WARNING LIGHTS**

The cab front fascia shall include dual modules containing headlight bulbs in the left and right inboard positions. These lights shall not be wired.

## **SIREN CONTROL HEAD**

A Whelen 295LSA1 electronic siren control head with hard wired microphone. The siren shall offer a selectable 100 or 200-watt output, radio broadcast, public address, and seventeen (17) Scan-Lock siren tones and hands free operation which shall allow the operator to turn the siren on and off from the steering wheel horn ring if a horn/siren selector switch option is also selected. The siren circuitry shall be placed behind the rocker switch panels under the electrical cover with a 30.00 inch loop for the OEM to route as desired. The siren shall default to "ON" when the master warning switch is activated.

## **HORN BUTTON SELECTOR SWITCH**

A rocker switch shall be installed in the switch panel between the driver and officer to allow control of either the electric horn or the air horn from the steering wheel horn button. The electric horn shall sound by default when the selector switch is in either position to meet FMCSA requirements.

## **AIR HORN ACTIVATION**

The air horn activation shall be accomplished by the steering wheel horn button for the driver and a right hand side Linemaster model SP491-S81 foot switch for the officer. An air horn activation circuit shall be provided to the chassis harness pump panel harness connector.

## **MECHANICAL SIREN ACTIVATION**

The mechanical siren shall be actuated by two (2) Linemaster model SP491-S81 foot switches mounted in the front section of the cab for use by the driver and officer. A red momentary siren brake rocker switch shall be provided in the switch panel on the dash.

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



# Franklin Fire Department

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## **BACK-UP ALARM**

A Preco-Matic model 1059 dual function, dual sound backup alarm shall be installed at the rear of the chassis with an auto-adjusting output level of 87 dB to 112 dB. The alarm shall automatically activate when the transmission is placed in reverse.

## **INSTRUMENTATION**

An ergonomically designed instrument panel shall be provided. Each gauge shall be backlit with LED lamps. Stepper motor movements shall drive all gauges. The instrumentation system shall be multiplexed and shall receive ABS, engine, and transmission information over the J1939 data bus to reduce redundant sensors and wiring.

A twenty eight (28) icon lightbar message center with integral LCD odometer/trip odometer shall be included. The odometer shall display up to 999,999.9 miles. The trip odometer shall display 9,999.9 miles. The LCD message center screen shall be capable of custom configuration by the users for displaying certain vehicle status and diagnostic functions.

The instrument panel shall contain the following gauges:

One (1) three-movement gauge displaying vehicle speed, fuel level, and Diesel Exhaust Fluid (DEF) level. The primary scale on the speedometer shall read from 0 to 100 MPH, and the secondary scale on the speedometer shall read from 0 to 160 KM/H. The scale on the fuel and DEF level gauges shall read from empty to full as a fraction of full tank capacity. Red indicator lights in the gauge and an audible alarm shall indicate low fuel or low DEF at 1/8<sup>th</sup> tank level.

One (1) three-movement gauge displaying engine RPM, and primary and secondary air system pressures shall be included. The scale on the tachometer shall read from 0 to 3000 RPM. The scale on the air pressure gauges shall read from 0 to 150 pounds per square inch (PSI) with a red line zone indicating critical levels of air pressure. Red indicator lights in the gauge and an audible alarm shall indicate low air pressure.

One (1) four-movement gauge displaying engine oil pressure, coolant temperature, voltmeter, and transmission temperature shall be included. The scale on the engine oil pressure gauge shall read from 0 to 100 pounds PSI with a red line zone indicating critical levels of oil pressure. A red indicator light in the gauge and audible alarm shall indicate low engine oil pressure. The scale on the coolant temperature gauge shall read from 100 to 250 degrees Fahrenheit (°F) with a red line zone indicating critical coolant temperatures. A red indicator light in the gauge and audible alarm shall indicate high coolant temperature. The scale on the voltmeter shall read from 9 to 18 volts with a red line zone indicating critical levels of battery voltage. A red indicator light in the gauge and an audible alarm shall indicate high or low system voltage. The low voltage alarm shall indicate when the system voltage has dropped below 11.8 volts for more than 120 seconds in accordance with the requirements of NFPA 1901. The scale on the transmission temperature gauge shall read from 100 to 300 degrees °F with a red line zone indicating critical temperatures. A red indicator light in the gauge and an audible alarm shall indicate a high transmission temperature.

The light bar portion of the message center shall include twenty-eight (28) LED backlit indicators. The lightbar shall be split with fourteen (14) indicators on each side of the LCD message screen. The lightbar shall contain the following indicators and produce the following audible alarms when supplied in conjunction with applicable configurations:

## **RED INDICATORS**

Stop Engine - indicates critical engine fault

Air Filter Restricted - indicates excessive engine air intake restriction

Park Brake - indicates parking brake is set

Seat Belt - indicates a seat is occupied and corresponding seat belt remains unfastened

Low Coolant - indicates critically low engine coolant

Cab Tilt Lock - indicates the cab tilt system locks are not engaged.

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## **AMBER INDICATORS**

Malfunction Indicator Lamp (MIL) - indicates an engine emission control system fault  
Check Engine - indicates engine fault  
Check Transmission - indicates transmission fault  
Anti-Lock Brake System (ABS) - indicates anti-lock brake system fault  
High exhaust system temperature – indicates elevated exhaust temperatures  
Water in Fuel - indicates presence of water in fuel filter  
Wait to Start - indicates active engine air preheat cycle  
Windshield Washer Fluid – indicates washer fluid is low  
DPF restriction - indicates a restriction of the diesel particulate filter  
Regen Inhibit-indicates regeneration of the DPF has been inhibited by the operator  
Range Inhibit - indicates a transmission operation is prevented and requested shift request may not occur.  
SRS - indicates a problem in the supplemental restraint system  
Check Message - indicates a vehicle status or diagnostic message on the LCD display requiring attention.

## **GREEN INDICATORS**

Left and Right turn signal indicators  
ATC - indicates low wheel traction for automatic traction control equipped vehicles, also indicates mud/snow mode is active for ATC system  
High Idle - indicates engine high idle is active.  
Cruise Control - indicates cruise control is enabled  
OK to Pump - indicates the pump is engaged and conditions have been met for pump operations  
Pump Engaged - indicates the pump transmission is currently in pump gear  
Auxiliary Brake - indicates secondary braking device is active

## **BLUE INDICATORS**

High Beam indicator

## **AUDIBLE ALARMS**

Air Filter Restriction  
Cab Tilt Lock  
Check Engine  
Check Transmission  
Open Door/Compartment  
High Coolant Temperature  
High or Low System Voltage  
High Transmission Temperature  
Low Air Pressure  
Low Coolant Level  
Low DEF Level  
Low Engine Oil Pressure  
Low Fuel  
Seatbelt Indicator  
Stop Engine  
Water in Fuel  
Extended Left/Right Turn Signal On  
ABS System Fault

## **BACKLIGHTING COLOR**

The instrumentation gauges and the switch panel legends shall be backlit using red LED backlighting.

# Franklin Fire Department

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## **COMMUNICATION ANTENNA**

An antenna shall be installed on the cab. The antenna shall be a custom configured Sharkee model GPSB. The antenna shall be mounted on the left hand front corner of the cab roof so not to interfere with light bars or other roof mounted equipment installed by Spartan Chassis. The antenna shall be provided by the customer.

## **COMMUNICATION ANTENNA CABLE ROUTING**

The antenna cable shall be routed from the antenna base mounted on the roof to the area behind and underneath the right hand front seat.

## **CAB EXTERIOR PROTECTION**

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

## **FIRE EXTINGUISHER**

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

## **DOOR KEYS**

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

## **DIAGNOSTIC SOFTWARE OCCUPANT PROTECTION**

Diagnostic software for the Spartan Advanced Protection System shall be available for free download from the Spartan Chassis website to Spartan authorized OEMs, dealers and service centers, as well as the vehicle owner.

The software has been validated to be compatible with the following RP1210 interface adapters:

- Dearborn Group DPA4 Plus
- Noregon Systems JPRO® DLA+
- Cummins INLINE5
- Cummins INLINE6
- NexIQ™ USB-Link™

The software and adapter utilize the SAE J1939-13 heavy duty nine (9) pin connector which is located below the driver's side dash to the left of the steering column.

