

# Avondale Fire and Medical

SVI #1141- Production Specification

## **LIABILITY INSURANCE**

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

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

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

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

Excess Umbrella Liability coverage of \$6,000,000.00 each occurrence, Aggregate of \$6,000,000.00. Garage Keepers Liability coverage of \$6,000,000.00 combined limit.

All insurance policies must be;

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

## **INTERNET IN-PROCESS SITE**

The manufacturer shall post and maintain a website where the Avondale Fire and Medical 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.

## **WEIGHT DISTRIBUTION**

When the fire apparatus is loaded to its estimated in-service weight, the front-to-rear weight distribution shall be within the limits set by the chassis manufacturer.

The front axle loads shall not be less than the minimum axle loads specified by the chassis manufacturer under full load and all other loading conditions.

## **LOAD DISTRIBUTION**

The apparatus manufacturer shall calculate the load distribution for the apparatus, and that load distribution plan shall be delivered with the fire apparatus.

The manufacturer shall engineer the fire apparatus to comply with the gross axle weight ratings (GAWR), the overall gross vehicle weight rating (GVWR), and the chassis manufacturer's load balance guidelines.

The fire apparatus, when loaded to its estimated in service weight, shall have a side-to-side tire load variation of no more than 7 percent of the total tire load for that axle.

Each tire shall be equipped with a visual indicator or monitoring system that indicates tire pressure.

## **FIRE APPARATUS PERFORMANCE**

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

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

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

### **HIGHWAY PERFORMANCE**

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

- 1) Accelerating from 0 to 35 mph (55 km/hr) within 25 seconds on a 0 percent grade
- 2) Attaining a speed of 50 mph (80 km/hr) on a 0 percent grade
- 3) Maintaining a speed of at least 20 mph (32 km/hr) on any grade up to and including 6 percent

The maximum top speed of fire apparatus with a GVWR over 26,000 lb (11,800 kg) shall not exceed either 68 mph (109 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

If the combined water tank and foam agent tank capacities on the fire apparatus exceed 1250 gal (4732 L), or the GVWR of the vehicle is over 50,000 lb (22,680 kg), the maximum top speed of the apparatus shall not exceed either 60 mph (95 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

### **SERVICEABILITY**

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

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

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

### **FIRE APPARATUS DOCUMENTATION**

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

- 1) The manufacturer's 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

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- 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*)
  - 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**

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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

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**

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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
  - 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.

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Apparatus Type	Equip. Storage Area	Apparatus Size	Equipment Allowance	
			lb.	kg.
Special Service Fire Apparatus	Minimum of 120 cu ft (3.4 cu mt) of enclosed compartmentation.	10,000 lb to 15,000 lb (4,500 kg to 7,000 kg) GVWR	2,000	910
		15,001 lb to 20,000 lb (7,001 kg to 9,000 kg) GVWR	2,500	1,135
		20,001 lb to 30,000 lb (9,001 kg to 14,000 kg) GVWR	3,000	1,350
		30,001 lb to 40,000 lb (14,001 kg to 18,000 kg) GVWR	4,000	1,800
		40,001 lb to 50,000 lb (18,001 kg to 23,000 kg) GVWR	6,000	2,700
		50,001 lb to 60,000 lb (23,001 kg to 27,000 kg) GVWR	8,000	3,600
		60,001 lb and up (27,001 kg) GVWR	10,000	4,500

### **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).

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### **TEST SEQUENCE**

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

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

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

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

#### **2. ALTERNATOR PERFORMANCE TEST**

##### **TEST AT IDLE**

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

##### **TEST AT FULL LOAD**

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

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

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

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

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

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

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

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

### **DOCUMENTATION**

The manufacturer shall deliver the following with the fire apparatus:

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- 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

### **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 Avondale Fire and Medical on all warranty work.

### **GENERAL LIMITED WARRANTY - TWO (2) YEARS**

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

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

### **LOW VOLTAGE ELECTRICAL WARRANTY - FIVE (5) YEARS**

The vehicle low voltage electrical system shall be free of defects in material and workmanship for a period of five (5) years or 60,000 miles (or 96,561 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date.

### **STRUCTURAL WARRANTY - TEN (10) YEARS**

The body shall be free of structural or design failure or workmanship for a period of ten (10) years, or 100,000 miles (or 160,934 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date.

### **UNDERCOAT WARRANTY**

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

### **PAINT LIMITED WARRANTY - TEN (10) YEARS**

The body shall be free of bubbling or peeling as a result of a defect in the method of manufacture for a period of ten (10) years or 100,000 miles (or 160,934 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date. **Pro-rated warranties will not be acceptable.**

### **GRAPHICS LIMITED WARRANTY**



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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.

