

GREELEY FIRE DEPARTMENT  
GREELEY, COLORADO  
WATER SUPPLY UNIT, SVI #1099  
Production Specification

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**ROCK SOLID QUALITY**

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **INTERNET IN-PROCESS SITE**

The manufacturer shall post and maintain a website where the Greeley 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.

## **VEHICLE STABILITY SUPPLIED WITH CAB/CHASSIS**

The cab/chassis shall be equipped with a stability control system. The system shall have, at a minimum, a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer and individual wheel brake controls.

## **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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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*)

# Greeley Fire Department

## Water Supply Unit, SVI #1099

- 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

# Greeley Fire Department

Water Supply Unit, SVI #1099

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.

## **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

# Greeley Fire Department

## Water Supply Unit, SVI #1099

- 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.

		<b>Equipment Allowance</b>	
<b>Apparatus Type</b>	<b>Storage Areas</b>	<b>lb.</b>	<b>kg.</b>
Mobile Water Supply Apparatus	Equipt. minimum of 10 cu ft (.30 cu mt) of enclosed compartmentation.	1,000	455
	Hose minimum of 6 cu ft (0.80 cu mt) for 2 1/2" (65 mm) or larger fire hose.		
	If pump is provided; storage for a minimum of 100 ft (30 m) of 1-1/2 in. (38 mm) or larger fire hose for a protection line shall be provided.		
Compartment space for mobile water supply fire apparatus is calculated based on the inside dimensions of the enclosed compartment.			

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **TESTING**

### **ROAD TEST**

Each apparatus shall be tested by the manufacturer before delivery to verify that it meets the following criteria;

Tests shall be conducted at a location and in a manner that does not violate local, state or provincial, or federal traffic laws. Tests shall be conducted on a dry, level, paved surface that is free of loose material, oil, or grease. Tests shall be conducted with the water and foam tanks full (water or product).

The apparatus shall accelerate from 0 to 35 mph (55 km/hr) within 25 seconds. The apparatus shall attain a speed of 50 mph (80 km/hr).

The auxiliary braking system, if so equipped, shall function as intended by the auxiliary braking system manufacturer.

The air service brakes shall bring the apparatus to a complete stop from a speed of 20 mph (32.2 km/hr) in a distance not exceeding 35 ft (10.7 m).

The hydraulic service brakes shall bring the apparatus to a complete stop from a speed of 30 mph (48.2 km/hr) in a distance not exceeding 88 ft (26.8 m).

### **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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **TEST AT FULL LOAD**

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

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

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

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

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

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

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

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

### **DOCUMENTATION**

The manufacturer shall deliver the following with the fire apparatus:

- 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

### **MANUFACTURER PUMP CERTIFICATION**

The apparatus upon completion shall be tested and certified by the manufacturer. The certification tests shall follow the guide lines outlined in NFPA 1901 "Standard for Fire Apparatus".

If the fire pump has a rated capacity of less than 750 gpm (3000 L/min), the pump shall be tested after the pump and all its associated piping and equipment have been installed on the apparatus.

A fifty (50) minute pumping test from draft shall be completed and results recorded to perform as listed below;

- 100% of rated capacity at 150 psi (1,000 kPa) net pressure, 30 min.
- 70% of rated capacity at 200 psi (1,400 kPa) net pressure, 10 min.
- 50% of rated capacity at 250 psi (1,700 kPa) net pressure, 10 min.

The test shall include at least the pumping test, the pumping engine overload test, the pressure control system test, the priming device tests, and the vacuum test.

# Greeley Fire Department

Water Supply Unit, SVI #1099

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 500 psi (3,400 kPa).

The pump shall comply with the applicable requirements of "Standard for Fire Apparatus 1901, latest edition.

The pump shall be capable of producing fire streams that are free from objectionable pulsation under all normal operating conditions.

If the apparatus is equipped with a pump driven by the chassis engine designed for both stationary pumping and pump-and-roll, the test shall verify that the engine speed control at the pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is off, and the pump shift status in the driving compartment is disengaged.
- (2) The chassis transmission is in any gear other than neutral, the parking brake is on, and the pump shift in the driving compartment is in the "Pump Engaged" or the "OK to Pump-and-Roll" position.

A test plate shall be provided at the pump operator's panel that gives the rated discharges and pressures together with the speed of the engine as determined by the certification test for each unit, the position of the parallel/series pump as used, and the governed speed of the engine as stated by the engine manufacturer on a certified brake horsepower curve.

## **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 Greeley 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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **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.

## **WATEROUS FIVE YEAR PUMP WARRANTY**

The fire pump shall be warranted by Waterous for a period of five (5) years from the date of delivery to the Greeley Fire Department.

## **STAINLESS STEEL PLUMBING WARRANTY**

The stainless steel plumbing shall be free of defects in material and 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.

The contractor shall supply details of their warranty information with their bid submission.

## **AKRON BRASS FIVE YEAR VALVE WARRANTY**

The Akron Brass valves shall be warranted by Akron Brass for a period of ten (10) years from the date of delivery to the Greeley Fire Department. The warranty for electronics shall be warranted by Akron Brass for a period of five (5) years from date of delivery to the Greeley Fire Department.

## **UPF POLY WATER TANK WARRANTY**

The UPF poly water tank shall be provided with a lifetime material and workmanship limited warranty. The manufacturer shall supply details of their warranty information with their bid submission.

## **CONSTRUCTION PERIOD**

The completed vehicle shall be delivered within four hundred (400) 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 Greeley Fire Department as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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").

## INSPECTION TRIPS

All required inspection trips shall be the financial responsibility of the Greeley Fire Department, including but not limited to transportation, food and lodging.

## DELIVERY AND DEMONSTRATION

The Contractor shall be responsible for the delivery of the completed unit to the Greeley Fire Department's 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 Greeley Fire Department regarding the operation, care and maintenance of the apparatus and equipment supplied at Greeley Fire Department location.

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

After delivery of the apparatus, the Greeley 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.

## CAB CHASSIS SPECIFICATIONS

### **Vehicle Configuration**

M2 106 CONVENTIONAL CHASSIS  
2020 MODEL YEAR SPECIFIED  
SET BACK AXLE - TRUCK

### **General Service**

FIRE/EMERGENCY SERVICE  
MEDIUM TRUCK 2 YEAR WARRANTY  
EXPECTED FRONT AXLE LOAD: 14600 lbs  
EXPECTED REAR DRIVE AXLE LOAD: 31000 lbs  
EXPECTED GROSS VEHICLE CAPACITY: 45600 lbs

### **Engine**

CUM L9 350EV HP @ 2000 RPM, 2200 GOV RPM , 1000 LB/FT @ 1400 RPM

# Greeley Fire Department

Water Supply Unit, SVI #1099

## Engine Equipment

2016 ONBOARD DIAGNOSTICS/2010 EPA/CARB/GHG17  
NFPA COMPLIANT EMBER SCREEN AND FIRE RETARDANT  
DONALDSON AIR CLEANER  
DR 12V 275 AMP 40-SI BRUSHLESS PAD ALTERNATOR WITH REMOTE  
BATTERY VOLTAGE SENSE  
(2) ALLIANCE MODEL 1231XOE, GROUP 31, 12 VOLT MAINTENANCE  
FREE 2250 CCA THREADED STUD BATTERIES WITH POSITIVE JUMP  
START POST  
BATTERY BOX FRAME MOUNTED  
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL  
FRAME GROUND RETURN  
POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL  
SWITCH MOUNTED OUTBOARD DRIVER SEAT  
CUMMINS TURBOCHARGED 18.7 CFM AIR COMPRESSOR WITH  
INTERNAL SAFETY VALVE  
C-BRAKE BY JACOBS WITH LOW/OFF/HIGH BRAKING DASH SWITCH  
RH MTD HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH  
RH HORIZONTAL TAILPIPE  
HORTON DRIVEMASTER ADVANTAGE ON/OFF FAN DRIVE  
AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR  
LIGHT, NON ENGINE MOUNTED  
CUMMINS SPIN ON FUEL FILTER  
COMBINATION FULL FLOW/BYPASS OIL FILTER  
1100 SQUARE INCH ALUMINUM RADIATOR W/ AUXILIARY ENGINE  
COOLING  
ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED  
LIFE COOLANT  
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT  
CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES  
ELECTRIC GRID AIR INTAKE WARMER  
DELCO 12V 38MT HD STARTER WITH INTEGRATED MAGNETIC  
SWITCH

## Transmission

ALLISON 3000 EVS 5SPD AUTOMATIC TRANSMISSION WITH PTO  
PROVISION

## Transmission Equipment

MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S)  
FILL AND DRAIN  
PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED  
TRANSMISSION PROGNOSTICS - ENABLED 2013  
WATER TO OIL TRANSMISSION COOLER  
TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL  
CHECK  
SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)

# Greeley Fire Department

## Water Supply Unit, SVI #1099

### Front Axle and Equipment

DETROIT DA-F-14.7-3 14,700# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE  
MERITOR 16.5X5 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES  
FIRE AND EMERGENCY SEVERE SERVICE, NON-ASBESTOS FRONT LINING  
FRONT OIL SEALS  
HALDEX AUTOMATIC FRONT SLACK ADJUSTERS  
TRW TAS-85 POWER STEERING