# Franklin Fire Department

USAR Unit, SVI #1100

## **WARRANTY**

Summary of Warranty Terms:

THE FOLLOWING IS SUMMARY OF WARRANTY TERMS FOR INFORMATION ONLY. THE ACTUAL LIMITED WARRANTY DOCUMENT, WHICH IS ATTACHED TO THIS OPTION, CONTAINS THE COMPLETE STATEMENT OF THE SPARTAN MOTORS USA LIMITED WARRANTY. SPARTAN'S RESPONSIBILITY IS TO BE ACCORDING TO THE TERMS OF THE COMPLETE LIMITED WARRANTY DOCUMENT.

The chassis manufacturer shall provide a limited parts and labor warranty to the original purchaser of the custom built cab and chassis for a period of twenty-four (24) months, or the first 36,000 miles, whichever occurs first. The warranty period shall commence on the date the vehicle is delivered to the first end user.

## **CHASSIS OPERATION MANUAL**

There shall be two (2) digital copies of the chassis operation manual provided with the chassis. The digital data shall include a parts list specific to the chassis model.

## **ENGINE AND TRANSMISSION OPERATION MANUALS**

The following manuals specific to the engine and transmission models ordered will be included with the chassis in the ship loose items:

- (1) Hard copy of the Engine Operation and Maintenance manual with CD
- (1) Digital copy of the Transmission Operator's manual
- (1) Digital copy of the Engine Owner's manual

## **CAB/CHASSIS AS BUILT WIRING DIAGRAMS**

The cab and chassis shall include two (2) digital copies of wiring schematics and option wiring diagrams.

## **PAINT CONFIRMATION**

There shall be a paint confirmation letter sent to the body manufacturer with paint spray outs to confirm the cab primary paint color or primary and secondary paint color as specified by the paint options.

## **DRIVELINE LAYOUT CONFIRMATION**

During the design phase of the chassis the Spartan Chassis driveline engineer shall submit the driveline layout to an OEM engineer to review the chassis design for any potential problems integrating the OEM body to the chassis. The OEM engineer shall provide approval to the driveline engineer prior to driveline bills of materials being released.

## **CAB TO AXLE DIMENSION**

Cab to axle will be 164".

# Franklin Fire Department

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## **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:

- 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)
- 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.

# Franklin Fire Department

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## **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.

## **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 HORN(S)**

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

# Franklin Fire Department

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## **FRONT TOW PROVISIONS**

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

## **AIR INTAKE SYSTEM**

An air filter shall be provided in the engine's air intake system by the customer cab/chassis manufacturer.

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:

1. 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.
2. 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.

## **PLYMOVENT EXHAUST ADAPTER**

A Plymovent 6" exhaust adapter flange for a Plymovent magnetic systems shall be provided and installed on the chassis engine exhaust tailpipe.

## **RADIO/ANTENNA INSTALLATION**

There shall be one (1) Franklin Fire Department supplied radio(s) with antenna installed in the cab within easy reach of driver. The location of radio shall be determined by the Franklin Fire Department at the pre-construction meeting. All required radio programming shall be responsibility of Franklin Fire Department. Radio(s) may not be fully tested if no radio program is provided with radio and will be responsibility of Franklin Fire Department after delivery.

Radio shall be installed per Manufacturer's requirements and wired for proper 12 volt power and ground.

# Franklin Fire Department

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## **VEHICLE GATEWAY INSTALLATION**

There shall be one (1) Franklin Fire Department supplied Utility Rocket or equal vehicle gateway with antenna installed as specified. The location of gateway components shall be determined by the Franklin Fire Department at the pre-construction meeting. All required programming or services shall be responsibility of Franklin Fire Department. gateway may not be fully tested if no programing is provided and will be responsibility of Franklin Fire Department after delivery.

## **SEAT BELT COLOR**

Section 14.1.3.3 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 - CUSTOM 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 custom chassis manufacturer shall be compliant to NFPA Standards 14.1.3.2 and 14.1.3.3.

## **SEAT BELT / VDR SYSTEM - CUSTOM CAB**

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

## **TIRE PRESSURE VISUAL INDICATORS**

The tire pressure visual indicators shall be supplied by the cab and chassis manufacturer.

## **HELMET STORAGE**

No helmet storage is required in the cab driving area.

## **HELMET STORAGE**

No helmet storage is required in the cab crew area.

## **CAB CRASH TEST CERTIFICATION**

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

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

The certification shall state that the cab does meet or exceed the requirements below:

- 1) European Occupant Protection Standard ECE Regulation No. 29.
- 2) SAE J2422 Cab Roof Strength Evaluation - Quasi-Static Loading Heavy Trucks.



# Franklin Fire Department

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## **CAB MIRRORS, DRIVER ADJUSTABLE**

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

## **HUB AND NUT COVERS**

The cab and chassis supplied front and rear wheels hub caps and wheel nut covers shall be installed prior to delivery of completed unit.

## **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**

The air brake quick build-up system shall be supplied from the cab/chassis manufacturer.

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**

The completed unit shall be supplied with one (1) set of three (3) dual faced reflective triangles, and three (3) warning flares complete with storage case per DOT requirements.

One (1) 2.5 lb. ABC type vehicle fire extinguisher with bracket per DOT requirements shall be provided and mounted inside cab area.

## **CAB MISCELLANEOUS EQUIPMENT**

The following items shall be provided in cab as follows;

- There shall be one (1) 120 VAC outlet(s) located on rear of engine tunnel.
  - 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.
  - Outlet(s) shall be powered by both the on-board generator and shore power system through a relay system.

## **FUEL FILL**

There shall be one (1) fuel fill door located in the streetside exterior wheel well panel, behind the rear axle. The fill door shall be fabricated from brushed stainless steel. There shall be a permanent label with the text "DIESEL FUEL ONLY" located adjacent to the fuel fill access.

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## **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 Franklin Fire Department to have the body repaired locally in the case where any object has struck the body and caused damage. The use of proprietary extrusions will prevent the Franklin Fire Department from such repair and shall NOT be used. All fabricated body components to be cut by a laser or water-jet for superior cut edge quality.

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

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

## **EXTERIOR ALUMINUM BODY**

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

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

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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.

## **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.

## **WALKWAY/ROOF COMPARTMENT SUPPORT**

The upper body floor structure shall be integral with the body sheet metal construction and shall be an all welded assembly. Bolted or glued assemblies shall not be accepted, .

All seams in roof material shall be fully and continuously welded to prevent entry of moisture.

There shall be a total of four (4) 2" x 2" x 1/4" 6061-T6 alloy aluminum "C" channels running the length of body, two (2) on each outboard side. These "C" channels shall be used for roof support and in addition shall be used for mounting of any specified reels. This open "C" channel design along with special reel mounting clips allows for a universal location of any specified reels within each compartment.

In between the two (2) center "C" channels running the length of body shall be 2" x 2" x 1/4" 6061-T6 alloy aluminum tubing running perpendicular to walkway and welded in place on approximate 16" centers to support roof and/or walkway structure specified. Spacing greater than 16" that can allow oil canning of walkway shall not be allowed, .

A 2" formed radius shall be provided along the body sides and utilized as a wiring trough. The use of aluminum extrusions in this area shall not be acceptable, .

## **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 6" x 1/4" aluminum tubes, the same width as the chassis frame rails, NO EXCEPTION. Welded to this tubing shall be cross members of 2" x 6" x 1/4" aluminum. 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.

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## **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.

## **10" REAR STEP BUMPER**

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

## **REAR TOW EYES**

There shall be two (2) heavy duty rear mounted tow eyes securely attached to the body subframe, below 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.

## **TRAILER HITCH**

A Class III weight distributing style rear hitch receiver shall be provided below the rear bumper. The receiver shall be attached to chassis frame with heavy duty steel frame work with a black hammertone powder coat paint finish.

The hitch shall be complete with a 2" square receiver. With a "weight distribution" type ball hitch the Class III receiver shall have a capacity of 10,000 lbs. gross trailer weight and a maximum tongue weight of 1,000 lbs.

The hitch shall be complete with a 1,000 lb. round bar weight distribution kit for trailers not exceeding 1,000 tongue weight and/or 10,000 lb. GTW. Comes equipped with the standard hitch bar - 2" square, 1" drop/ 5-1/2" rise and a 12" length. A chrome 2-5/16" hitch ball and also includes (1) friction sway control unit. Provides everything needed to improve towing, safety and performance right out of the box.