### **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 Avondale Fire and Medical as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

### **OVERALL HEIGHT REQUIREMENT**

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

### **LIQUIDATED DAMAGES**

Timing is of the essence for this Agreement. Contractor shall deliver the Fire Apparatus to the City no later than 430 days after the Contractor's receipt of the chassis, subject to any City approved extensions due to modifications made to the Specifications in accordance with Section 3 Changes in Commercial Specifications. and Section 4 Changes in Industry Standards and Regulations., above. Contractor shall bear the risk of loss for the Fire Apparatus until final acceptance by the City.

### **OVERALL LENGTH REQUIREMENT**

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

### **OVERALL WIDTH**

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

### **ANGLE OF APPROACH**

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

### **ANGLE OF DEPARTURE**

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

### **PRE-CONSTRUCTION CONFERENCE**

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

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

### **PRE-PAINT CONFERENCE**

A pre-paint conference shall be required at the Contractor's factory for three (3) personnel from the Avondale Fire and Medical to inspect the vehicle and construction details prior to the painting process.

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

### **FINAL INSPECTION CONFERENCE**

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

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

### **DELIVERY AND DEMONSTRATION**

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

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

After delivery of the apparatus, the Avondale Fire and Medical 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 SPECIFICATION**

#### **MODEL**

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

#### **MODEL YEAR**

The chassis shall have a vehicle identification number that reflects a 2020 model year.

#### **COUNTRY OF SERVICE**

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

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

#### **CAB AND CHASSIS LABELING LANGUAGE**

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

#### **APPARATUS TYPE**

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

### **VEHICLE TYPE**

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

### **VEHICLE ANGLE OF APPROACH PACKAGE**

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

NFPA1901 Angle of Approach definition:

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

### **AXLE CONFIGURATION**

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

### **GROSS AXLE WEIGHT RATINGS FRONT**

The front gross axle weight rating (GAWR) of the chassis shall be 20,000 pounds.

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

### **GROSS AXLE WEIGHT RATINGS REAR**

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

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

### **CAB STYLE**

The cab shall be a custom, fully enclosed, LFD model with a 20.00 inch raised roof over the driver, officer, and crew area, designed and built specifically for use as an emergency response vehicle by a company specializing in cab and chassis design for all emergency response applications. The cab shall be designed for heavy-duty service utilizing superior strength and capacity for the application of protecting the occupants of the vehicle. This style of cab shall offer up to ten (10) seating positions.

The cab shall incorporate a fully enclosed design with side wall roof supports, allowing for a spacious cab area with no partition between the front and rear sections of the cab. To provide a superior finish by reducing welds

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that fatigue cab metal; the roof, the rear wall and side wall panels shall be assembled using a combination of welds and proven industrial adhesives designed specifically for aluminum fabrication for construction.

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

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

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

The exterior width of the cab shall be 94.00 inches wide with a minimum interior width of 88.00 inches. The overall cab length shall be 144.60 inches with 67.50 inches from the centerline of the front of the axle to the back of the cab.

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

The cab shall offer an interior height of 57.50 inches from the front floor to the headliner and a rear floor to headliner height of 75.00 inches in the raised roof area, at a minimum. The cab shall offer an interior measurement at the floor level from the rear of the engine tunnel to the rear wall of the cab of 65.38 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

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

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

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

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

### **CAB FRONT FASCIA**

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

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

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

### **FRONT GRILLE**

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

### **CAB UNDERCOAT**

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

### **CAB SIDE DRIP RAIL**

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

### **CAB PAINT EXTERIOR**

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

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

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

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

### **CAB PAINT MANUFACTURER**

The cab shall be painted with PPG Industries paint.

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

The primary/lower paint color shall be PPG FBCH 77723 red.

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

The secondary/upper paint color shall be PPG FBCH 911645 white.

### **CAB PAINT EXTERIOR BREAKLINE**

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

### **CAB PAINT PINSTRIPE**

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

### **CAB PAINT WARRANTY**

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

### **CAB PAINT INTERIOR**

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

### **CAB ENTRY DOORS**

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

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

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

### **CAB ENTRY DOOR TYPE**

All cab entry doors shall be barrier clear design resulting in exposed lower cab steps. The doors shall provide approximately 32.00 inches of clearance from the ground to the bottom of the door so cab doors may be opened un-hindered by most obstacles encountered, such as guard rails along interstate highways.

Entry doors shall include Pollak mechanical plunger style switches for electrical component activation.