### Front Suspension

14,600# TAPERLEAF FRONT SUSPENSION  
MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION  
FRONT SHOCK ABSORBERS

### Rear Axle and Equipment

RS-30-185 31,000# U-SERIES FIRE/EMERGENCY SERVICE SINGLE REAR AXLE  
IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING  
MXL 17T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES  
MIDSHIP DRIVELINE TELMA RETARDER  
DRIVER CONTROLLED TRACTION DIFFERENTIAL  
MERITOR 16.5X7 P CAM REAR BRAKES, DOUBLE ANCHOR, CAST SHOES  
FIRE AND EMERGENCY SEVERE SERVICE NON-ASBESTOS REAR BRAKE LINING  
REAR OIL SEALS  
HALDEX AUTOMATIC REAR SLACK ADJUSTERS  
ORGANIC SAE 80/90 REAR AXLE LUBE

### Rear Suspension

31,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD FOR FIRE/EMERGENCY

### Brake System

AIR BRAKE PACKAGE  
WABCO 4S/4M ABS WITH TRACTION CONTROL & ESC  
STANDARD AIR SYSTEM PRESSURE PROTECTION  
WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER  
CUSTOM STEEL AIR BRAKE RESERVOIRS  
BW DV-2 AUTO DRAIN VALVE WITH HEATER - WET TANK

### Electrical Connections

UPGRADED CHASSIS MULTIPLEXING UNIT  
UPGRADED BULKHEAD MULTIPLEXING UNIT

### Wheelbase & Frame

11/32X3-1/2X10-15/16 INCH STEEL FRAME 120KSI  
(75 INCH) REAR FRAME OVERHANG

# Greeley Fire Department

Water Supply Unit, SVI #1099

## Chassis Equipment

CUSTOMER INSTALLED SPECIAL BUMPER, DOES NOT COMPLY WITH FMCSR 393.203

FRONT TOW HOOKS - FRAME MOUNTED

FENDER & FRONT OF HOOD MTD FRONT MUDFLAPS

GRADE 8 THREADED HEX HEADED FRAME FASTENERS

## Fuel Tanks

50 GALLON RECTANGULAR ALUMINUM FUEL TANK - LH

6 GALLON DIESEL EXHAUST FLUID TANK

FUEL/WATER SEPARATOR WITH WATER IN FUEL SENSOR AND 12 VOLT PREHEATER

## Tires

MICHELIN X WORKS Z 12R22.5 16 PLY RADIAL FRONT TIRES

MICHELIN X WORKS XDY 315/80R22.5 20 PLY RADIAL REAR TIRES

## Hubs

CONMET PRESET PLUS PREMIUM IRON FRONT HUBS

WEBB IRON REAR HUBS

## Wheels

22.5X8.25 10-HUB PILOT POLISHED ALUMINUM DISC FRONT WHEELS

22.5X9.00 10-HUB PILOT POLISHED ALUMINUM REAR WHEELS

## Cab Exterior

106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL AIR RIDE CAB

2-1/2 INCH FENDER EXTENSIONS

NFPA COMPLIANT EXTERIOR GRAB HANDLES

HOOD MOUNTED CHROMED PLASTIC GRILLES

FIBERGLASS HOOD & FIREWALL INSULATION

DUAL 25 INCH ROUND STUTTER TONE HOOD MOUNTED AIR HORNS

DUAL ELECTRIC HORNS

LED HEADLIGHT ASSEMBLY AND INCANDESCENT MARKER/TURN LAMP W/ CHROME BEZELS & DAYTIME RUNNING LIGHTS

LED AERODYNAMIC MARKER LIGHTS

DUAL 102" WEST COAST BRIGHT FINISH HEATED MIRRORS WITH LH AND RH REMOTE

LH AND RH 8 INCH BRIGHT FINISH CONVEX MIRRORS MOUNTED UNDER PRIMARY MIRRORS

63X14 INCH TINTED REAR WINDOW

TINTED DOOR GLASS LH AND RH WITH TINTED NON-OPERATING WING WINDOWS

RH AND LH ELECTRIC POWERED WINDOWS

1-PIECE TINTED ROPED-IN WINDSHIELD

2 GALLON WINDSHIELD WASHER RESERVOIR WITHOUT FLUID LEVEL INDICATOR, FRAME MOUNTED

# Greeley Fire Department

## Water Supply Unit, SVI #1099

### Cab Interior

OPAL GRAY VINYL INTERIOR  
MOLDED PLASTIC DOOR PANELS WITH ALUMINUM KICKPLATES  
LOWER DOORS  
BLACK MATS WITH PREMIUM INSULATION  
WOODGRAIN INSTRUMENT PANELS  
FORWARD ROOF MOUNTED CONSOLE WITH UPPER STORAGE  
COMPARTMENTS WITHOUT NETTING  
IN DASH STORAGE BIN  
AM/FM/WB DASH MTD RADIO WITH AUXILIARY INPUT  
(2) CUP HOLDERS LH AND RH DASH  
HEATER, DEFROSTER AND AIR CONDITIONER  
MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH  
SOLID-STATE CIRCUIT PROTECTION AND FUSES  
12V NEGATIVE GROUND ELECTRICAL SYSTEM  
OVERHEAD INSTRUMENT PANEL  
DOME DOOR ACTIVATED LH AND RH, DUAL READING LIGHTS,  
FORWARD CAB ROOF  
CAB DOOR LATCHES WITH MANUAL DOOR LOCKS  
(1) 12V POWER SUPPLY & USB CHARGER IN DASH  
SEATS INC 911 UNIVERSAL SERIES HIGH BACK AIR SUSPENSION  
DRIVER SEAT NFPA COMPLIANT  
SEATS INC 911 UNIVERSAL SERIES HIGH BACK NON SUSPENSION  
PASSENGER SEAT WITH UNDERSEAT STORAGE NFPA COMPLIANT  
GRAY VINYL SEAT COVERS WITH GRAY CORDURA CLOTH  
BOLSTERS AND HEADRESTS  
NFPA 1901-2009 HIGH VISIBILITY ORANGE SEAT BELTS  
ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN  
4-SPOKE 18 INCH STEERING WHEEL  
DRIVER AND PASSENGER INTERIOR SUN VISORS

### Instruments & Controls

BLACK GAUGE BEZELS  
LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM  
2" PRIMARY AND SECONDARY AIR PRESSURE GAUGES  
ENGINE COMPARTMENT MOUNTED AIR RESTRICTION INDICATOR  
WITH GRADUATIONS  
CUSTOM PRECO 1040 87 DB TO 112 DB AUTOMATIC SELF-  
ADJUSTING BACKUP ALARM  
ELECTRONIC CRUISE CONTROL WITH SWITCHES IN LH SWITCH  
PANEL  
ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING  
LAMPS AND DATA LINKED  
FIRE AND EMERGENCY SERVICE VEHICLES ENGINE WARNING  
2 INCH ELECTRIC FUEL GAUGE  
ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE  
2 INCH TRANSMISSION OIL TEMPERATURE GAUGE  
ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER  
DISPLAY

# Greeley Fire Department

Water Supply Unit, SVI #1099

ELECTRIC ENGINE OIL PRESSURE GAUGE  
ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE  
ELECTRONIC 3000 RPM TACHOMETER  
IGNITION SWITCH CONTROLLED ENGINE STOP  
DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY  
SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY  
MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH  
ONE VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL  
SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER,  
WASHER/WIPER AND HAZARD IN HANDLE  
INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD  
LAMPS OVERRIDING STOP LAMPS

## Paint Design

ONE SOLID CUSTOM BASE/CLEAR COAT RED COLOR  
BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT

## Chassis Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight <sup>+</sup>	7474 lbs	4922 lbs	12396 lbs

(+) Weights shown are estimates only.

## CAB TO AXLE DIMENSION

Cab to axle will be 118".

## 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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **VEHICLE DATA PLATE**

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

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

## **OVERALL HEIGHT, LENGTH DATA PLATE (US)**

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

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

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

## **PERSONNEL CAPACITY**

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

## **SEAT BELT WARNING - FAMA06/07**

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

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

## **EQUIPMENT MOUNTING FAMA10**

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

## **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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **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 {will/shall} be heavy duty custom fully welded 7 gauge steel for an aesthetically pleasing tapered design. Bumper finish shall match lower cab paint color.

## **FRONT BUMPER EXTENSION**

The front bumper of the chassis shall be extended approximately 20" ahead of the cab using structural steel channel.

The bumper mounting plate shall be welded to the structural steel channel for mounting of the chassis bumper. After fabrication of the bumper extension, the panels shall be removed and the unit shall be primed and painted black.

## **BUMPER GRAVEL SHIELD**

The front bumper extension shall have a 3/16" NFPA compliant aluminum tread plate gravel shield. The gravel shield shall cover the full width of the front bumper to the front of the cab and the full height of the bumper on each end.

## **BUMPER HOSEWELL**

There shall be a full width hosewell storage in the front extended bumper. Hosewell shall be constructed of .125" smooth aluminum and contain drain holes approximately 80.25" wide x 11.5" deep, depending on recessed bumper components. This hosewell shall be equipped with hinged aluminum tradplate ccover with positive latch(s). Hose well shall include a center divider and a hose capacity of 150' of 1-3/4" hose.