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

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

## **TRAILER ELECTRICAL RECEPTACLE**

For hydraulic brake equipped or electric brake equipped trailer towing capability, a primary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified. Receptacle shall be a 7-Way Blade Type socket, the same as used on most Light Duty Trucks and RV's.

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## **TRAILER AUXILIARY ELECTRICAL RECEPTACLE**

An auxiliary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified for optical warning lights. Receptacle shall be a 7-Way Pin Type Socket, ISO3731 compliant with a reverse ground terminal.

## **RECEIVER WITH TRAILER BALL**

No hitch receiver with trailer ball will be provided with completed unit.

## **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.

## **SCBA CYLINDER COMPARTMENTS**

There shall be three (3) SCBA cylinder storage compartments located, two (2) on the curbside, and one (1) on the streetside of rear wheel well area. Each compartment shall be capable of storing two (2) SCBA (60 min.) cylinders. Each compartment shall have a vertical hinged stainless steel aluminum door with a positive catch latch and painted primary lower body color. Each compartment shall allow the storage of an SCBA cylinder or a fire extinguisher up to 7-3/4" in diameter x 24" deep. The door shall activate the "Hazard Warning Light" in the cab when not in the closed position.

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## **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.

### **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;

- 1) Clean bare metal with a wax and grease remover using low lint rags.
- 2) 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.
- 3) Re-clean bare metal using a wax and grease remover and low lint rags.
- 4) 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.
- 5) Inspect, putty fill, and dry guild coat entire body surface and DA sand using 180-400 grit dry paper.
- 6) Re-clean bare metal using a wax and grease remover using low lint rags.
- 7) 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.
- 8) 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.
- 9) 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.).
- 10) 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.
- 11) Polish as needed using 3M Perfect-It-Polish and a black foam pad, repeat as necessary and inspect until all sand scratches are removed.

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## **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-surts into body surface using stainless steel bolts to prevent corrosion from dissimilar metals.

## **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 Franklin Fire Department approved paint spray out provided.

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

- Paint Color: Match cab/chassis supplied paint color.

## **BODY UNDERCOATING**

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

## **UNDERCOAT WARRANTY**

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

## **PAINT WARRANTY**

The vehicle shall be provided with a ten (10) year non-prorated warranty to the original owner. Warranty is provided by PPG Inc. A warranty sheet with all conditions and maintenance procedures shall be provided with the delivered vehicle. **Pro-rated warranties will not be acceptable.**

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## **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.

All retroreflective materials used that are colors not listed in ASTM D 4956, Section 6.1.1, shall have a minimum coefficient of retro-reflection 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 Franklin Fire Department prior to installation. The graphics proof shall be submitted to Franklin Fire Department 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.



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## **CHEVRON STRIPE - CAB BUMPER**

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

The approximate 10" wide Chevron retroreflective stripe shall be affixed to at least 25 percent of the width of the front of the apparatus with retroreflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees. Each stripe shall be 6" width. Chevron panels shall have a 3M UV over laminate to protect from UV rays, scene damage, and everyday use. Chevron panels shall have a minimum 10 year warranty for material failure, and colorfastness.

- The stripe material shall be 3M Scotchlite Diamond Grade.

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

This reflective chevron stripe shall alternate red and fluorescent yellow-green in color.

## **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 extend straight from front of cab, then ahead of the rear wheels, it shall form an "Z" shape and extend straight back to the rear of the body. The "Z" portion of the stripe shall have a black shading in the corners.

## **CHEVRON REFLECTIVE STRIPE - REAR SIDES PANELS**

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

The rear side panels of the body on each side of a rear stairway or compartment shall have a chevron style reflective stripe, extending from bumper to full body height. Each chevron panel shall be a full sheet and shall have a 3M UV over laminate to protect from UV rays, scene damage, and everyday use. Chevron panel shall have a minimum 10 year warranty for material failure, and colorfastness.

The stripe material shall be 3M Diamond Grade.

This reflective chevron stripe shall alternate red and fluorescent yellow-green in color.

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## **LETTERING**

### **GRAPHICS PROOF**

A color graphics proof of the lettering layout shall be provided for approval by Franklin Fire Department prior to installation. The graphics proof shall be submitted to Franklin Fire Department 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.

The following lettering shall be provided and installed on the completed unit as follows;

### **SIDE CAB DOOR LETTERING**

There shall be thirty two (32) 3" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

Final design and layout shall be determined prior to construction.

### **UPPER BODY SIDE LETTERING**

There shall be thirty (30) 8" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

Final design and layout shall be determined prior to construction.

There shall be six (6) 8" high reflective letters furnished and installed on the vehicle.  
SHOP NOTE; S4/C4 compartment doors "TR-6".

- This reflective lettering shall be white in color.

### **REAR BODY LETTERING**

There shall be three (3) 8" high reflective letters furnished and installed on the vehicle.  
SHOP NOTE; Curbside upper "TR-6".

- This reflective lettering shall be white in color.

### **FRONT OF CAB LETTERING**

There shall be three (3) 4" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be white in color.

There shall be eight (8) 3" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

Final design and layout shall be determined prior to construction.

There shall be fifteen (15) 6" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

Final design and layout shall be determined prior to construction.

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## **EXTERIOR COMPARTMENT DOORS**

### **ROLL-UP DOOR CONSTRUCTION - ROBINSON (ROM)**

The vehicle shall be equipped with R•O•M Series IV roll-up exterior compartment doors. The R•O•M roll-up doors shall be complete with the following features;

Each shutter slat, track, bottom rail, and drip rail shall be constructed from anodized 6063 T6 aluminum. Shutter slats shall feature a double wall extrusion 0.315" thick with a concave interior surface to minimize loose equipment jamming the shutter door closed. Shutter slats shall feature an interlocking end shoe to prevent side to side binding of the shutter door during operation. Slat must have interlocking joints with an inverted locking flange. Slat inner seal shall be a one piece PVC extrusion; seal design will be such to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

Shutter door track shall be one piece design with integral overlapping flange to provide a clean finished look without the need of caulk. Door track shall feature an extruded Santoprene rubber double lip low profile side seal with a silicone co-extruded back to reduce friction during shutter operation.

Shutter bottom rail shall be a one piece double wall extrusion with integrated finger pull. Finger pull shall be curved upward with a linear striated surface to improve operator grip while operating the shutter door. Bottom rail shall have a smooth contoured interior surface to prevent loose equipment from jamming the shutter door. Bottom rail seal shall be made from Santoprene; it will be a double "V" seal to prevent water and debris from entering compartment. Bottom rail lift bar shall be a one piece "D" shaped aluminum extrusion with linear striations to improve operator grip during operation. Lift bar shall have a wall thickness of 0.125". Lift bar shall be supported by no less than two pivot blocks; pivot blocks shall be constructed from Type 66 Glass filled reinforced nylon for superior strength. Bottom rail end blocks shall have incorporated drain holes which will allow any moisture that collects inside the extrusion to drain out.

Shutter door shall have an enclosed counter balance system. Counter balance system shall be 4" in diameter and held in place by two (2) heavy duty 18 gauge zinc plated plates. Counter balance system shall have two (2) over-molded rubber guide wheels to provide a smooth transition from vertical track to counter balance system; no foam material of any kind shall be permitted or used in this area.

### **ROM DOOR BOTTOM RAIL**

All exterior compartment doors shall have the standard 3.0" tall bottom rail extrusion for easy one (1) hand opening and closing.

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

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## **SIX (6) UPPER BODY COMPARTMENTS (OPEN)**

There shall be six (6) compartments parallel to the sides of the body, three (3) on each side. Each of these compartments shall be approximately 84.0" long x 28.0" wide x 28.5" deep. The side compartments shall be open under each door sill to allow for long equipment. Each compartment shall be integral with the body construction, and will not be bolted or add-on modules. The outside walls of each compartment will be double walled to prevent equipment from denting the outside painted surface.

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

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

Each roof compartment door shall have a chrome 7" handle bolted to center of each door.

Each compartment shall have a 13/16" drain hole located in floor of compartment with a 1" flexible drain tube that terminates below body.

Each compartment shall have a horizontally mounted OnScene Solutions LED light on the underside of the door. The light and NFPA door ajar system shall be automatically activated by an individual switch per compartment.