### **CAB INSULATION**

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

### **LH EXTERIOR REAR COMPARTMENT**

The cab shall offer an exterior compartment on the left side of the cab behind the rear door. The compartment opening shall be 10.00 inches wide X 21.19 inches high. The compartment size shall be 11.34 inches wide X 21.19 inches high X 21.19 inches deep. The compartment shall have a 10.63 inch wide, 32.00 inch high and 1.50 inch thick hinged box pan style flush mount door with a bright aluminum tread plate inner panel and a bent D-ring slam latch. There shall be a switch to activate a light inside the compartment and the open compartment warning light in the cab in the event the door is left ajar.

### **LEFT HAND EXTERIOR REAR COMPARTMENT LIGHTING**

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There shall be one (1) On-Scene brand Access LED strip light installed to illuminate the exterior rear compartment on the left side of the cab. The strip light shall be 10.00 inches long.

### **LH EXTERIOR COMPARTMENT INTERIOR FINISH**

The interior of the left hand exterior compartment shall have a multi-tone onyx black texture finish.

### **RH EXTERIOR REAR COMPARTMENT**

The cab shall offer an exterior compartment on the right side of the cab behind the rear door. The compartment opening shall be 10.00 inches wide X 21.19 inches high. The compartment size shall be 11.34 inches wide X 21.19 inches high X 21.19 inches deep. The compartment shall have a 10.63 inch wide, 32.00 inch high and 1.50 inch thick hinged box pan style flush mount door with a bright aluminum tread plate inner panel and a bent D-ring slam latch. There shall be a switch to activate a light inside the compartment and the open compartment warning light in the cab in the event the door is left ajar.

### **RIGHT HAND EXTERIOR REAR COMPARTMENT LIGHTING**

There shall be one (1) On-Scene brand Access LED strip light installed to illuminate the exterior rear compartment on the right side of the cab. The strip light shall be 10.00 inches in length.

### **RH EXTERIOR COMPARTMENT INTERIOR FINISH**

The interior of the right hand exterior compartment shall have a multi-tone onyx black texture finish.

### **CAB STRUCTURAL WARRANTY**

Summary of Warranty Terms:

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

The cab structure shall be warranted for a period of ten (10) years or one hundred thousand (100,000) miles which ever may occur first. The warranty period shall commence on the date the vehicle is delivered to the first end user.

### **CAB TEST INFORMATION**

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

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

### **ELECTRICAL SYSTEM**

The chassis shall include a single starting electrical system which shall include a 12 volt direct current multiplexing system, suppressed per SAE J551. The wiring shall be appropriate gauge cross link with 311 degree Fahrenheit insulation. All SAE wires in the chassis shall be color coded and shall include the circuit number and

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function where possible. The wiring shall be protected by 275 degree Fahrenheit minimum high temperature flame retardant loom. All nodes and sealed Deutsch connectors shall be waterproof.

### **MULTIPLEX DISPLAY**

The multiplex electrical system shall include two (2) Weldon Vista IV Touchscreen displays which shall be located one (1) on the left side dash in the switch panel and one (1) on the right side of the dash in the switch panel. The Touchscreen displays shall feature full color LCD display screens. The display shall include a message bar displaying the time of day, and important messages requiring acknowledgement by the user. There shall be virtual controls for the on-board diagnostics. The display screens shall be video ready for back- up cameras, thermal cameras, and DVD. A DIN type input connector ready for GPS interfacing shall be incorporated into the back of the display.

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

### **LOAD MANAGEMENT SYSTEM**

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

### **DATA RECORDING SYSTEM**

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

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

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

### **ACCESSORY POWER**

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

### **EXTERIOR ELECTRICAL TERMINAL COATING**



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

### **ENGINE**

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

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

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

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

### **CAB ENGINE TUNNEL**

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

### **DIESEL PARTICULATE FILTER CONTROLS**

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

### **ENGINE PROGRAMMING HIGH IDLE SPEED**

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

### **ENGINE HIGH IDLE CONTROL**

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

### **ENGINE PROGRAMMING ROAD SPEED GOVERNOR**

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

### **AUXILIARY ENGINE BRAKE**

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

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

### **AUXILIARY ENGINE BRAKE CONTROL**

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

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

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

### **ELECTRONIC ENGINE OIL LEVEL INDICATOR**

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

### **FLUID FILLS**

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

### **ENGINE DRAIN PLUG**

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

### **ENGINE WARRANTY**

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

### **ENGINE PROGRAMMING REMOTE THROTTLE**

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

### **ENGINE PROGRAMMING IDLE SPEED**

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

### **ENGINE AIR INTAKE**

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

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

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

### **AIR INTAKE PROTECTION**

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

### **ENGINE FAN DRIVE**

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

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

### **ENGINE COOLING SYSTEM**

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

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

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

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

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

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

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

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

### **ENGINE COOLING SYSTEM PROTECTION**

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

### **ENGINE COOLANT**

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

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

### **ENGINE COOLANT FILTER**

An engine coolant filter with a shut-off valve for the inlet and outlet shall be installed on the chassis. The location of the filter shall allow for easy maintenance.