A safety sign FAMA22, which warns of the need to secure hose, shall be visible to personnel at each hose storage area.

## **AIR HORN(S)**

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

## **FRONT TOW PROVISIONS**

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **AIR INTAKE SYSTEM**

An air filter shall be provided in the engine's air intake system by the commercial 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.

## **RADIO/ANTENNA INSTALLATION**

There shall be one (1) Greeley 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 Greeley Fire Department at the pre-construction meeting. All required radio programming shall be responsibility of Greeley Fire Department. Radio(s) may not be fully tested if no radio program is provided with radio and will be responsibility of Greeley Fire Department after delivery.

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

## **SCBA SEAT AIR PACK BRACKETS**

No SCBA air pack bracket(s) shall be provided in specified commercial cab SCBA seats. Greeley Fire Department will provide and install necessary bracket(s) after delivery.

## **SEAT BELT COLOR**

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **SEAT BELT WEB LENGTH - COMMERCIAL CAB**

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

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

## **SEAT BELT MONITORING AND VEHICLE DATA RECORDER (VDR) SYSTEMS**

### **SEAT BELT MONITORING**

A Weldon 6204 series system with Vista IV display shall be provided and installed to allow the driver to know if all persons seated in the vehicle are secured with seat belts before moving the vehicle. Built-in smart seating logic shall detect if the correct sit and buckle sequence is not followed for all seats. System shall also provide an output for an external alarm. Weldon diagnostic port will be located under dash on driver side. System shall include the following features;

### **VEHICLE DATA RECORDER (VDR)**

The vehicle data recorder shall have the following features;

- Recorded Data Includes: Vehicle Speed, Acceleration, Deceleration, Engine Speed, Engine Throttle Position, ABS Event, Seat Occupied Status, Seat Belt Status, Master Optical Warning Switch, Park Brake, Service Brake, Time, Date and Engine Hours.
- Password Protected by the customer
- Six (6) seat position inputs for occupied and belts buckled. Additional six (6) seat expansion module available.
- Easily interfaces with V-MUX™ or other multiplexing systems
- Data is extracted by a standard, mini USB cable

### **OCCUPANT RESTRAINT INDICATOR**

The occupant restraint indicator shall have the following features;

- Will be displayed on Vista IV panel.
- Supports commercial and custom cab seating layouts; up to 12 seats
- Built-in audible alarm
- Use in conjunction with Vehicle Data Recorder (VDR)

### **IGNITION KEY**

If the vehicle is specified to have an ignition key it will be attached to steering column or dash with vinyl covered steel cable.

### **SIX (6) – LED TIRE PRESSURE VISUAL INDICATORS**

Each tire valve stem shall be equipped with an LED Tire Alert (or equal), heavy duty valve cap LED indicator that indicates proper tire pressure. The LED Tire Alert valve cap is self-calibrating. When the cap is mounted on the valve stem the first time, it will memorize that tire pressure, and can be set to recognize a drop in pressure as little as 6 psi. It can be checked for functionality and battery condition by simply unscrewing the cap. If it is in working condition, it will immediately start blinking.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **HELMET STORAGE**

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

## **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.

## **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.

## **CAB STEP COVER AND BATTERY COMPARTMENT**

The stock cab upper and lower entry steps shall be overlaid with 1/8" NFPA compliant aluminum treadplate.

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

The following options will be cut into the step cover:

## **HUB AND NUT COVERS**

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

## **MUDFLAPS**

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

## **AIR BRAKE SYSTEM QUICK BUILD-UP**

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

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **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.

## **DEF FLUID FILL**

The DEF fluid fill shall be as supplied by commercial cab/chassis manufacturer.

## **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 Greeley 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 Greeley Fire Department from such repair and shall NOT be used.

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

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

## **EXTERIOR ALUMINUM BODY**

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

The body exterior panels shall be constructed with not less than 3/16" (.187) aluminum 3003H-14 tread 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.

# Greeley Fire Department

## Water Supply Unit, SVI #1099

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

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

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

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

All exterior seams in sheet metal below frame, and around the rear wheel well area shall be welded 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.

### **BODY SUBFRAME**

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

The body subframe shall be constructed from 6061T6 aluminum alloy tubing. Subframe shall consist of two (2) 2" x 4" x 1/4" aluminum tubes minimum, the same width as the chassis frame rails. Welded to this tubing shall be cross members of 2" x 4" x 1/4" aluminum. Smaller dimension, lighter gauge tubing or angle material subframe shall not be accepted.

These cross members shall extend the full width of the body to support the compartments. Cross members shall be located at front and rear of the body, below compartment divider walls, and in front and rear of wheel well opening. Additional aluminum cross members shall be located on 16" centers, or as necessary to support walkway or heavy equipment.

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

### **BODY MOUNTING**

For optimum chassis frame and body life, the body subframe shall be fastened to the chassis frame with a minimum of six (6) 1/2" x 2" strap mounts, welded to the body subframe. The straps shall be bolted to the chassis frame work utilizing 1/2" Grade 8 bolts.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **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.

## **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" treadplate aluminum panels.

## **RUBBER BODY FENDERS**

The body wheel well openings shall be provided with round radius, rubber fenderettes. The fenderettes shall be bolted and easily replaceable if damaged. The fenderettes shall be installed using stainless steel fasteners with plastic isolators to help prevent corrosion.

## **WHEEL WELL LINERS**

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

## **BODY PAINT SPECIFICATIONS**

### **BODY PAINT PREPARATION**

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

The exterior (and interior, if painted) body shall undergo a thorough cleaning process starting with a biodegradable phosphoric acid solution to begin the etching process followed by a complete clear water rinse. The next step shall consist of a chemical conversion coating applied to seal the metal substrate and become part of the metal surface for greater film adhesion.

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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.

## 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.

## UN-PAINTED FINISH

The body shall be manufactured using aluminum treadplate, and will not require any body paint.

## FASTENERS

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **ELECTROLYSIS CORROSION CONTROL**

The apparatus shall be assembled using ECK or similar corrosion control 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 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.

## **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 D4956, *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 D4956, 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 D4956, 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 vehicle, not including mirrors or other protrusions.

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.

A graphic design shall be permitted to replace all or part of the required striping material if the design or combination thereof covers at least the same perimeter length(s).

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **GRAPHICS PROOF**

A color graphics proof of the reflective striping layout shall be provided for approval by Greeley Fire Department prior to installation. The graphics proof shall be submitted to Greeley 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 6" wide, 3M Scotchlite 680 series graphic film.

- This reflective stripe shall be black in color.

## **REFLECTIVE STRIPE - CAB FRONT**

The reflective stripe material shall be 4" wide, 3M Scotchlite 680 series graphic film.

- This reflective stripe shall be black in color.

## **REFLECTIVE STRIPE - CAB DOOR INTERIOR**

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

The stripe material shall be 3M Scotchlite 680 series graphic film.

- This reflective stripe shall be white in color.

## **REFLECTIVE STRIPE - BODY SIDES**

The reflective stripe material shall be 6" wide, 3M Scotchlite 680 series graphic film.

- This reflective stripe shall be black in color.

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

## **CHEVRON REFLECTIVE STRIPE - REAR CENTER/SIDE 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 and center of the body shall have a chevron style reflective stripe, extending from bumper height up to side compartment drip rail height. 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 Diamond Grade.

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## LETTERING

### GRAPHICS PROOF

A color graphics proof of the lettering layout shall be provided for approval by Greeley Fire Department prior to installation. The graphics proof shall be submitted to Greeley 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 fourteen (14) 5" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

"GREELEY" - Arched above door seal.

There shall be sixteen (16) 3" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

"FIRE DEPT." - Straight line under door seal.

There shall be fourteen (14) 4" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation

"TENDER 4" - Location to be determined.

There shall be four (4) 3" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

"T3" - Located on each side of cab.

### CUSTOM DECAL LOGO - 12" -18"

One (1) custom designed Maltese designs using 3M Scotchcal reflective material and 22k Gold Leaf sealed in a clear 3M laminate film shall be provided and located on front cab doors. The exact design and/or artwork shall match current Greeley Fire Department vehicles.

One (1) copy of the above custom logo shall be provided and located on the completed vehicle as directed by Greeley Fire Department.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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.

### BODY WIDTH DIMENSIONS

The pumper body shall be 100.0" wide, and 102.0" wide at drip rails. Interior compartment depth dimensions shall be approximately:

<u>Area Description</u>	<u>Dimension</u>
Transverse above subframe	95.0" (If specified.)
Compartment depth above subframe	13.0" or 24.5" (Depending on water tank and/or ladder configuration.)
Compartment depth below subframe	24.5"

# Greeley Fire Department

Water Supply Unit, SVI #1099

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

- The pump operator's panel shall be located in this location.
- One (1) OnScene 8" Access LED ground light(s) shall be provided below the body.

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

The interior useable compartment width shall be approximately 41.5" wide.

The compartment door opening shall be approximately 34.0" 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.
- There shall be NO keyed lock on this roll-up compartment door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from 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.
  - The above component(s) shall have a smooth un-painted finish.
- One (1) OnScene Access LED, full height compartment light, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

# Greeley Fire Department

Water Supply Unit, SVI #1099

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

The interior useable compartment space shall be approximately 86.0" wide.