## **UPPER BODY WALKWAY**

A 34" wide, upper body walkway shall be provided at the center of body and recessed into the roof structure. The walkway shall be fabricated from NFPA compliant 3/16" aluminum tread plate with continuously welded cross seams to prevent moisture penetration into apparatus body, No Exceptions. The walkway shall be supported with 2" x 2" tubing on 14" - 22" centers.

13/16" drains shall be installed at front of walkway connected to 1" flexible drain tubes that will terminate below the body.

## **WALKWAY/STEP LIGHTS**

There shall be four (4) OnScene Solutions Rough-Service 9" LED lights provided to illuminate the walkway or step area. The lights shall be activated when the parking brake is set.

Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.

Lighting shall provide illumination at a minimum level of 2 fc (20 lx) on all work surfaces, steps, and walkways. Lighting shall be switchable but activated automatically when the vehicle park brake is set.

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## **ROOF ACCESS STAIRWAY**

The rear of the body shall be provided with a minimum 34" wide roof access stairway recessed into the side rear compartments. Stairs treads shall be 9 1/2" minimum depth and formed from 3/16" NFPA compliant aluminum tread plate with uniformed riser height design. Stair treads will be continuously welded into side walls. Bolt-in tread design will not be acceptable.

Roll-out ladder design requiring set-up time and 8 plus feet behind apparatus or vertical ladders that do not allow firefighter to safely ascend or descend with equipment will not be acceptable.

## **STAIRWAY HANDRAILS**

There shall be two (2) handrails provided, one (1) on each side wall of recessed center stairway providing three-points of contact at all times for safer access to roof compartments. The handrails shall be angled for optimum use during ingress or egress of the upper walkway area.

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

## **STAIR TREAD SAFETY DELINEATION**

For increased visibility and safety, the front edge of walkway at top of stairway and each step including the front edge of bumper shall have two (2) rows of red reflective squares provided between the diamond pattern of stepping surface to delineate stair tread edges.

## **WALKWAY/STEP LIGHTS**

There shall be two (2) OnScene Solutions Rough-Service 9" LED lights provided to illuminate the walkway or step area. The lights shall be activated when the parking brake is set.

Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment.

Lighting shall provide illumination at a minimum level of 2 fc (20 lx) on all work surfaces, steps, and walkways. Lighting shall be switchable but activated automatically when the vehicle park brake is set.

## **STEP COMPARTMENT(S) - LOWER**

There shall be two (2) compartment(s) located in the roof access stairway area below frame level. Each compartment shall have a horizontally hinged brushed stainless steel door with a D-ring handle. Each compartment shall be manufactured to prevent road debris, dirt and moisture from entering the enclosure. Each compartment(s) shall be 33" wide x 12" high x maximum depth based on chassis mounted components and requirements for structural integrity of the body.

Each compartment shall have an OnScene LED light that shall automatically activate when the door is opened and wired to the NFPA required hazard warning light provided in the cab.

- 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 latch shall be a single point latch flush mounted to exterior door panel.

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## **STEP COMPARTMENT - UPPER**

There shall be one (1) upper compartment located directly below walkway area. The compartment shall have a horizontally hinged brushed stainless steel door with a D-ring handle. The compartment shall be manufactured to prevent road debris, dirt and moisture from entering the enclosure. The compartment shall be approximately 26" wide x 8" high x maximum depth available

Each Compartment shall have an OnScene LED light that shall be automatically activated when the door is opened and wired to the NFPA required hazard warning light provided in the cab.

Devices to secure equipment, compartment dividers, or UHMW plastic angles, or sheeting will be used for storage of specified equipment as required to prevent damage to equipment.

This compartment will be storing a Little Giant ladder.

- 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 latch shall be a single point latch flush mounted to exterior door panel.

## **FOLD-DOWN STEP**

There shall be one (1) 30" wide fold-down step located at the bottom of the roof access stairway to reduce the distance from the ground to the first step. The step surface shall be NFPA compliant aluminum treadplate. The step shall manually fold up into the stairway with an over-center gas shock to hold step in position during travel. The step shall activate the "Hazard Warning Light" in the cab when not in the stowed position.

## **REAR BODY HANDRAILS**

There shall be two (2) 24" vertical handrails on rear body. Handrails shall be NFPA compliant 1-1/4" knurled 304 stainless steel with welded end stanchions.

## **BOOM CRANE**

A Western Mule telescopic boom crane shall be provided and mounted in upper walkway area, final location to be determined by Franklin Fire Department at pre-construction meeting. The 10 x 10 base shall be permanently recess mounted down in the walkway to keep the overall height down, and crane shall be stored in adjacent roof top compartment.

<b>Model :</b>	<b>P10-DC</b>
Winch Type	<b>12V-DC</b>
Lifting Capacity	1000 Lbs.
Lifting Height Max. Std. (base to hook)	72"
Storage Height Folded (from base)	52"
Reach Max. (from center of rotation)	60"
Rotation (continuous) with Brake	360° Manual
Lifting Cable	20' x 3/16"
Line Speed (feet/min) No Load / Load	16 / 6
Power Requirements	12V-DC 70 amps
Controls	10' Remote
Mounting Base	10" x 10"
Mounting Bolt Hole Pattern	7" x 7"
Finish	Powder Coated
Weight of Crane / Shipping Weight (Lbs)	132 / 170
Warranty (excluding lifting cable)	1-Year

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## **STREETSIDE COMPARTMENT - FRONT (S1)**

The interior useable compartment width shall be approximately 64.5" wide.

The compartment door opening shall be approximately 57.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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) SlideMaster SM2 series structural steel slide-out tray(s) with 70% extension rated for 1,000 lbs. with a base approximately 94" deep and as wide as the compartment layout or door opening permits, capable of extending out either side of the body located above the level of the chassis frame rails. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) SlideMaster SMT series structural steel slide-out and tilt-down tray(s) with 90% extension rated for 250 lbs. with a base approximately 46" 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 will be vertically adjustable in height. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - The above component(s) shall have a smooth un-painted finish.

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- 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 Access LED, full height compartment lights, vertically mounted.
- The controls for the specified awning(s).
- The 12 volt electrical distribution panel shall be located in the front lower compartment.



# Franklin Fire Department

USAR Unit, SVI #1100

## **STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S2)**

The interior useable compartment width shall be approximately 64.5" wide.

The compartment door opening shall be approximately 57.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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 five (5) 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. Four (4) shelves will be located to left of vertical partition. One (1) shelf will be located to right of vertical partition above customer supplied toolbox.
  - The above component(s) shall have a smooth un-painted finish.
- 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 3/16" (.188) 3003H-14 alloy smooth aluminum sheet. Vertical partition will be located 30" from left side compartment wall.
  - The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access LED, full height compartment lights, vertically mounted.
- There shall be one (1) 120 VAC outlet(s) located lower compartment wall on the aft (right) wall.
  - The outlet receptacle(s) shall be 30 amp, twist-lock (NEMA L5-30R).
  - Outlet(s) shall be powered through the on-board generator system.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

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## **STREETSIDE COMPARTMENT - ABOVE REAR WHEELS (S3)**

The interior useable compartment width shall be approximately 59.5" wide.

The compartment door opening shall be approximately 52.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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) SlideMaster SMT series structural steel slide-out and tilt-down tray(s) with 90% extension rated for 250 lbs. with a base approximately 46" 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 will be vertically adjustable in height. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) module fabricated from 3/16" (.188) 3003H-14 aluminum alloy smooth sheet. The module will be designed for the following long tools and equipment:

Module located above specified plywood module.

- Four (4) Franklin Fire Department supplied Rake(s).

This will be on top of plywood storage.

- The above module will have a solid aluminum door with a double return brake at the top for strength. The door shall have stainless steel plates with round stainless dowels welded onto them to create the latches and hinges for the door.

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- There shall be a transverse plywood storage module for full 4' x 8' sheets of plywood without altering the size. The module shall be fabricated from 3/16" (.188) 3003H-14 aluminum alloy sheet and shall have hinged retainer doors at each end to hold plywood in place. Storage module shall hold the following sheets of plywood;
  - Fifteen (15) Franklin Fire Department supplied sheets of 4' x 8' x 3/4" sheets of plywood.
- Two (2) OnScene Access LED, full height compartment lights, vertically mounted.

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## **STREETSIDE COMPARTMENT - REAR (S4)**

The interior useable compartment space shall be approximately 70.5" wide.