Proposals offering engines equipped with coolant filters shall be supplied with standard non-chemical type particulate filters.

### **ELECTRONIC COOLANT LEVEL INDICATOR**

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

### **COOLANT HOSES**

The cooling systems coolant hoses shall be silicone heater hose and shall include silicone hoses for all radiator coolant plumbing. The surge tank delivery and return hoses shall also be silicone. The radiator coolant hoses shall be formed silicone with formed aluminized steel tubing. All radiator silicone coolant hose and tubing, heater hose, and surge tank plumbing shall be secured with stainless steel constant torque band clamps.

### **ENGINE COOLANT OVERFLOW BOTTLE**

A remote engine coolant overflow bottle shall be provided in the case of over filling the coolant system. The overflow bottle shall capture the expansion fluid or overflow rather than allow the fluid to drain on the ground. The overflow bottle provided on the cooling system shall only be a catch bottle and shall not return excess coolant back into the surge tank.

### **ENGINE EXHAUST SYSTEM**

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

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

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

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

### **DIESEL EXHAUST FLUID TANK**

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

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

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

### **ENGINE EXHAUST ACCESSORIES**

Two (2) exhaust temperature mitigation devices shall be shipped loose for installation by the body manufacturer on the vehicle. The temperature mitigation devices shall lower the temperature of the exhaust by combining ambient air with the exhaust gasses at the exhaust outlet.

### **ENGINE EXHAUST WRAP**

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

### **TRANSMISSION**

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

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

The transmission gear ratios shall be:

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

### **TRANSMISSION MODE PROGRAMMING**

The transmission, upon start-up, will select the fifth speed operation without the need to press the mode button.

### **TRANSMISSION FEATURE PROGRAMMING**

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

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

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

### **TRANSMISSION SHIFT SELECTOR**

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

### **ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR**

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

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

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

### **TRANSMISSION COOLING SYSTEM**

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

### **TRANSMISSION DRAIN PLUG**

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

### **TRANSMISSION WARRANTY**

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

### **DRIVELINE**

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

### **FUEL FILTER/WATER SEPARATOR**

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

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

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

### **FUEL LINES**

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

### **FUEL SHUTOFF VALVE**

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

### **ELECTRIC FUEL PRIMER**

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

### **FUEL COOLER**

An aluminum cross flow air to fuel cooler shall be provided to lower fuel temperature allowing the vehicle to operate at higher ambient temperatures. The fuel cooler shall be located above the fuel tank.

### **FUEL TANK**

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

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

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

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

### **FUEL TANK MATERIAL AND FINISH**

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

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

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

### **FUEL TANK STRAP MATERIAL**

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

### **FUEL TANK FILL PORT**

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

### **FUEL TANK SERVICEABILITY PROVISIONS**

The chassis fuel lines shall have additional length provided so the tank can be easily lowered and removed for service purposes. The additional 8.00 feet of length shall be located above the fuel tank and shall be coiled and secured. The fuel line fittings shall be pointed towards the right side (curbside) of the chassis.

### **FUEL TANK DRAIN PLUG**

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

### **FRONT AXLE**

The front axle shall be a Meritor Easy Steer Non drive front axle, model number MFS-20. The axle shall include a 3.74 inch drop and a 71.00 inch king pin intersection (KPI). The axle shall include a conventional style hub with a standard knuckle.

### **FRONT AXLE WARRANTY**

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

### **FRONT WHEEL BEARING LUBRICATION**

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

### **FRONT SHOCK ABSORBERS**

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

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



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

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

### **FRONT SUSPENSION**

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

### **STEERING COLUMN/ WHEEL**

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

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

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

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

### **POWER STEERING PUMP**

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

### **FRONT AXLE CRAMP ANGLE**

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

### **POWER STEERING GEAR**

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

### **CHASSIS ALIGNMENT**

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

### **REAR AXLE**

The rear axle shall be a Meritor model RS-26-185 single drive axle. The axle shall include precision forged, single reduction differential gearing, and shall have a fire service rated capacity of 27,000 pounds.

The axle shall be built of superior construction and quality components to provide the rugged dependability needed to stand up to the fire industry's demands. The axle shall include rectangular shaped, hot-formed housing

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with a standard wall thickness of 0.56 of an inch for extra strength and rigidity and a rigid differential case for high axle strength and reduced maintenance.

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

### **REAR AXLE DIFFERENTIAL LUBRICATION**

The rear axle differential shall be lubricated with oil.