The compartment door opening shall be approximately 72.0" 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.
- There shall be NO keyed lock on this roll-up compartment door.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from 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.
  - 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.
- Two (2) OnScene Access LED, full height compartment lights, vertically mounted.
- One (1) booster hose reel(s) shall be located in this compartment area.

## **PLASTIC FLOOR AND SHELF TILE**

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

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **FRONT PROTECTION PANELS**

To protect areas subject to intensive wear, scuffing or abuse, protection panels shall be installed on the front vertical body panels and wrapped around to the front compartment door opening. The protection panels shall be fabricated from 1/8" aluminum treadplate.

## **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.

## **ROOF ACCESS HANDRAIL**

There shall be one (1) 24" horizontal handrail mounted on top of body to assist in roof access. Handrail shall be NFPA compliant 1-1/4" knurled 304 stainless steel with welded end stanchions.

## **FOLDING STEP(S)**

There shall be four (4) Innovative Controls polished cast aluminum folding step(s) provided and installed on completed vehicle. Each step shall be heavy duty with stainless steel spring and textured step surface meeting NFPA standards. Each step shall include an LED light.

Location(s): Rear body panels.

## **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*.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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.

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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## Minimum Continuous Electrical Load

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

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

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

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

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

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

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

## Electromagnetic Interference

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

## Wiring Diagram

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

## Low Voltage Electrical System Performance Test

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **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.

### **Outputs:**

The outputs shall perform all the following items without added modules to perform any of the tasks;

1. **Load Shedding:** The system shall have the capability to load shed with 8 levels any output. This means you can specify which outputs (barring NFPA restrictions) you would like load shed. Level 1 12.9v, Level 2 12.5V, Level 3 - 12.1V, Level 4 - 11.7V, Level 5 11.3V, Level 6 10.9V, Level 7 10.5, Level 8 10.1. Unlike conventional load shedding devices you can assign a level to any or all outputs.
2. **Load Sequencing:** The system shall be able to sequence from 0 8 levels any output. With 0 being no delay and 1 being a 1 second delay, 2 being a 2 second delay and so on. Sequencing reduces the amount of voltage spikes and drops on your vehicle, and can help limit damage to your charging system.
3. **Output Device:** The system shall have solid-state output devices. Each solid-state output shall be a MOS-FET (Metal Oxide Semiconductor - Field Effect Transistors); MOS-FETs are solid-state devices with no moving parts to wear out. A typical relay when loaded to spec has a life of 100,000 cycles. The life of a FET is more than *100 times* that of a relay.
4. **Flashing Outputs:** The system shall be able to flash any output in either A or B phase, and logic is used to shut down needed outputs in park, or any one of several combined interlocks. The flash rate can be selected at either 80, 160 or 200 FPM. This means any light can be specified with a multiplex truck with no need to add flashers. Flashing outputs can also be used to warn of problems or other unique idea you may come up with.
5. **PWM:** The modules shall have the ability to PWM at some outputs so that a headlight PWM module is not needed.
6. **Diagnostics:** An output should be able to detect either a short or open circuit. The system should be able report in "real time" a text based message that points the maintenance person to a specific output.

### **Inputs:**

1. The inputs shall have the ability to switch by a ground or vbatt signal.
2. The inputs shall be filtered for noise suppression via hardware and software so that RF or dirty power will not trick an input into changing its status.

### **Auto-Throttle:**

The multiplex system shall be able to perform automatic high idle via a network gateway or by using an existing output on a module to provide the proper signals to an OEM Engine ECU. This task should be handled with existing inputs and outputs.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **Displays:**

Displays shall be able to provide real time information regarding load shedding and system status, such as network traffic/errors or shorts and open circuits.

## **System Network:**

The multiplex system shall contain a Peer-to-Peer network. A Master Slave Type network is not suitable for this type of unit. A Peer-to-Peer network means that all the modules are equal on the network; a Master is not needed to tell other nodes when to talk, **No Exceptions.**

## **System Reliability:**

The multiplex system shall be able to perform in extreme temperature conditions, from 40° to +85° C (-40° to +185° F.) The system shall be sealed against the environment, moisture, humidity, salt or fluids such as diesel fuel, motor oil or brake fluid. The enclosures shall be rugged to withstand being mounted in various locations or compartments around the vehicle. The modules shall be protected from over voltage and reverse polarity.

## **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.

## **MULTIPLEX SYSTEM INTERFACE DISPLAY**

One (1) Weldon V-MUX Vista IV multiplex system interface display(s) with push-button control shall be provided in cab easily accessible to driver and/or passenger. 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...

The multiplex display shall be located in the cab center console for control of all master and emergency lights.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **CAB CONSOLE**

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

The rear portion of the console shall be provided with open top storage for notebooks or maps. Two (2) adjustable dividers shall be provided in the storage area. The forward portion of console shall be slanted for easy viewing of the specified multiplex display screen, and any siren or radio equipment and within easy access to both Driver and Officer. Two (2) cup holders shall be provided in console.

The following options shall be provided in specified console. Final layout to be determined by Greeley Fire Department at pre-construction meeting.

- There shall be one (1) communications radio and/or siren 3" recess mount(s) with black powdercoat paint finish in specified console.

## **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.

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.

# Greeley Fire Department

## Water Supply Unit, SVI #1099

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**

One (1) Kussmaul model 091-9-1000 Pump-Plus 1000, single battery charger/air compressor, with 120 VAC input, and 15 amp 12 VDC amp output battery conditioner with a 12 volt, 80 psi air compressor shall be provided and installed. This system shall monitor the condition of battery(s) and provide an electrical current at variable rates to overcome battery failure. The air compressor shall maintain air pressure in the chassis air brake system. A Kussmaul bar graph type indicator panel shall be provided for showing status of battery conditioner.

### **SHORE POWER INLET**

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

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

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

### **ENGINE COMPARTMENT LIGHT**

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

### **REAR SCENE LIGHTS SWITCHING**

There shall be a switch on streetside rear of body to activate the rear scene lights and any specified rear step lighting. The switch shall be a momentary style and connected to a bi-stable relay, allowing multiple switching locations. The scene lights shall automatically shut-off when the parking brake is disengaged.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **CAB HAZARD WARNING LIGHT**

A Truck-Lite red LED flashing light shall be provided and located in the driving compartment and 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.

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".

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

## **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.

## **REAR VIEW CAMERA**

There shall be one (1) ASA Voyager rear observation camera system provided and installed on completed unit. The system shall include one (1) model VCC150 high resolution CCD color camera installed on the rear body.

The camera(s) shall be wired to the cab/chassis supplied Weldon Vista display(s). The rear camera shall activate when the transmission is placed in reverse. If a right camera is provided it shall activate with the right side turn signal and if a left camera is provided it shall activate with the left side turn signal. All camera(s) shall also be activated by a button on the Vista display(s).

## **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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **THIRD STOP LIGHT**

A 15" wide LED third stop light shall be provided center of body and as high as possible. Light shall be connected to specified stop lights.

## **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.

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

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

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.

## **STEP LIGHT**

One (1) Arrow #437 chrome plated LED light shall be installed on the rear of the body. Light shall be wired to the headlight circuit of chassis.

## **ELECTRONIC SIREN**

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

## **SIREN SPEAKER**

One (1) Cast Products Inc. model SA314B, 100 watt siren speaker shall be provided.

The siren speaker shall be located on the streetside of front bumper.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **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 with in a 10 ft x 10 ft (3 m x 3m) square to the rear of vehicle.

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

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

## **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.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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 F4N0VLED LED 60" lightbar permanently mounted to the cab roof.

The lightbar configuration (streetside to curbside) shall be:

<u>SECTION</u>	<u>INTERNAL COMPONENTS</u>	<u>LENS COLOR</u>
1	Red Rear Corner LED	Clear
2	Red Front Corner LED	Clear
3	Blank	Clear
4	White Long Super-LED	Clear
5	Blank	Clear
6	Red Long Super-LED	Clear
7	Blank (Opticom if specified)	Clear
8	Blank (Opticom if specified)	Clear
9	Red Long Super-LED	Clear
10	Blank	Clear
11	White Long Super-LED	Clear
12	Blank	Clear
13	Red Front Corner LED	Clear
14	Red Rear Corner 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.

#### SHOP NOTE

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

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

### ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen Engineering L31 series LED beacons (L31HRFN) provided on the rear of the body, one (1) each side in the upper corners. The beacons shall have red lenses.

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

# Greeley Fire Department

Water Supply Unit, SVI #1099

## 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

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 - 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 multiplex display(s) in the cab.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **WATEROUS CL 500 GPM SINGLE STAGE FIRE PUMP**

A Waterous Model CLVK fire pump shall be midship mounted, single stage construction and shall comply with all applicable requirements of the latest standards for automotive fire apparatus of the National Fire Protection Association, NFPA 1901, and shall have a rated capacity of 500 GPM.

The CLVK is capable of supplying volumes of 500 GPM (2000 L/min) @ 150 psi (10.3 bar) or pressures of 400 psi (28 bar) @ 60 GPM (227 L/min). When installed in vehicle, complete with proper intake piping, CL meets NFPA 1901 for a 500 GPM rating.