The compartment door opening shall be approximately 63.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- One (1) full compartment width, and compartment height heavy duty swing-out tool board shall be provided and located approximately 12" or half depth of compartment below frame level. Pivot point and handle with slam latching mechanism shall be on forward side of vehicle and reinforced with sheet metal gussets and 2" x 2" x 1/4" aluminum tubing for extreme weight and extended life. The tool board assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.

Will be holding Paratech Struts



- The vertical tool board material shall be 3/16" (.188) 3003H-14 aluminum alloy sheet.
- The above component(s) shall have a smooth un-painted finish.
- Mountings shall be provided for Franklin Fire Department supplied struts. Franklin Fire Department shall provide quantity and dimensions of long tools prior to fabrication design.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access LED, full height compartment lights, vertically mounted.
- There shall be one (1) 120 VAC outlet(s) located in compartment on the back wall below frame level..
  - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
  - Outlet(s) shall be powered through the on-board generator system.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

# Franklin Fire Department

USAR Unit, SVI #1100

## **CURBSIDE COMPARTMENT - FRONT (C1)**

The interior useable compartment width shall be approximately 64.5" wide.

The compartment door opening shall be approximately 57.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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) SlideMaster SM2 series structural steel slide-out tray(s) with 70% extension rated for 1,000 lbs. with a base approximately 94" deep, capable of extending out either side of the body located above the level of the chassis frame rails. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
- There shall be one (1) SlideMaster SMT series structural steel slide-out and tilt-down tray(s) with 90% extension rated for 250 lbs. with a base approximately 46" 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 will be vertically adjustable in height. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - The above component(s) shall have a smooth un-painted finish.
- 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 Access LED, full height compartment lights, vertically mounted.

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- One (1) 120/240 VAC load center.
- The generator gauge panel.

# Franklin Fire Department

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## **CURBSIDE COMPARTMENT - AHEAD OF REAR WHEEL (C2)**

The interior useable compartment width shall be approximately 64.5" wide.

The compartment door opening shall be approximately 57.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) SlideMaster SM2 series structural steel slide-out tray(s) with 70% extension rated for 1,000 lbs. with a base approximately 70" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - Vertical partition(s) shall be provided on slide-out tray base dividing the tray into left and right sides. Each vertical partition shall be horizontally adjustable; mounted on aluminum Shelf Trac on tray floor. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
  - The above component(s) shall have a smooth un-painted finish.

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- 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 Access LED, full height compartment lights, vertically mounted.
- There shall be one (1) 120 VAC outlet(s) located lower compartment wall on the aft (left) wall.
  - The outlet receptacle(s) shall be 30 amp, twist-lock (NEMA L5-30R).
  - Outlet(s) shall be powered through the on-board generator system.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.



# Franklin Fire Department

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## **CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C3)**

The interior useable compartment width shall be approximately 59.5" wide.

The compartment door opening shall be approximately 52.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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) SlideMaster SMT series structural steel slide-out and tilt-down tray(s) with 90% extension rated for 250 lbs. with a base approximately 46" 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 will be vertically adjustable in height. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be a transverse plywood storage module which extends from the opposite side of the body (specified in opposite side compartment).
- Two (2) OnScene Access LED, full height compartment lights, vertically mounted.

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## **CURBSIDE COMPARTMENT - REAR (C4)**

The interior useable compartment space shall be approximately 70.5" wide.

The compartment door opening shall be approximately 63.2" wide.

This compartment shall have a R•O•M series IV roll-up door.

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track.
- A keyed cylinder lock shall be provided on bottom rail of the roll-up door.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

## **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls 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) 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.

Located forward of partition, below frame level.

- The above component(s) shall have a smooth un-painted finish.
- There shall be two (2) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.

Located aft of partition.

- The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) SlideMaster SM3 series structural steel slide-out tray(s) with 100% extension rated for 1,000 lbs. with a base approximately 70" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
  - The SlideMaster tray base shall be wet painted silver in color.
  - The SlideMaster tray base shall have a gravity type latch mechanism which requires the manual rotation to unlock and lock.
  - The above component(s) shall have a smooth un-painted finish.

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- 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 3/16" (.188) 3003H-14 alloy smooth aluminum sheet. Located 18" away from right hand wall.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be eight (8) removable poly box(s) with hand holes for carrying. Each box shall be fabricated from 1/2" (.50) textured finish polypropylene sheet.
- 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 Access LED, full height compartment lights, vertically mounted.
- There shall be one (1) 120 VAC outlet(s) located in compartment on the back wall below frame level..
  - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
  - Outlet(s) shall be powered through the on-board generator system.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

## **ROOF ACCESS STAIRWAY**

The rear of the body shall be provided with a recessed center stairway in lieu of a compartment.

## **UPPER BODY COMPARTMENT - CURBSIDE**

Above the exterior curbside compartments shall be an upper body compartment for storage of long equipment. The compartment shall be integral with the body construction, and will not be bolted or added on modules. The outside walls of compartment will be double walled to prevent equipment from denting the outside painted surface. The compartment shall be approximately (insert actual dimensions).

Access to the compartment shall be from a rear facing lift-up compartment door. Door shall be fabricated from 3/16" smooth aluminum with full length 14 gauge stainless steel hinge, with 1/4" stainless steel pin, 6" non-locking stainless steel "D" ring handle, and a gas cylinder door holder. A polyester barrier film gasket shall be placed between stainless steel hinge and any dissimilar metals as necessary to prevent corrosion. Door shall overlap body surface to prevent entry of moisture and sealed with automotive type rubber molding to provide a weather resistant seal.

Compartment shall have a flush mounted light near door opening that will be automatically activated when door is opened, and wired to compartment door ajar warning light provided in cab.

Devices to secure equipment, compartment dividers, or UHMW plastic angles, or sheeting will be used for storage of specified equipment as required to prevent damage to equipment.

The compartment will be designed to store the following equipment:

The list of items to be stored in upper rear compartment shall be determined at the pre-construction meeting.

- Ten (10) pieces of wood lumber. Size of lumber shall 4x4's 16' Long.

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## **PLASTIC FLOOR AND SHELF TILE**

All compartment floors, shelves, and trays shall be covered with Dri-Dek plastic interlocking grating.

For install in compartment S3 and C3

- The plastic floor tile shall be black.
- The plastic edge trim shall be black.

## **ROLL-OUT AWNING STREETSIDE**

Controls for SS awning will be in S1

A Carefree Mirage, 110 Volt AC powered, Lateral Arm Acrylic Patio Awning with Direct Response Electronics shall be installed on the body. The Direct Response Electronics includes easy-to-use controls and a Motion Detection System. The awning shall have a system to detect canopy motion, the most important element to prevent wind/weather damage. The awning shall automatically retract when the canopy reaches a certain level of movement, you determine the movement level on the control panel.

The awning shall activate the door ajar warning system in the cab when not in the stowed position.

The 110V motor shall be completely sealed and UL approved. The awning pitch shall be adjusted to up to 30"

The awning shall be 20' wide with a 10' projection, (size refers to box length; actual fabric length will be 8" shorter.)

The Mirage shall be covered by a "Two and Four" Limited Warranty - Two years 100% parts, labor, & freight on canopy, four years 100% parts, labor, and freight on motor, electronics, roller & hardware. Warranty covers manufacturer's defects only. Wind and rain damage are not covered.

- The awning fabric color shall be red.

The specified awning above shall be surface mounted to upper body side. The awning shall add approximately 5.75" to body width.

## **AWNING HOUSING COLOR**

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

# Franklin Fire Department

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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.

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.

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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:

- 1) SAE J156, *Fusible Links*
- 2) SAE J553, *Circuit Breakers*
- 3) SAE J554, *Electric Fuses (Cartridge Type)*
- 4) SAE J1888, *High Current Time Lag Electric Fuses*
- 5) SAE J2077, *Miniature Blade Type Electrical Fuses*

Switches, relays, terminals, and connectors shall have a direct current (dc) rating of 125% of maximum current for which the circuit is protected.

## Power Supply

A 12 V or greater electrical alternator shall be provided. The alternator shall have a minimum output at idle to meet the minimum continuous electrical load of the vehicle, at 200°F (93°C) ambient temperature within the engine compartment, and shall be provided with full automatic regulation.