### **REAR AXLE WARRANTY**

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

### **REAR WHEEL BEARING LUBRICATION**

The rear axle wheel bearings shall be lubricated with oil.

### **VEHICLE TOP SPEED**

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

### **REAR SUSPENSION**

The single rear axle suspension shall feature a Neway ADZ-127 air suspension. The suspension shall include optimized air springs mounted to cast structural trailing arms, transverse cross beams for increased roll stability and four heavy duty shock absorbers. Dual air height control valves shall be installed to ensure equal frame height on both sides of the vehicle regardless of the load. Axle alignment is maintained using EZ-ALIGN® pivot connections for fast and easy axle alignment.

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

### **REAR SHOCK ABSORBERS**

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

### **FRONT TIRE**

The front tires shall be Michelin 365/70R-22.5 20PR "L" tubeless radial XZA highway tread.

The front tire stamped load capacity shall be 21,000 pounds per axle with a speed rating of 75 miles per hour when properly inflated to 125 pounds per square inch.

### **REAR TIRE**

The rear tires shall be Michelin 12R-22.5 16PR "H" tubeless radial XDN2 all-weather tread.

The rear tire stamped load capacity shall be 27,120 pounds per axle with a nominal speed rating of 75 miles per hour when properly inflated to 120 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 29,020 pounds per axle with a maximum speed of 75 miles per hour when properly inflated to 120 pounds per square inch.

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

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

### **REAR AXLE RATIO**

The rear axle ratio shall be 5.13:1.

### **TIRE PRESSURE INDICATOR**

There shall be a PressurePro™ electronic tire pressure indication transmitter at each valve stem on the vehicle that shall transmit a signal to an easy read monitor mounted on the left side sun visor with a Velcro® hook and loop mount. The monitor shall display real time tire pressure and temperature readings. The monitor shall have six (6) customizable alerts that can be adjusted by the end user, two (2) low pressure alerts, a high pressure alert, high temperature alert, across axle deviation % alert, and leak detection alert.

The monitor shall come programed with two low pressure alert levels, the first at 15.6% and the second at 25% drop in pressure, additionally the high pressure alert level shall be preset at 25% increase in pressure. The high pressure alert shall be set to 200 degrees Fahrenheit. The across axle deviation % alert shall be set to 20% deviation. The leak detection alert shall be set to OFF.

The monitor shall have self-tests for signal strength and sensor packet counts along with datalogging capabilities.

### **FRONT WHEEL**

The front wheels shall be Alcoa hub piloted, 22.50 inch X 10.50 inch polished aluminum wheels. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts. The wheels shall feature one-piece forged strength and shall include Alcoa's Dura-Bright® finish with XBR technology as an integral part of the wheel surface. Alcoa Dura-Bright® wheels keep their shine without polishing. Brake dust, grime and road debris are easily removed by simply cleaning the wheels with soap and water.

### **REAR WHEEL**

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

### **BALANCE WHEELS AND TIRES**

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

### **BRAKE SYSTEM**

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

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

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

Additional safety shall be accommodated through Automatic Traction Control (ATC) which shall be installed on the single rear axle. The ATC system shall apply the ABS when the drive wheels loose traction. The system shall scale the electronic engine throttle back to prevent wheel spin while accelerating on ice or wet surfaces.

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

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

### **FRONT BRAKES**

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

### **REAR BRAKES**

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

### **PARK BRAKE**

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

### **SUPPLEMENTAL BRAKE**

A supplemental brake engagement shall be supplied that can only be engaged while the rear spring brakes are engaged. In addition to the mechanical rear brake engagement, the front service brakes shall also be engaged via air pressure, providing additional braking capability. Front service brake activation shall be accomplished with activation of the rear mechanical park brake valve.

### **PARK BRAKE CONTROL**

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

The parking brake actuation valve shall be mounted in the center switch panel.

### **AIR DRYER**

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

### **FRONT BRAKE CHAMBERS**

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

### **REAR BRAKE CHAMBERS**

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

### **AIR COMPRESSOR**

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

### **AIR GOVERNOR**

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

### **MOISTURE EJECTORS**

Automatic moisture ejectors with a manual pet-cock type drain provision shall be installed on all reservoirs of the air supply system.

### **AIR SUPPLY LINES**

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

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

### **AIR INLET CONNECTION**

An air connection for the shoreline air inlet shall be supplied.

### **AIR INLET LOCATION**

The air inlet shall be installed on the left hand side of the cab ahead of the driver's door.

### **AIR INLET/ OUTLET FITTING TYPE**

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The air connector supplied shall be a 0.25 inch size Tru-Flate Interchange style manual connection which is compatible with Milton 'T' style, Myers 0.25 inch Automotive style and Parker 0.25 inch 10 Series connectors.