### Casing

One-piece, high-tensile, ductile iron.

### Impeller

Bronze, fully enclosed, double-hubbed to balance hydraulic thrust, mechanically balanced to eliminate vibration.

### Wear Rings

Replaceable wear rings to increase pump life and maintenance costs down.

### Impeller Shaft

Stainless steel, heat treated, ground to precise size, and polished under shaft seal. Fully supported by anti-friction bearings.

### Intake

4.0" (10.1 cm) NPT

### Discharge

5.0" (12.7 cm) NPT

### Discharge Positions

Available in either rotation with four discharge positions; gear case can be mounted horizontally, vertically, or inverted.

### Bearings

All bearings are oil or grease lubricated, ball type, located outside the pump casting to accurately align and support the impeller shaft assembly. Ball bearings are deep-grooved type designed to carry both radial and axial thrust.

### Transmission

K Series, close-grained, gray iron with the proper gear ratio to provide required impeller speeds at available input speeds, whether pumping from tank, draft, or in relay operation.

### Transmission Gears

Helical, precision cut, crown shaved for proper load distribution and quiet operation.

### Pump Anodes

There shall be two (2) anodes provided to protect the components that come in contact with the water system from corrosion and deterioration. One (1) anode shall be installed in the inlet (suction) side of system, and one (1) shall be installed in the pressure (outlet) side of the PTO pump.

## **PAINT FINISH**

The pump manufacturer shall provide a black finish paint.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **PUMP DRIVE SYSTEM**

The water system pump shall be driven by a Chelsea "Hot-Shift" transmission PTO and mounted directly to the transmission of the chassis. The drive line shall be hollow tube type, with heavy duty universals and splined shaft to allow movement of the chassis components and pump.

The engagement of the PTO shall be in the chassis cab with a rocker switch and red pilot light to note engagement of the PTO.

The power supply to the PTO engagement control shall be wired to a neutral position transmission switch to prevent engagement unless the vehicle is in neutral with the parking brake set.

Two (2) green indicator lights shall be supplied in the chassis cab. One (1) light shall be energized when the chassis transmission is in neutral and shall be labeled "OK TO PUMP", the second light shall engage when the pump drive (PTO) has been engaged and shall be labeled "PUMP ENGAGED".

One (1) green indicator light shall be supplied at the Pump Operator's panel adjacent to the engine hand throttle. The green light shall be energized when both the chassis transmission is in neutral and the pump drive (PTO) has been engaged. Green light shall be labeled "OK TO PUMP".

Model part number shall be Chelsea 280 series.

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

## **PUMP PACKINGS**

The stuffing boxes shall be equipped with two-piece adjustable Grafoil packing glands.

## **WATEROUS FIVE YEAR PUMP WARRANTY**

The fire pump shall be warranted by Waterous for a period of five (5) years from the date of delivery to the Greeley Fire Department.

## **FIRE PUMP TEST**

The pump shall undergo a fire pump test per applicable sections of NFPA 1901 or 1906 standards, prior to delivery of the completed apparatus.

The test shall include at least the pumping test, the pumping engine overload test, the pressure control system test, the priming device tests, and a vacuum test.

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 500 psi (3400 kPa) for a minimum for 10 min.

The pump shall be capable of producing fire streams that are free from objectionable pulsation under all normal operating conditions.

The results of this test shall be furnished with the vehicle on delivery.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **FIRE PUMP TEST LABEL**

A test plate shall be provided at the pump operator's panel that gives the rated discharges and pressures together with the speed of the engine as determined by the certification test for each unit, the position of the parallel/series pump as used, and the governed speed of the engine as stated by the engine manufacturer on a certified brake horsepower curve

## **SAFETY SIGN**

A safety sign FAMA25, which warns of the need for training prior to operating the apparatus, shall be located on the pump operators panel.

## **ALTITUDE REQUIREMENT**

The apparatus shall be designed to meet the specified rating at 5,000 feet (1,525 meters) altitude.

## **PUMP DRAIN VALVE**

The pump drain shall be controlled at the pump operator's panel and identified as "Pump Drain". The control shall be a Waterous push-pull type control that is easily actuated with a gloved hand.

## **AIR PRIMING PUMP CONTROL AT PUMP PANEL**

The priming pump shall be a Trident Emergency Products compressed air powered, high efficiency, multi-stage venturi based AirPrime System.

The priming pump shall be rigidly attached to the pump transmission and utilizes air supplied from the chassis air system to operate the pump primer. The AirPrime is more efficient and reliable than the conventional electric motor driven primers, and virtually eliminates the impact load on the vehicles electrical system improving the reliability of the vehicle. AirPrime also improves performance in the elapsed time for establishing water supply resulting in improved fire ground operations and safety.

A manual rocker switch with Auto-Prime / Off / Manual-Prime shall be provided on main pump operator's panel.

The primer shall be capable of priming the pump through a 20' section of suction hose with a 10' lift within 30 seconds for pumps less than 1,500 gpm, and 45 seconds for pumps 1,500 gpm and larger.

## **DISCHARGE RELIEF VALVE**

The discharge pressure relief shall be controlled by the electronic engine controlled device as specified.

## **4" SUCTION INLET - STREETSIDE**

One (1) 4" (100 mm) un-gated suction intake shall be installed on the streetside pump panel to supply the fire pump from an external water supply. The threads shall be 4" NH male threads.

The intake shall be provided with a removable screen.

## **SUCTION CAP**

The suction inlet shall be equipped with a 4" NH chrome plated, long handled, cap capable of withstanding 500 psi.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **HEAT EXCHANGER**

A heat exchanger shall be provided by the cab chassis manufacturer on the pump driving engine cooling system that permits water from the discharge side of the pump to cool the coolant circulating through the engine cooling system without intermixing. The heat exchanger should maintain the temperature of the coolant in the pump drive engine not in excess of the engine manufacturer's temperature rating under all pumping conditions. A drain(s) should be provided to allow draining of the heat exchanger to prevent damage from freezing.

The cooling system shall be controlled by a 1/4 turn valve on the pump operator's panel.

## **INTAKE RELIEF VALVE**

An Akron Brass model 53 intake pressure relief valve shall be provided. The intake pressure relief valve shall have a flange to allow mounting to a 4-bolt pump intake flange. The unit shall be adjustable from 50 to 250 psi and be factory set at 125 psi. Provisions for adjusting or servicing the valve {will/shall} be provided.

The relief outlet shall be directed below the pump with the discharge terminating in a 2-1/2" NSTM connection. The discharge shall be away from the pump operator and labeled "DO NOT CAP".

## **HOSE THREADS**

Hose threads shall be National Standard (NST) on all base threads on the apparatus intakes and discharges, unless otherwise specified. (NST and NH are the same thread)

## **PLUMBING SPECIFICATIONS**

The fire pump plumbing system shall be fabricated with rigid stainless steel and or flexible piping with stainless steel fittings. Victaulic couplings shall be installed to permit flexing of the plumbing system and allow for quick removal of piping or valves for service. Flexible hose couplings shall be threaded stainless steel or Victaulic connections.

The fire pump and plumbing shall be hydrostatically tested in compliance to applicable sections of NFPA standards, with test results submit with the delivery documentation.

## **STAINLESS STEEL INTAKE MANIFOLD**

The suction manifold assembly shall be fabricated with Schedule 10 type 304 stainless steel. All threaded fittings shall be a minimum of Schedule 10 stainless steel. The suction manifold assembly shall have radiused sweep elbows to minimize water turbulence into the suction volute.

The suction manifold shall be welded and pressure tested prior to installation. The stainless steel manifold assembly shall be attached to the pump intake volute with a heavy-duty, flexible Victaulic coupling.

The entire intake piping system, valves, bleeder valves, and intake closures, excluding the tank-to-pump line on the tank side of the valve, shall be capable of withstanding a hydrostatic pressure of 250 psi (1700 kPa).

## **STAINLESS STEEL DISCHARGE MANIFOLD**

The discharge manifold assembly shall be fabricated with Schedule #10 type 304 stainless steel. All threaded fittings shall be a minimum of Schedule 10 stainless steel. The discharge manifold assembly shall have radiused sweep elbows to minimize water turbulence into the discharge header.

The manifold shall be welded and pressure tested prior to installation. The stainless steel manifold assembly shall be attached to the pump intake volute with a heavy-duty, flexible Victaulic coupling.

# Greeley Fire Department

Water Supply Unit, SVI #1099

The entire discharge piping system; valves; drain cocks; and outlet closures, excluding the tank fill line on the tank side of the valve and CAF system piping and components that include valves that permit isolation from discharge pressure, shall be capable of withstanding a hydrodynamic discharge pressure of 500 psi (3400 kPa) or 100 psi (700 kPa) over the maximum discharge pressure capability rating of the pump, whichever is greater.

## **PLUMBING SYSTEM FINISH**

The plumbing system shall not be painted. The piping and valves shall remain natural color.

## **STAINLESS STEEL PLUMBING WARRANTY**

The stainless steel plumbing shall be free of defects in material and 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.

The contractor shall supply details of their warranty information with their bid submission.