## Minimum Continuous Electrical Load

The minimum continuous electrical load shall consist of the total amperage required to simultaneously operate the following in a stationary mode during emergency operations:

- 1) The propulsion engine and transmission
- 2) All legally required clearance and marker lights, headlights, and other electrical devices except windshield wipers and four-way hazard flashers
- 3) The radio(s) at a duty cycle of 10 percent transmit and 90 % receive (for calculation and testing purposes, a default value of 5 A continuous)
- 4) The lighting necessary to produce 2 fc (20 lx) of illumination on all walking surfaces on the apparatus and on the ground at all egress points onto and off the apparatus, 5 fc (50 lx) of illumination on all control and instrument panels, and 50 percent of the total compartment lighting loads
- 5) The minimum optical warning system, where the apparatus is blocking the right-of way
- 6) The continuous electrical current required to simultaneously operate any fire pumps, aerial devices, and hydraulic pumps
- 7) Other warning devices and electrical loads defined by the purchaser as critical to the mission of the apparatus

If the apparatus is equipped to tow a trailer, an additional 45 A shall be added to the minimum continuous electrical load to provide electrical power for the federally required clearance and marker lighting and the optical warning devices mounted on the trailer.

The condition of the low voltage electrical system shall be monitored by a warning system that provides both an audible and a visual signal to persons on, in, or near the apparatus of an impending electrical system failure caused by the excessive discharge of the battery set.

The charge status of the battery shall be determined either by direct measurement of the battery charge or indirectly by monitoring the electrical system voltage.

If electrical system voltage is monitored, the alarm shall sound if the system voltage at the battery or at the master load disconnect switch drops below 11.8 V for 12 V nominal systems, 23.6 V for 24 V nominal systems, or 35.4 V for 42 V nominal systems for more than 120 seconds.

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A voltmeter shall be mounted on the driver's instrument panel to allow direct observation of the system voltage.

## Electromagnetic Interference

Electromagnetic interference suppression shall be provided, as required, to satisfy the radiation limits specified in SAE J551/1, *Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles, Boats (up to 15 m), and Machines (16.6 Hz to 18 GHz)*.

## Wiring Diagram

A complete electrical wiring schematic of actual system shall be provided with finished apparatus. Similar or generic type electrical schematics shall NOT BE ACCEPTABLE.

## Low Voltage Electrical System Performance Test

A low voltage electrical system test certification shall be provided with delivered apparatus.

## **12 VOLT MULTIPLEX CONTROL CENTER**

The apparatus shall be equipped with a Weldon V-MUX multiplexed 12 volt electrical system that will provide complete diagnostic capability, No Exception. The system shall have the capability of delivering multiple signals via a CAN bus, utilizing specifications set forth by SAE J1939. The system shall be node based to maximize stability so that failure of one node does not affect the operation of the other nodes. The system shall use shielded twisted-pair wire for transmission of system function signals. The shielded wire shall provide protection against EMI and RFI noise interruptions.

The multiplex system shall be responsible for providing power management functions as well as load shedding. The warning light system shall be controlled by the multiplex system. The system shall be capable of displaying text and/or graphic messages on a display module. The system shall be based on solid-state technology and shall include self-contained diagnostic indicators.

## **WELDON CERTIFICATION**

A letter shall be provided with bid submittal that the Contractor has successfully completed the Weldon training requirements for Level 1 of the V-MUX Certified Supplier Program and is authorized to design, build, and service V-MUX electrical systems.

The apparatus shall be equipped with a Weldon V-MUX multiplexed 12 volt electrical system that will provide complete diagnostic capability, No Exception. The system shall have the capability of delivering multiple signals via a CAN bus, utilizing specifications set forth by SAE J1939. The system shall be node based to maximize stability so that failure of one node does not affect the operation of the other nodes. The system shall use shielded twisted-pair wire for transmission of system function signals. The shielded wire shall provide protection against EMI and RFI noise interruptions.

The multiplex system shall be responsible for providing power management functions as well as load shedding. The warning light system shall be controlled by the multiplex system. The system shall be capable of displaying text and/or graphic messages on a display module. The system shall be based on solid-state technology and shall include self-contained diagnostic indicators.

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## **MULTIPLEX SYSTEM INTERFACE DISPLAY**

The Weldon V-MUX Vista IV multiplex system interface display(s) shall be provided by the cab/chassis manufacturer. The full-color Vista interface display allows the user to control warning and scene lighting, HVAC controls (when specified), and view on-board diagnostics including service information. This display has a wide operating temperature range, automatic screen switching in response to current conditions, and a sleep mode option to eliminate night glare. The following features shall be included;

- 800 x 480 resolution
- Four video ports
- Flash updates with USB memory stick
- Display inside and outside temperature (when specified)
- Automatic climate control (when specified)
- 100% Configurable (OEM Level)
- Field re-programmable
- Peer to peer network
- On-board diagnostics / service information
- Colors change to indicate button status
- Video Ready for: Backup camera, Thermal camera, DVD, GPS...

## **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:

- 1) A master body disconnect switch that disconnects all electrical loads not provided by the chassis manufacturer
- 2) 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.



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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.

## **BATTERY SWITCH**

One (1) "battery disconnect on" switch in cab located within easy reach of Driver with green indicator light that is visible from the driver's position shall be provided. The switch and indicator light shall be supplied and installed by the cab/chassis manufacturer.

## **BATTERY SOLENOID**

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

## **BATTERY CONDITIONER**

The battery conditioner shall be supplied and installed by the cab chassis manufacturer.

## **BACK-UP 12VDC BATTERY POWER**

A Franklin Fire Department supplied Kussmaul MDP25 Mobile Data Power unit shall be installed and wired to chassis batteries. Unit shall receive 12vdc source power from chassis batteries and provide clean uninterrupted power for critical 12vdc equipment to be determined by Franklin Fire Department after delivery. Unit is 8.5" long x 6" wide x 6" high, and weights 9.5 pounds.

## **ENGINE COMPARTMENT LIGHT**

Engine compartment light(s) shall be supplied and installed by the cab chassis manufacturer.

## **CAB HAZARD WARNING LIGHT**

A red flashing or rotating light, located in the driving compartment. The light shall be furnished by the cab/chassis manufacturer. The light 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.
- Any ladder or equipment rack is not in the stowed position.
- 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.

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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 ft<sup>3</sup> (0.1 m<sup>3</sup>).
- The compartment has an opening less than or equal to 144 in.<sup>2</sup> (92,900 mm<sup>2</sup>).
- 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".

## **BACK-UP ALARM**

An electronic back-up alarm shall be supplied and installed by the cab/chassis manufacturer. The back-up alarm shall actuate automatically when the transmission gear selector is placed in reverse.

## **SAFETY VISION VIDEO SYSTEM**

A Safety Vision rear and forward camera system with DVR will be provided to match Franklin Fire Departments "Tower 1" apparatus set up HS-6322. Minimum system requirements include;

One (1) rear view model 630A camera (or equal).  
One (1) forward view external model 630A camera (or equal).  
One (1) interior cab 7" touch screen monitor model CP4 (or equal).  
One (1) analog/digital recorder model 4000-HVR (or equal).  
Required cabling and mounting.

## **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 provided;

- Two (2) Whelen C6T amber LED sequential arrow turn signal lights, amber lens
- Two (2) Whelen C6BTT red LED brake and tail lights, red lens
- Two (2) Whelen C6LCC white LED back-up lights, clear lens

Each of the lights above shall be mounted in a C6FC, chrome finish bezels.

## **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 side and rear clearance lights and reflectors in accordance with Federal Motor Vehicle Safety Standards (FMVSS) and Canadian Motor Vehicle Safety Standards (CMVSS). Clearance lights shall be Truck-Lite model 18 series, 3 diode LED, reflectorized type to reduce the need for maintenance and lower the amp draw. Clearance lights on body shall be connected to the clearance light circuit of the chassis.

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## **CAB STEP LIGHTS / GROUND LIGHTS**

The step lights and/or ground lights shall be supplied and installed by the cab/chassis manufacturer. Light(s) shall be 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 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**

The siren control head shall be supplied and installed by the cab/chassis manufacturer, if required by Franklin Fire Department. Siren power shall be wired through the master warning light switch.

## **SIREN SPEAKER**

The siren speaker(s) shall be supplied and installed by the cab/chassis manufacturer, if required by Franklin Fire Department.