### **AIR TANK SPACERS**

There shall be spacers included with the air tank mounting. The spacers shall move the air tanks 1.50 inches inward towards the center of the chassis. This shall provide clearance between the air tanks and the frame for body U-bolt clearance.

### **WHEELBASE**

The chassis wheelbase shall be 218.00 inches.

### **REAR OVERHANG**

The chassis rear overhang shall be 80.50 inches.

### **FRAME**

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

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

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

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

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

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

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

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

### **FRAME WARRANTY**

Summary of Warranty Terms:

THE FOLLOWING IS SUMMARY OF WARRANTY TERMS FOR INFORMATION ONLY. THE ACTUAL LIMITED WARRANTY DOCUMENT, WHICH IS ATTACHED TO THIS OPTION, CONTAINS THE COMPLETE

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STATEMENT OF THE SPARTAN MOTORS USA LIMITED WARRANTY. SPARTAN'S RESPONSIBILITY IS TO BE ACCORDING TO THE TERMS OF THE COMPLETE LIMITED WARRANTY DOCUMENT.

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

### **FRAME CLEAR AREA**

The chassis frame shall be left clear of chassis mounted components inside and outside the frame rails within the first 40.00 inches behind the cab to allow space for OEM installed components. Cross members may be installed in the clear area if required for proper frame or driveline configuration.

### **FRAME PAINT**

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

- Main frame "C" channel or channels

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

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

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

- Suspension components
- Front and rear axles

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

### **FRONT BUMPER**

A one piece, two (2) rib wrap-around style, polished stainless steel front bumper shall be provided. The material shall be 10 gauge 304 stainless steel, 12.00 inches high and 99.00 inches wide.

### **FRONT BUMPER EXTENSION LENGTH**

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The front bumper shall be extended approximately 28.00 inches ahead of the cab.

### **MECHANICAL SIREN**

A Federal Q2B™ siren shall be provided and installed by the customer.

### **AIR HORN**

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

### **AIR HORN LOCATION**

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

### **AIR HORN RESERVOIR**

One (1) air reservoir, with a 2084 cubic inch capacity, shall be installed on the chassis to act as a supply tank for operating air horns. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

### **ELECTRONIC SIREN SPEAKER**

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

### **ELECTRONIC SIREN SPEAKER LOCATION**

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

### **FIRE BELL**

A prewire for a customer installed electric fire bell shall be provided behind front bumper.

### **FIRE BELL LOCATION**

A fire bell shall be shipped loose for mounting to the bumper extension by the body builder.

### **FRONT BUMPER TOW HOOKS**

Two (2) heavy duty tow hooks, painted to match the frame components, shall be installed in the rearward position out of the approach angle area, bolted directly to the side of each chassis frame rail with grade 8 bolts.

### **CAB TILT SYSTEM**

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

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



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

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

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

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

### **CAB TILT LIMIT SWITCH**

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

### **CAB TILT CONTROL RECEPTACLE**

A six (6) pin Deutsch receptacle that includes a cap shall be installed in the right hand side middle front step in the forward position to provide a place to plug in the cab tilt remote control pendant.

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

### **CAB TILT LOCK DOWN INDICATOR**

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

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

### **CAB WINDSHIELD**

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

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

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

### **GLASS FRONT DOOR**

The front cab doors shall include a window which is 27.00 inches in width X 26.00 inches in height. These windows shall have the capability to roll down completely into the door housing. This shall be accomplished using electric actuation. The left and right front door windows shall be controlled using a switch on each respective side inner door panel. The driver's door shall include a switch for each powered door window in the cab.

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

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

### **GLASS TINT FRONT DOOR**

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

### **GLASS REAR DOOR RH**

The rear right hand side crew door shall include a window which is 27.00 inches in width X 26.00 inches in height. The window shall be a powered type and shall be controlled by a switch on the inner door panel and on the driver’s control panel.

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

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

### **GLASS REAR DOOR LH**

The rear left hand side crew door shall include a window which is 27.00 inches in width X 26.00 inches in height. The window shall be a powered type and shall be controlled by a switch on the inner door panel and on the driver’s control panel.

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

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

### **GLASS SIDE MID RH**

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

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

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

### **GLASS SIDE MID LH**

The cab shall include a window on the left side behind the front door and ahead of the crew door and above the wheel well which shall measure 16.00 inches wide X 26.00 inches high. This window shall be fixed within this

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space and shall be rectangular in shape. The window shall be mounted using self locking window rubber. The glass utilized for this window shall include a green automotive tint unless otherwise noted.

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

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

### **CLIMATE CONTROL**

A ceiling mounted combination defroster and cabin heating and air conditioning system shall be located above the engine tunnel area. The system covers and plenums shall be of severe duty design made of aluminum which shall be coated with a customer specified interior paint. The design of the system's covers shall provide quick access to washable air intake filters as well as easy access to other serviceable items.