## **INTAKES**

The pump shall have a sufficient number and size of intakes to perform the apparatus pump system certification test.

If the couplings on the suction hose carried on the apparatus are of a different size from that of the pump intake(s) or have means of hose attachment other than that provided on the intake(s), an adapter(s) shall be provided to allow connection of the suction hose to the pump intake(s).

Safety sign FAMA25, which warns of the need for training prior to operating the apparatus, shall be located on pump operator's panel.

Each intake shall have a removable or accessible strainer inside the connection. The strainer(s) shall restrict spherical debris that is too large to pass through the pump.

At least one (1) valved intake shall be provided that can be controlled from the pump operator's position. The valve and piping shall be a minimum 2-1/2 in. (65 mm) nominal size. If the intake is 2-1/2 in. (65 mm) nominal size, the intake shall be equipped with a female swivel coupling with NH threads.

Any 3 in. (75 mm) or larger intake valve except the tank-to-pump intake valve shall be a slow-operating valve.

Each valved intake shall be equipped with a bleeder valve having a minimum 3/4 in. (19 mm) pipe thread connection to bleed off air or water. The bleeder valve shall be operational without the operator having to get under the apparatus. If a valved appliance is attached to an intake, it shall be equipped with a 3/4 in. (19 mm) bleeder valve on each intake. Bleeder valves for valved intakes 4 in. (100 mm) and larger not located at the pump operator's panel shall be located where the bleeder valve controls are visible and operationally functional while the operator remains stationary at the valved intake position.

Each valved intake having a connection size larger than 3 in. (75 mm) shall be equipped with an adjustable automatic pressure relief device installed on the supply side of the valve to bleed off pressure from a hose connected to the valved intake. The automatic pressure relief device shall be adjustable from a minimum of 90 psi (620 kPa) to at least 185 psi (1275 kPa). The pressure relief device, when preset at 125 psi (860 kPa), shall not allow a pressure rise greater than 60 psi (400 kPa) at the device inlet while flowing a minimum of 150 gpm (570 L/min). The pressure relief device shall discharge to atmosphere.

# Greeley Fire Department

## Water Supply Unit, SVI #1099

All intakes shall be provided with caps or closures capable of withstanding a hydrostatic gauge pressure of 500 psi (3400 kPa). Intakes having male threads shall be equipped with caps. Intakes having female threads shall be equipped with plugs. Where adapters for special threads or other means for hose attachment are provided on the intakes, closures shall be provided for the adapters in lieu of caps or plugs. Caps, plugs, or closures for 3-1/2 in. (90 mm) and smaller intakes shall remain secured to the apparatus when removed from the intakes.

If the suction inlets are to be equipped with a valve, Siamese, or adapter that will remain in place while the apparatus is in motion, that valve, Siamese, or adapter shall not project beyond the apparatus running board. The purchaser shall specify if any valve, Siamese, or adapter is to be permanently installed on an intake and identify the brand and model of such item.

The completed apparatus shall have the following intake(s);

### **2-1/2" INTAKE, STREETSIDE**

There shall be one (1) 2-1/2" (65 mm) gated intake(s) located on pump panel. Each intake shall include:

- One (1) Akron Brass 8900 series Gen II, manual type 2-1/2" (65 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a chrome handle directly connected to valve.
- Each intake shall have a 2-1/2" (65 mm) NSTF chrome swivel adapter with strainer provided.
  - The specified adapter shall be provided with a 2-1/2" (65 mm) NSTM chrome plated plug with chain.
- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on bottom of pump panel or drain the lowest point in the plumbing.

### **2-1/2" DIRECT TANK FILL**

One (1) 2-1/2" (65 mm) direct tank fill(s) shall be located on rear body panel with check valve.

- One (1) Akron Brass 8900 series Gen II, manual type 2-1/2" (65 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a chrome handle directly connected to valve.
- Each intake shall have a 2-1/2" (65 mm) NSTF chrome swivel adapter with strainer provided.
  - The specified adapter shall be provided with a 2-1/2" (65 mm) NSTM chrome plated plug with chain.

### **TANK TO PUMP CHECK VALVE**

There shall be a check valve between the pump suction and the booster tank valve. The check valve shall eliminate back flow into the water tank when the pump is connected to a pressurized source.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **TANK TO PUMP VALVE**

A 3" (75 mm) full flow ball valve shall be installed between the fire pump and the water tank. The connection between the tank and the pump shall be capable of the flow recommendations as set forth in the latest edition of NFPA 1901. A non collapsible flexible hose shall be incorporated into the tank to pump plumbing to allow movement in the line as the chassis flexes to avoid damage during normal road operation. The tank to pump valve shall be controlled from the pump operator's panel.

The tank to pump valve shall be as follows;

- One (1) Akron Brass 8900 series Gen II slow-operating, manual type 3" (75 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve. The control handle shall be located adjacent to the plumbing connection.

## **DISCHARGES**

A minimum of three (3) 2-1/2 in. (65 mm) outlets shall be provided on any pump rated at 750 gpm (3000 L/min) or greater, and a minimum of one (1) 2-1/2 in. (65 mm) outlet shall be provided on any pump rated at less than 750 gpm (3000 L/min).

The piping and valves supplying any preconnected 1-1/2 in. (38 mm), 1-3/4 in. (45 mm), or 2 in. (52 mm) hose line, including the piping to the preconnected hose storage areas shall be at least 2 in. (52 mm) in size.

All discharge outlet connections, except connections to which a hose will be preconnected, shall be equipped with caps or closures capable of withstanding a hydrostatic gauge pressure of 100 psi (700 kPa) over the maximum pump close-off pressure or 500 psi (3400 kPa), whichever is greater.

Where adapters are provided on the discharge outlet connections, the closures shall fit on the adapters.

Caps or closures for outlet connections smaller than 4 in. (100 mm) shall remain secured to the apparatus when removed from the connection.

Each discharge outlet shall be equipped with a valve that can be opened and closed smoothly at pump discharge gauge pressures of 250 psi (1700 kPa).

The flow-regulating element of each valve shall not change its position under any condition of operation that involves discharge pressures to the maximum pressure of the pump.

The means to prevent a change in position shall be incorporated in the operating mechanism and shall be permitted to be manually or automatically controlled.

Any 3 in. (75 mm) or larger discharge valve shall be a slow-operating valve.

All 1-1/2 in. (38 mm) or larger discharge outlets shall be equipped with a drain or bleeder valve having a minimum 3/4 in. (19 mm) pipe thread connection for draining or bleeding off pressure from a hose connected to the outlet.

Any 2-1/2 in. (65 mm) or larger discharge outlet that is located more than 42 in. (1070 mm) above the ground and to which a hose is to be connected, but that is not in a hose storage area, shall be equipped with a sweep elbow of at least 30 degrees downward.

The completed apparatus shall have the following discharge(s);

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **FRONT DISCHARGE**

### **2" DISCHARGE**

There shall be one (1) 2" (52 mm) gated discharge(s) with control located on pump panel. Each discharge shall include:

- One (1) of the discharge(s) shall flow water only.
- One (1) Akron Brass 8900 series Gen II, manual type 2" (52 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve. The control handle shall be located adjacent to the plumbing connection.
- There shall be a 2" (52 mm) VFC x 1-1/2" (38 mm) NSTM brass or chrome plated 90 degree swivel elbow provided for each discharge.
- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on bottom of pump panel or drain the lowest point in the plumbing.
- One (1) Innovative Controls/NoShok 2-1/2" liquid filled gauge(s) with blue (water) LED backlighting activated with pump engagement.
  - Gauge(s) shall have a white background with black text and blue (water) or red (foam) pie indicator.
  - Gauge(s) shall have a range from 0 to 400 PSI.
  - The gauge shall have a die cast zinc, chrome plated bezel with color-coded labels insert and a color-coded gauge trim ring. Labels shall be UV and scratch resistant and meet SAE standards where applicable.

## **FRONT BUMPER GROUND SWEEP SNOZZLES**

The front bumper shall be provided with 1/2" ground sweep nozzles with 145 degree spray angle (approx. 16 GPM @ 100 PSI) with spray overlap. Two (2) Bete 1/2" NPT brass fan type nozzles with vertical adjustable brass nozzle joints shall be provided and mounted, one (1) each corner of bumper and plumbed to valve using high pressure flexible 1/2" hose.