## **REAR LED SCENE LIGHTS**

Two (2) Whelen 900 Series Super-LED® model C9SL, 9" x 7" surface mounted scene lights shall be provided on the upper rear body to light the work area immediately behind the vehicle. The 900 configuration shall consist of 36 white Super-LEDs and a clear non optic polycarbonate lens with metalized SurfaceMax reflector with integrated optic collimators for maximum output. The 900 series light shall have 6,500 useable lumens each. Each light shall have a chrome flange. The scene light is covered by a five year factory warranty.

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 within a 10 ft x 10 ft (3 m x 3m) square to the rear of vehicle.

The lights shall be controlled at the switch panel in cab.

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

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## **DAVID CLARK INTERCOM SYSTEM**

The following David Clark 4 position intercom system with driver/officer PTT radio communication shall be provided and installed to improve the safety of firefighters and rescue professionals through enhanced communication and hearing protection. System shall have the following major components as minimum;

- One (1) U3800      Master Station
- Two (2) U3802      Single Headset Intercom Station
- Two (2) U3815      Radio Interface Headset Station
- One (1) U3805      Radio Cord Junction Module
- Four (4) H3442      Headsets, Behind the Head, Mic on/off, 6' Cord
- Necessary power and connection cables.

## **INTERCOM SYSTEM INSTALLATION**

The above listed intercom system shall be installed in the cab locations as follows;

### **Front of Cab (PTT)**

- Driver's      – Mounted above the right shoulder position on ceiling.
- Officer's      – Mounted above the left shoulder position on ceiling.

### **Rear Crew Area (Intercom)**

- Driver's side rear facing      – Above the right shoulder on the wall or ceiling.
- Officer's side rear facing      – Above the left shoulder on the wall or ceiling.

Four (4) Positions w/ PTT's for Driver and officer; Intercom only for the rear Crew seats.

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## **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 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.

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## 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 F4N7QLED 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 Side LED	Clear
2	Red Front Corner LED	Clear
3	Blank	Clear
4	Red Super Long-LED	Clear
5	Blank	Clear
6	Blank	Clear
7	Red Super Long-LED	Clear
8	Blank (Opticom if specified)	Clear
9	Blank (Opticom if specified)	Clear
10	Red Super Long-LED	Clear
11	Blank	Clear
12	Blank	Clear
13	Red Super Long-LED	Clear
14	Blank	Clear
15	Red Front Corner LED	Clear
16	Red Side LED	Clear

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

The lightbar(s) shall be separately controlled at multiplex display in the cab.

## GTT OPTICOM

A GTT Opticom model 795H Infrared LED emitter light with built-in power supply shall be provided inside the specified light bar. Adding the Opticom LED may re-configure the standard light(s) in specified light bar. The LED technology uses less power, has a longer life, and non-visible to the human eye.

The Opticom emitter light shall be activated with light bar and de-activated when the park brake is set and the vehicle is in blocking mode.

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The Opticom shall include a Multimode vehicle kit (high priority) part #76-1000-1137-0. The kit shall be integrated into the vehicle turn signals.

## ZONES B AND D - SIDE WARNING LIGHTS

### UPPER REAR CORNER WARNING LIGHTS

There shall be two (2) Whelen C9 SurfaceMax series (9" x 7") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the multiplex display(s) in the cab.

### UPPER FORWARD CORNER WARNING LIGHTS

There shall be two (2) Whelen C9 SurfaceMax series (9" x 7") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the multiplex display(s) in the cab.

## ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen C9 SurfaceMax series (9" x 7") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the multiplex display(s) 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. Additional midship optical warning devices shall be required, where necessary, to maintain a horizontal distance between the centers of adjacent lower-level optical warning devices of 25 ft (7.6 m) or less. The optical center of any midship mounted optical warning device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground.

## ZONE A - FRONT WARNING LIGHTS

The warning lights shall be supplied and installed by the cab/chassis manufacturer. They shall be Whelen lights to complete an NFPA compliant lower level warning light system.

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

There shall be two (2) Whelen C6 SurfaceMax series (6" x 4") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the multiplex display(s) in the cab.

## ZONES B AND D - BODY LIGHT (BODY WHEELWELL AREA)

There shall be two (2) Whelen C6 SurfaceMax series (6" x 4") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the multiplex display(s) in the cab.

## ZONES B AND D - BODY INTERSECTOR LIGHT (BODY REAR CORNERS)

There shall be two (2) Whelen C6 SurfaceMax series (6" x 4") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the multiplex display(s) in the cab.

## ZONE C - REAR WARNING LIGHTS (LOWER REAR CORNERS)

There shall be two (2) Whelen C6 SurfaceMax series (6" x 4") red Linear Super-LED with full-fill optic lights provided, one (1) each side. The self-contained flashing light shall have 75 Scan-Lock™ flash patterns including steady burn with hi/low power and covered by a five year factory warranty. Each light shall have a red lens and chrome flange.

The lights shall be controlled at the switch panel in cab.



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## **LINE VOLTAGE ELECTRICAL SYSTEM**

### **ONAN PTO GENERATOR**

The vehicle shall be equipped with an Onan Protec PTO generator system with a capacity of 15,000 watts at 120/240 VAC, 125/62 amps, single phase. Current frequency shall be stable at 60 hertz.

The transmission's PTO port and PTO, or the split shaft PTO, and all associated drive shaft components shall be rated to support the continuous duty torque requirements of the generator's continuous duty rating as stated on the power source nameplate.

Where the generator is driven by the chassis engine and transmission through a split shaft PTO, the driving compartment speedometer shall register when the generator drive system is engaged.

Where the generator is driven by the chassis engine and transmission through a split shaft PTO and a chassis transmission retarder is furnished, it shall be automatically disengaged for generator operations.

The direct drive generator shall be mounted so that it does not change the ramp break-over angle, angle of departure, or angle of approach as defined by other components, and it shall not extend into the ground clearance area.

The direct drive generator shall be mounted away from exhaust and muffler areas or provided with a heat shield to reduce operating temperatures in the generator area.

### **GENERATOR BONDING**

A minimum of four (4) 16" x 2 gauge copper ground straps shall be bolted to body sub-frame and chassis sub-frame for proper bonding of high voltage system. The conductor shall have a minimum amperage rating, as defined in 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*, of 115 percent of the rated amperage on the power source specification label.

### **GENERATOR ENGAGEMENT**

A "Generator Engaged" indicator shall be provided in the driving compartment to indicate that the generator shift has been successfully completed.

An "OK to Operate Generator" indicator shall be provided in the driving compartment to indicate that the generator is engaged (if not always engaged), the transmission is in the proper gear (if required, automatic transmissions only), and the parking brake is engaged (if applicable).

An interlock system shall be provided to prevent advancement of the engine speed in the driving compartment or at any operator's panel unless the parking brake is engaged, and the transmission is in neutral or the output of the transmission is correctly connected to a pump or generator instead of the drive wheels.

### **WARRANTY PERIOD**

Provided such goods are operated and maintained in accordance with Onan's written instructions, Onan warrants that the Protec YDCR series PTO generators shall be free from defects in material and workmanship for a period of five (5) years or one thousand (1,000) hours, whichever comes first, from the date of delivery to the first purchaser.

### **GENERATOR SPLASH GUARD**

A powder coat painted splash cover shall be installed to reduce the amount of road spray on the frame mounted PTO generator. A V-ring seal shall also be installed in the cover to provide additional protection against contaminants reaching the generator front seals.

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## **GENERATOR CONTROL**

The generator shall be engaged at the switch panel in the cab.

## **GENERATOR MOUNTING**

The generator shall be mounted between the chassis frame rails. The generator mounting brackets shall be fabricated using heavy duty steel tubing, or structural channel. The generator mounting shall be bolted and removable so that the generator can be lowered from under apparatus for service, if necessary. The generator case shall not extend below the bottom edge of the apparatus body.

## **MANUALS AND SCHEMATICS**

Two (2) complete manuals on parts list, maintenance, wiring schematics, hydraulic schematics, circuit boards, voltage regulator board and other components shall be provided on delivery.

## **POWER-TAKE-OFF GENERATOR DRIVE**

There shall be a "Hot Shift" power-take-off (PTO) installed on the transmission PTO opening of the chassis. The "Hot Shift" PTO is provided to allow the engagement of the PTO at higher engine RPM speeds. The PTO output shall be connected to the generator through hollow tube type driveline with heavy duty universals.

The engagement of the PTO shall be in the chassis cab with a rocker switch and red pilot light to note engagement of the PTO or via the V-Mux screen if so equipped.