Six (6) adjustable louvers shall provide comfort for the front seat occupants and ten (10) adjustable louvers shall provide comfort for the rear crew occupants. The plenum shall be shortened to terminate in the mid crew area on cabs with 10.00 inch raised roofs and greater. This shortened plenum shall allow for the customer to utilize the upper rear center wall for compartmentation, equipment, or apparatus operations.

Separate front and rear blower motors shall be of brushless design and shall be controlled independently. It shall be capable of reducing the interior cabin air temperature from 122° F (+/- 3° F) to 80° F in thirty minutes with 50% relative humidity and full solar load as described in SAE J2646.

The system shall also provide heater pull up performance which meets or exceeds the performance requirements of SAE J1612 as well as defrost performance that meets or exceeds the performance requirements of SAE J381.

A gravity drain system shall be provided that is capable of evacuating condensate from the vehicle while on a slope of up to a 13% grade in any direction.

The air conditioning system plumbing shall be a mixture of custom bent zinc coated steel fittings and Aeroquip flexible hose with Aeroquip EZ-Clip fittings.

The overhead heater/defroster plumbing shall include an electronic flow control valve that re-directs hot coolant away from the evaporator, via a bypass loop, as the temperature control is moved toward the cold position.

Any component which needs to be accessed to perform system troubleshooting shall be accessible by one person using basic hand tools. Regularly serviced items shall be replaceable by one person using basic hand tools.

***\*\*Spartan Motors Inc. recommends that the overall climate system performance be based off third-party testing in accordance to Society of Automotive Engineering standards as a complete system.***

***Individual component level BTU ratings is not an accurate indicator of the performance capability of the completed system. System individual component BTU ratings:***

- Air conditioning evaporator total BTU/HR: 82,000
- Air conditioning condenser total BTU/HR: 59,000
- Heater coil total BTU/HR: 98,000

***Performance data specified is based on testing performed by an independent third-party test facility using a medium four-door 10" Raised roof Gladiator chassis equipped with an ISL engine.***

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SVI #1141- Production Specification

## **CLIMATE CONTROL DRAIN**

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

## **CLIMATE CONTROL ACTIVATION**

The heating, defrosting and air conditioning controls shall be in the center dash driver's switch panel, in a position which is easily accessible to the driver. The climate control shall be activated by a rotary switch.

## **HVAC OVERHEAD COVER PAINT**

The overhead HVAC cover shall be painted with a multi-tone onyx black texture finish.

## **AUXILIARY A/C CAB CEILING/ROOF**

A 110 volt Dometic Penguin II low profile high capacity air conditioning system shall be provided to cool the crew area of the cab. The system shall consist of one (1) 110 volt air conditioning roof mounted unit which shall be located above the crew area and offset left of center on the cab roof above the crew area. The cover of the air conditioning unit shall be painted the upper cab color. The manual reset breaker shall be located in the same junction box as the other cab supplied 110 volt components. There shall be a drain line from the condensation pan routed to the rear cab wall.

## **A/C CONDENSER LOCATION**

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

## **A/C COMPRESSOR**

The air-conditioning compressor shall be a belt driven, engine mounted compressor. The compressor shall be compatible with R134-a refrigerant.

***\*\*Spartan Motors Inc. recommends that the overall climate system performance be based off third-party testing in accordance to Society of Automotive Engineering standards as a complete system.***

***Individual component level ratings are not an accurate indicator of the performance capability of the completed system.***

Refrigerant Compressor displacement: 19.1 cubic inches per revolution.

## **UNDER CAB INSULATION**

The underside of the cab tunnel surrounding the engine and the underside of the entire cab floor shall be lined with multi-layer insulation, engineered for application inside diesel engine compartments. In addition the insulation shall have an expanded aluminum overlay installed to assist in retaining the insulation tight against the engine tunnel surfaces and the underside of the cab floor.

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

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

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The cab floor insulation shall measure 0.56 inch thick including a 1.0#/sf PVC barrier and a moisture and heat reflective foil facing, reinforced with fiberglass strands. The foil surface acts as protection against moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

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

### **INTERIOR TRIM FLOOR**

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

### **INTERIOR TRIM**

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

### **REAR WALL INTERIOR TRIM**

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

### **HEADER TRIM**

The cab interior shall feature header trim over the driver and officer dash constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum.

### **TRIM CENTER DASH**

The main center dash area shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate. There shall be four (4) holes located on the top of the dash near each outer edge of the electrical access cover for ventilation. The center dash electrical access cover shall include a gas cylinder stay which shall hold the cover open during maintenance.