- One (1) of the discharge(s) shall flow water only.
- Two (2) KZ #KZ84DM 1/2" (12 mm) 12 VDC electric stainless steel on/off valves shall be provided to control the front ground sweep nozzles. Each valve shall be individually controlled with 12 VDC on/off switches located in cab near driver, and labeled "Front Spray Bar".
- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on bottom of pump panel or drain the lowest point in the plumbing.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## STREETSIDE DISCHARGE

### 2-1/2" DISCHARGE

There shall be one (1) 2-1/2" (65 mm) gated discharge(s) with control located on pump panel. Each discharge shall include:

- One (1) of the discharge(s) shall flow water only.
- One (1) Akron Brass 8900 series Gen II, manual type 2-1/2" (65 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve. The control handle shall be located adjacent to the plumbing connection.
- Each discharge shall have a 2-1/2" (65 mm) NSTF x 2-1/2" (65 mm) NSTM chrome plated 30 degree downsweep elbow provided.
  - The specified elbow shall be provided with a 2-1/2" (65 mm) NSTF chrome plated cap with chain.
- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on bottom of pump panel or drain the lowest point in the plumbing.
- One (1) Innovative Controls/NoShok 2-1/2" liquid filled gauge(s) with blue (water) LED backlighting activated with pump engagement.
  - Gauge(s) shall have a white background with black text and blue (water) or red (foam) pie indicator.
  - Gauge(s) shall have a range from 0 to 400 PSI.
  - The gauge shall have a die cast zinc, chrome plated bezel with color-coded labels insert and a color-coded gauge trim ring. Labels shall be UV and scratch resistant and meet SAE standards where applicable.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## MISCELLANEOUS DISCHARGE

### BOOSTER REEL DISCHARGE

There shall be one (1) Hannay F30-23-24 model booster hose reel discharge(s) with polished aluminum finish, and electric rewind motor located as required, or per itemized compartment layout.

- Power rewind control(s) shall be in a position where the operator can observe the rewinding operation and not be more than 72 in. (1830 mm) above the operator's standing position, and shall be marked with a label indicating its function.
- Each booster hose reel shall be equipped with a Hannay FH-3 hose guide rollers.
- Each booster reel shall be supplied with 150' x 1" of lightweight 100% polyester booster hose with 1" NST Pyrolite couplings. Hose color shall be red.
- No nozzle is required with specified booster hose reel(s).
- One (1) of the discharge(s) shall flow water only.
- One (1) Akron Brass 8900 series Gen II, manual type 1-1/2" (38 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve. The control handle shall be located adjacent to the plumbing connection.
- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on bottom of pump panel or drain the lowest point in the plumbing.
- One (1) Innovative Controls/NoShok 2-1/2" liquid filled gauge(s) with blue (water) LED backlighting activated with pump engagement.
  - Gauge(s) shall have a white background with black text and blue (water) or red (foam) pie indicator.
  - Gauge(s) shall have a range from 0 to 400 PSI.
  - The gauge shall have a die cast zinc, chrome plated bezel with color-coded labels insert and a color-coded gauge trim ring. Labels shall be UV and scratch resistant and meet SAE standards where applicable.

### TANK FILL VALVE

There shall be one (1) 2" (52 mm) tank fill valve plumbed with 2" plumbing from the pump to the tank. Installation shall be completed with 2" rubber hose and stainless steel hose couplings. The tank fill valve shall be controlled from the operator's control panel.

- One (1) Akron Brass 8900 series Gen II, manual type 2" (52 mm) valve(s) with Fusion CF composite ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
  - Valve(s) shall be controlled with a chrome handle directly connected to valve.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **PUMP PANEL**

The rescue truck side mount pump control panel shall be hinged, or bolted in place allowing it to be easily removed to gain access to plumbing components.

The pump controls shall be mounted on an aluminum control panel with a black powdercoat painted finish.

## **PUMP PANEL LOCATION**

The pump control panel shall be located as per the itemized compartment list.

The pump panel shall include the following items;

## **PUMP PANEL ACCESS**

The pump panel shall be open to the side of the truck. The Pump Operator shall NOT be required to open a compartment door to access the pump control panel.

## **ENGINE GAUGES**

The cab/chassis engine gauges shall be provided with the specified pump pressure governor system.

## **PRESSURE GOVERNOR and ENGINE MONITORING DISPLAY**

A Fire Research PumpBoss series PBA401-D00 pressure governor and monitoring display kit shall be provided and installed for Cummins engine. The kit shall include a control module, intake pressure sensor, discharge pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 6 3/4" high by 4 5/8". The control knob shall be 2" in diameter with no mechanical stops, have a serrated grip, and a red idle push button in the center. It shall not extend more than 1 3/4" from the front of the control module. Inputs for monitored engine information shall be from a J1939 data bus or independent sensors. Outputs for engine control shall be on the J1939 databus or engine specific wiring. Inputs from the pump discharge and intake pressure sensors shall be electrical.

The following continuous displays shall be provided:

- Engine RPM; shown with four daylight bright LED digits more than 1/2" high
- Check engine and stop engine warning LEDs
- Engine oil pressure; shown on a dual color (green/red) LED bar graph display
- Engine coolant temperature; shown on a dual color (green/red) LED bar graph display
- Transmission Temperature: shown on a dual color (green/red) LED bar graph display
- Battery voltage; shown on a dual color (green/red) LED bar graph display
- Pressure and RPM operating mode LEDs
- Pressure / RPM setting; shown on a dot matrix message display
- Throttle ready LED.

A dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. All LED intensity shall be automatically adjusted for day and night time operation.

The program shall store the accumulated operating hours for the pump and engine to be displayed with the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

# Greeley Fire Department

Water Supply Unit, SVI #1099

• High Battery Voltage	• Low Engine Oil Pressure
• Low Battery Voltage (Engine Off)	• High Engine Coolant Temperature
• Low Battery Voltage (Engine Running)	• Out of Water (visual alarm only)
• High Transmission Temperature	• No Engine Response (visual alarm only).

The program features shall be accessed via push buttons located on the front of the control module. There shall be a USB port located at the rear of the control module to upload future firmware enhancements.

The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A throttle ready LED shall light when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

## **MASTER INTAKE/PRESSURE GAUGES**

There shall be one (1) Innovative Controls/NoShok 4" liquid filled gauge to display the Master Intake Pressure, and labeled "PUMP INTAKE".

There shall be one (1) Innovative Controls/NoShok 4" liquid filled gauge to display the Master Discharge Pressure. Gauge shall be labeled "PUMP DISCHARGE".

Both gauges shall have a die cast zinc, chrome plated bezel and color-coded. The left side (Pump Intake) bezel shall be color coded red, and the right side (Pump Discharge) bezel shall be colored black.

A test gauge port manifold shall be integrated into lower center bezel.

- Gauge(s) shall have a white background with black text.
- Gauge(s) shall have a range from -30" to 400 PSI.

## **PUMP SAFETY AND TEST LABELS**

Safety, information, data, and instruction labels for apparatus shall be provided and installed at the operator's instrument panel.

The labels shall include rated capacities, pressure ratings, and engine speeds as determined by the certification tests. The no-load governed speed of the engine, as stated by the engine manufacturer, shall also be included.

The labels shall be provided with all information and be attached to the apparatus prior to delivery.

## **PUMP PANEL LIGHTING**

All gauges and controls on the pump operator's panel shall be adequately illuminated by a full panel width shielded light assembly with full width OnScene Solutions LED light (each panel, if equipped). The light shall be activated by a weather-proof type switch on the pump operator's panel as well as automatically when pump is engaged. This switch shall also activate any area step lighting.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **POLY WATER TANK**

The water tank capacity shall be approximately 2,000 USG (1,665 IG). Certification of the tank capacity shall be recorded on the manufacturer's record of construction and shall be provided to the purchaser upon delivery of the apparatus.

## **CONSTRUCTION**

The tank must be designed and fabricated by a tank manufacturer that is ISO 9001:2008 certified. The ISO certification must be to the current standard in effect at the time of the design and fabrication of the tank.

The water tank shall be of a specific configuration and designed to be completely independent of the body and compartments. Joints and seams shall be fused using nitrogen gas as required and tested for maximum strength and integrity. The tank construction shall include PolyProSeal™ technology wherein a sealant shall be installed between the plastic components prior to being fusion welded. This sealing method will provide a liquid barrier offering leak protection in the event of a weld compromise. The top of the booster tank is fitted with removable lifting assembly designed to facilitate tank removal. The transverse and longitudinal swash partitions shall be manufactured of a minimum of 3/8" PT3™ polypropylene. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All swash partitions interlock with one another and are completely fused to each other as well as to the walls of the tank. All partitions and spacing shall comply with NFPA 1901. The walls shall be welded to the floor of the tank providing maximum strength as part of the tank's unique Full Floor Design™. Tolerances in design allow for a maximum variation of 1/8" on all dimensions.

## **WATER FILL TOWER AND COVER**

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" PT3™ polypropylene and shall be a minimum dimension of 8" x 8" outer perimeter. The fill tower shall be blue in color indicating that it is a water-only fill tower. The tower shall be located in the left front corner of the tank unless otherwise specified by the tank manufacturer to the purchaser. The tower shall have a 1/4" thick removable polypropylene screen and a PT3™ polypropylene hinged cover. The capacity of the tank shall be engraved on the top of the fill tower lid. Inside the fill tower there shall be a combination vent/overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of 4" that is designed to run through the tank, and shall be piped to discharge water behind the rear wheels as required in NFPA 1901 so as to not interfere with rear tire traction.

The tank cover shall be constructed of 1/2" thick PT3™ polypropylene and UV stabilized, to incorporate a multi-piece locking design, which allows for individual removal and inspection if necessary. The tank cover(s) shall be flush or recessed 3/8" from the top of the tank and shall be fused to the tank walls and longitudinal partitions for maximum integrity. Each one of the covers shall have hold downs consisting of 2" minimum polypropylene dowels spaced a maximum of 40" apart. These dowels shall extend through the covers and will assist in keeping the covers rigid under fast filling conditions. A minimum of two lifting dowels shall accommodate the necessary lifting hardware.