The power supply to the PTO engagement control shall be wired to the parking brake and a neutral position transmission switch to prevent engagement unless the vehicle is stopped and transmission has been placed in neutral.

The installation of the engine, transmission, driven accessories (power takeoffs (PTO), etc.) shall meet the engine and transmission manufacturers' installation recommendations for the service intended.

Model part number shall be Chelsea 280 series.

Double check the model number and ratio with engineering before ordering the PTO on the chassis.

## **ENGINE SPEED CONTROL**

An engine speed auxiliary control device (high idle switch or throttle) shall be installed to maintain a stable cycle output from generator when the apparatus is parked.

An interlock shall prevent the operation of the engine speed auxiliary control device unless the parking brake is engaged and the transmission is in neutral or park, or the parking brake is engaged and the engine is disengaged from the drive wheels.

The engine shall be prevented from regulating its own engine speed during times when engine rpm control is critical for consistent apparatus functions such as generator, water pump, or aerial operation.

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## **LOADCENTER**

The loadcenter shall be an Eaton BR Series specifically designed for protection and distribution of AC line voltage such as lighting and small motor branch circuits. The loadcenter enclosure is made of 16 gauge galvanized sheet steel with a galvanized coating provided for corrosion protection. All trims used on BR loadcenters are chromate sealed and finished with an electro-disposition epoxy paint (ANSI-61) which exceeds requirements for outdoor and indoor applications. A combination surface/flush cover with integral door is supplied with indoor loadcenters rated from 100 through 400 amperes. All plug-in loadcenters are CSA listed to file LL98266. CSA Certified to C22.2 No.29, to loadcenter type and CSA listing.

## **GENERATOR MONITORING PANEL**

A Crompton Instruments Integra Ci3 digital meter package shall be provided to properly monitor the generator performance and load demand during operation. The electrical parameters can be viewed on a backlit LCD screen. The 15 screens are accessible via four buttons on the front panel allowing the user to scroll between various screens. The following shall be displayed full-time;

- Generator frequency in hertz
- Line 1 current in amperes
- Line 2 current in amperes
- Generator voltage in volts

In addition, an elapsed generator hours gauge shall be provided near the digital meter.

## **SHORE POWER INLET - BATTERY CHARGER**

The above mentioned shore power inlet, and battery conditioner shall be specified in the 12 volt section.

## **LINE VOLTAGE ELECTRICAL SYSTEM**

### **GENERAL REQUIREMENTS**

#### **Stability**

Any fixed line voltage power source producing alternating current (ac) shall produce electric power at 60 Hz,  $\pm 3$  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  $\pm 10$  percent when producing power at all levels between no load and full rated power.

The maximum voltage supplied to portable equipment shall not exceed 275 volts to ground. Higher voltage shall be permitted only when used to operate fixed wired, permanently mounted equipment on the apparatus.

#### **Conformance with National Electrical Code**

All components, equipment, and installation procedures shall conform to *NFPA 70, National Electrical Code*, except where superseded by the requirements of this chapter. Where the requirements of this chapter differ from those in *NFPA 70*, the requirements in this chapter shall apply.

Where available, line voltage electrical system equipment and materials included on the apparatus shall be listed and used only in the manner for which they have been listed. All equipment and materials shall be installed in accordance with the manufacturer's instructions.

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## Location Ratings

Any equipment used in a dry location shall be listed for dry locations. Any equipment used in a wet location shall be listed for wet locations.

Any equipment, except a PTO-driven generator, used in an underbody or under chassis location that is subject to road spray shall be either listed as Type 4 or mounted in an enclosure that is listed as Type 4.

If a PTO-driven generator is located in an underbody or under chassis location, the installation shall include a shield to prevent road spray from splashing directly on the generator.

## Grounding

Grounding shall be in accordance with 250.34(A) and 250.34(B) of *NFPA 70*. Ungrounded systems shall not be used.

Only stranded or braided copper conductors shall be used for grounding and bonding.

The grounded current-carrying conductor (neutral) shall be insulated from the equipment-grounding conductors and from the equipment enclosures and other grounded parts.

The neutral conductor shall be colored white or gray in accordance with 200.6, "Means of Identifying Grounded Conductors," of *NFPA 70*.

Any bonding screws, straps, or buses in the distribution 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.

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## Power Source Rating

For power sources of 8 kW or larger, the power source manufacturer shall declare the continuous duty rating that the power source can provide when installed on fire apparatus according to the manufacturer's instructions and run at 120°F (49°C) air intake temperature at 2000 ft (600 m) above sea level.

The rating on the power source specification label shall not exceed the declared rating from the power source manufacturer.

Access shall be provided to permit both routine maintenance and removal of the power source for major servicing. The power source shall be located such that neither it nor its mounting brackets interfere with the routine maintenance of the fire apparatus.

## Instrumentation

If the power source is rated at less than 3 kW, a "Power On" indicator shall be provided. If the power source is rated at 3 kW or more but less than 8 kW, a voltmeter shall be provided.

If the power source is rated at 8 kW or more, the following instrumentation shall be provided at an operator's panel:

- 1) Voltmeter
- 2) Current meters for each ungrounded leg
- 3) Frequency (Hz) meter
- 4) Power source hour meter

The instrumentation shall be permanently mounted at an operator's panel. The instruments shall be located in a plane facing the operator. Gauges, switches, or other instruments on this panel shall each have a label to indicate their function.

The instruments and other line voltage equipment and controls shall be protected from mechanical damage and not obstructed by tool mounting or equipment storage.

An instruction plate(s) that provides the operator with the essential power source operating instructions, including the power-up and power-down sequence, shall be permanently attached to the apparatus at any point where such operations can take place.

## Operation

Provisions shall be made for placing the generator drive system in operation using controls and switches that are identified and within convenient reach of the operator.

Where the generator is driven by the chassis engine and engine compression brakes or engine exhaust brakes are furnished, they shall be automatically disengaged for generator operations.

Any control device used in the generator system power train between the engine and the generator shall be equipped with a means to prevent unintentional movement of the control device from its set position in the power generation mode.

If there is permanent wiring on the apparatus that is designed to be connected to the power source, a power source specification label that is permanently attached to the apparatus at the operator's control station shall provide the operator with the information required.

The power source, at any load, shall not produce a noise level that exceeds 90 dBA in any driving compartment, crew compartment, or onboard command area with windows and doors closed or at any operator's station on the apparatus.

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## 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 ampere rating and shall be sized to carry not less than 115 percent of the ampere rating 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 ampere rating 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.

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## Panelboards

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

- 1) All line voltage power connections are made through receptacles on the power source and the receptacles are protected by integrated over current devices.
- 2) 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:

- 1) 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)
- 2) 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:

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

The face of any wet location receptacle shall be installed in a plane from vertical to not more than 45 degrees off vertical.



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## 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;

- (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

## **120/240 VAC SCENE LIGHTING**

### **SIDE UPPER RECESSED SCENE LIGHTS**

Four (4) Whelen Pioneer+ model PFP2AC LED dual floodlight(s) with white powder coated aluminum housing shall be provided and installed. Light quantity shall be divided equally per side. Lights shall be 120 VAC, 1.25 amp, 150 watt with 72 white Super-LEDs, clear optic collimator/reflector assembly, and clear non-optic polycarbonate lens. The Pioneer flood light shall have 15,000 usable lumens. The PFP2AC is covered by a five year factory warranty.

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

The lights shall be switched at the multiplex display(s) in cab.

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## **EQUIPMENT PAYLOAD WEIGHT ALLOWANCE**

In compliance with NFPA 1901 standards, the special service vehicle shall be designed for an equipment loading allowance of 6,000 lbs. of Franklin Fire Department provided equipment based on a 40,001 - 50,000 pound gross vehicle weight rating.

## **EQUIPMENT**

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

- 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.

## **REMAINING NFPA MINOR EQUIPMENT BY PURCHASER**

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 Franklin Fire Department before the unit is placed in emergency service.

- Two (2) Streamlight Fire Vulcan C4 LED flashlight(s) with shoulder strap shall be provided with 80,000 candela and 3 hour run time. Each flashlight shall be orange in color and have a 12 volt DC charger and vehicle mount kit. Each flashlight shall have an LED spotlight style bulbs and reflectors. The flashlight(s) shall be wired to battery direct unless otherwise specified by Franklin Fire Department.
- Two (2) flashlight(s) shall be mounted in the cab on the rear forward facing seat pedestal.