## **SUMP**

There shall be one (1) sump standard per tank. The sump shall be constructed of a minimum of 1/2" PT3™ polypropylene and be located in the left front quarter of the tank, unless specified otherwise. On all tanks that require a front suction, a 3" schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. The sump shall have a minimum 3" N.P.T. threaded outlet on the bottom for a drain plug per NFPA. This shall be used as a combination clean-out and drain. All tanks shall have an anti-swirl plate located approximately 3" above the inside floor.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **OUTLETS**

There will be two (2) standard tank outlets: one for the tank-to-pump suction line, which shall be sized to provide adequate water flow to the pump; and, one for tank fill line, which shall be sized according to the NFPA minimum size chart for booster tanks. All tank fill couplings shall be backed with flow deflectors to break up the stream of water entering the tank, and be capable of withstanding sustained fill rates of up to 1000 G.P.M. The addition of rear suction fittings, nurse valve fittings, dump valve fittings, and through-the-tank sleeves to accommodate rear discharge piping must be specified. All auxiliary outlets and inlets must meet all NFPA guidelines in effect at the time of manufacture.

## **MOUNTING**

The tank shall rest on the body cross members in conjunction with such additional cross members, spaced at a distance that would not allow for more than 530 square inches of unsupported area under the tank floor. In cases where overall height of the tank exceeds 40 inches, cross member spacing must be decreased to allow for not more than 400 square inches of unsupported area.

The tank must be isolated from the cross members through the use of hard rubber strips with a minimum thickness and width dimension of 1/4" x 1" and a Shore A Hardness of approximately 60 durometer. The rubber must be installed so it will not become dislodged during normal operation of the vehicle. Additionally, the tank must be supported around the entire bottom outside perimeter and captured both in the front and rear as well as side to side to prevent tank from shifting during vehicle operation.

A picture frame type cradle mount with a minimum of 2" x 2" x 1/4" mild steel, stainless steel, or aluminum angle shall be provided or the use of corner angles having a minimum dimension of 4" x 4" x 1/4" by 6" high are permitted for the purpose of capturing the tank.

Although the tank is designed on a free floating suspension principle, it is required that the tank have adequate vertical hold down restraints to minimize movement during vehicle operation. If proper retention has not been incorporated into the apparatus hose floor structure, an optional mounting restraint system shall be located on top of the tank, half way between the front and the rear on each side of the tank. These stops can be constructed of steel, stainless steel or aluminum angle having minimum dimensions of 3" x 3" x 1/4" and shall be approximately 6" to 12" long. These brackets must incorporate rubber isolating pads with a minimum thickness of 1/4" inch and a hardness of 60 durometer affixed on the underside of the angle. The angle should then be bolted to the body side walls of the vehicle while extending down to rest on the top outside edge of the upper side wall of the tank. Hose beds floors must be so designed that the floor slat supports extend full width from side wall to side wall and are not permitted to drop off the edge of the tank or in any way come in contact with the individual covers where a puncture could occur. Tank top must be capable of supporting loads up to 200 lbs per sq. foot when evenly distributed. Other equipment such as generators, portable pumps, etc. must not be mounted directly to the tank top unless provisions have been designed into the Poly-Tank® III for that purpose. The tank shall be completely removable without disturbing or dismantling the apparatus structure.

## **CENTER OF GRAVITY**

A center of gravity calculation shall be determined for each tank and provided as requested in order to provide the apparatus manufacturer with the necessary data to design and certify the apparatus with respect to the NFPA requirements regarding rollover stability.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **WATER TANK LEVEL GAUGE**

There shall be two (2) Innovative Controls SL series 10-LED water tank level gauge(s) for indicating water tank level. The tank level gauge shall indicate the liquid level on an easy to read display.

Each tank level gauge system shall include:

- A pressure transducer that is mounted on the outside of the tank in an easily accessible area.
- A super bright LED bar graph display with a visual alarm at 1/4 of a tank. The display shall also provide an output to activate an audible alarm or secondary visual alarm at 1/4 of a tank.
- A set of weather resistant connectors to connect the digital display to the pressure transducer and to the apparatus power.

## **CAB MOUNTED WATER TANK INDICATOR**

There shall be one (1) Innovative Controls SL Mini 4-light, remote tank level gauge for indicating water level installed in cab. The tank level gauge shall indicate the liquid level or volume on an easy to read red LED display and show increments of 1/4 of a tank.

The Mini remote gauge will receive data from the same source as the Master Display. No additional transducers shall be required.

## **TANK WALL EXTENSION**

The tank walls shall be extended upward 10" to create a hose or equipment storage area.

## **WATER TANK LEVEL INDICATOR**

There shall be two (2) Innovative Controls Monster SL Plus series 180 degree visible 20-LED water tank level light(s) for indicating water tank level. The tank level light shall indicate the liquid level on an easy to read display.

Each tank level gauge system shall include:

- A pressure transducer that is mounted on the outside of the tank in an easily accessible area.
- A 180 degree visible super bright LED bar graph display with a visual alarm at 1/4 of a tank. The display shall also provide an output to activate an audible alarm or secondary visual alarm at 1/4 of a tank.

A set of weather resistant connectors to connect the digital display to the pressure transducer and to the apparatus power.

The red "1/4" level light shall flash when the tank level drops below "1/4" of the tank capacity. The light shall be installed in a vertical orientation and be de-activated whenever the parking brake is released.

## **UPF POLY WATER TANK WARRANTY**

The UPF poly water tank shall be provided with a lifetime material and workmanship limited warranty. The manufacturer shall supply details of their warranty information with their bid submission.

## **TANK FINISH**

The tank shall be standard black poly, un-painted finish.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **DUMP VALVE FLANGE(S)**

One (1) 10" x 10" dump valve flange(s) shall be provided with specified tank.

One (1) Newton Kwik-Dump model 1010-34, 10" x 10" square, manually operated, plunger-style dump valve(s) shall be provided on specified water tank. This 1010 dump valve shall have stainless steel construction including the manual two position handle. For improved water flow, the dump valve shall be attached directly to the tank and not by the use of a rear manifold system.

Each dump valve shall be capable of a flow rate of 2,940 GPM and able to completely empty a 2,500 gallon tank in approximately 42 seconds.

- Dump valve shall be supplied with a model 6012SW-34 stainless steel swivel to rotate 180 degrees. The swivel chute works in conjunction with the 4036 telescopic chute.

## **HOSE BED STORAGE AREA**

A hose bed storage area shall not be provided above water tank.

## **ENCLOSED PORTA-TANK/HARD SUCTION STORAGE, REAR CURBSIDE**

There shall be a slide-in storage for porta-tank and/or hard suction with access from the rear curbside of vehicle. The storage compartment shall be located on top of low side compartments and over rear wheel fender height. The compartment shall be fabricated from 1/8" 3003 H14 alloy aluminum treadplate.

Access to the compartment shall be from a rear facing vertically hinged compartment door. The door shall be fabricated from 3/16" 3003 H14 alloy smooth aluminum with full length 14 gauge stainless steel hinge, with 1/4" stainless steel pin, a 6" stainless steel locking "D" ring handle. 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 OnScene LED light near door opening that shall 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 shall be used for storage of specified equipment as required to prevent damage to equipment.

Storage shall be provided for the following equipment with proper labeling;

- Two (2) 10' length of hard suction hose. Hard suction hose(s) shall be supplied by contractor with completed unit. See equipment section.
- One (1) Fol-Da-Tank folding steel frame 2,100 gallon 30 oz. red vinyl, portable water supply tank shall be provided on completed vehicle. Tank dimensions shall be 11'-3" x 11'-3" x 29" open, and 11'-3" x 7" x 29" closed, and weigh 165 lbs.

# Greeley Fire Department

Water Supply Unit, SVI #1099

## **EQUIPMENT PAYLOAD WEIGHT ALLOWANCE**

In compliance with NFPA 1901 standards, the mobile water supply unit shall be designed for an equipment loading allowance of 1,000 lbs. of Greeley Fire Department provided equipment based on the body having at least 200 cu. ft. of storage space.

## **EQUIPMENT**

The following equipment shall be furnished with the completed water supply vehicle;

- One (1) container of assorted stainless steel nuts, bolts, screws and washers used in the construction of the apparatus shall be provided with the completed apparatus.
- There shall be two (2) Zico AC-44 NFPA approved 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.
- One (1) Kocheck 4.0" x 10' Flexlite PVC flexible suction hose(s) shall be provided with completed unit. The hose shall have light weight Storz, 2-lug couplings provided.
- One (1) 4" barrel strainer(s) with foot valve shall be provided with completed unit. Barrel strainer hard suction end shall match provided hard suction(s).
  - The suction hose(s) shall be mounted on streetside above wheels in formed aluminum hard suction tray(s).
- Greeley Fire Department supplied NFPA required fire hose and nozzles shall be provided on completed unit before placing vehicle in service.

## **REMAINING NFPA MINOR EQUIPMENT BY PURCHASER**

All other minor equipment not specified above, but required by NFPA 1901 for mobile water supply vehicles, section 7.9.4 shall be supplied and mounted by Greeley Fire Department before the unit is placed in emergency service.