### **TRIM LH DASH**

The left hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate for a perfect fit around the instrument panel. For increased occupant protection the extreme duty left hand dash utilizes patent pending break away technology to reduce rigidity in the event of a frontal crash. The left hand dash shall offer lower vertical surface area to the left and right of the steering column to accommodate control panels.

### **TRIM RH DASH**

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

### **ENGINE TUNNEL TRIM**

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

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### **POWER POINT DASH MOUNT**

The cab shall include two (2) 12 volt cigarette lighter type receptacles in the cab dash to provide a power source for 12 volt electrical equipment. The cab shall also include two (2) universal serial bus (USB) charging receptacles in the cab dash to provide a power source for USB chargeable electrical equipment. Each USB port shall be capable of a 12 watt, 2.4 amp fast charge output. The receptacles shall be wired battery direct.

### **AUXILIARY POWER POINT ENGINE TUNNEL**

The cab interior shall include two (2) 12 volt cigarette lighter type receptacles to provide power sources for 12 volt electrical equipment. The receptacles shall be connected directly to the batteries. The receptacles shall be located on the rear of the engine tunnel near the top, one (1) near the left corner and one (1) near the right corner.

### **STEP TRIM**

Each cab entry door shall include a three step entry. The first step closest to the ground shall be constructed of polished 5052 H32 aluminum Grip Strut® grating with angled outer corners. The grating shall allow water and other debris to flow through rather than becoming trapped within the stepping surface. The lower step shall be mounted to a frame which is integral with the construction of the cab for rigidity and strength. The middle step shall be integral with the cab construction and shall be trimmed in 0.08 inch thick 3003-H22 embossed aluminum tread plate.

### **UNDER CAB ACCESS DOOR**

The cab shall include an aluminum access door in the left crew step riser painted to match the cab interior paint with a push and turn latch. The under cab access door shall provide access to the diesel exhaust fluid fill.

### **INTERIOR DOOR TRIM**

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

### **DOOR TRIM KICKPLATE**

The inner door panels shall include an aluminum embossed tread kick plate which shall be fastened to the lower portion of the door panels.

### **DOOR TRIM CUSTOMER NAMEPLATE**

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

### **CAB DOOR TRIM REFLECTIVE**

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

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

There shall be a rubber covered 11.00 inch grab handle installed inside the cab, on the "A" post at the right side door opening. The handle shall be located 2.88 inches above the bottom of the door window opening. The handle shall assist personnel in entering and exiting the cab.

### **INTERIOR GRAB HANDLE FRONT DOOR**

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Each front door shall include one (1) ergonomically contoured 9.00 inch cast aluminum horizontal grab handle which shall be located at the upper-most center of the door panel, and one (1) 9.00 inch vertical grab handle which shall be located forward of the paddle latch at the upper most part of the door. Each handle shall feature a textured, black powder coated finish and shall be used to assist personnel entering and exiting the cab.

### **INTERIOR GRAB HANDLE REAR DOOR**

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

### **ADDITIONAL INTERIOR GRAB HANDLE REAR DOOR**

Each interior rear door shall include an additional grab handle. The handle shall be an ergonomically contoured 9.00 inch long cast aluminum grab handle. Each handle shall be mounted horizontally on the upper interior door trim panel. Each handle shall be textured and feature a black powder coat finish and shall assist personnel entering and exiting the cab.

### **INTERIOR SOFT TRIM COLOR**

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

### **INTERIOR TRIM SUNVISOR**

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

### **INTERIOR FLOOR MAT COLOR**

The cab interior floor mat shall be black in color.

### **CAB PAINT INTERIOR DOOR TRIM**

The inner door panel surfaces shall be painted with multi-tone onyx black texture finish.

### **HEADER TRIM INTERIOR PAINT**

The metal surfaces in the header area shall be coated with multi-tone onyx black texture finish.

### **TRIM CENTER DASH INTERIOR PAINT**

The entire center dash shall be coated with multi-tone onyx black texture finish. Any accessory pods attached to the dash shall also be painted this color.

### **TRIM LH DASH INTERIOR PAINT**

The left hand dash shall be painted with a multi-tone onyx black texture finish.

### **TRIM RIGHT HAND DASH INTERIOR PAINT**

The right hand dash shall be painted with multi-tone onyx black texture finish.

### **DASH PANEL GROUP**

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

### **SWITCHES CENTER PANEL**

The center dash panel shall include one (1) rocker switch position in the panel.

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

### **SWITCHES LEFT PANEL**

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

### **SWITCHES RIGHT PANEL**

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

### **SEAT BELT WARNING**

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

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

### **SEAT MATERIAL**

The Seats Inc. 911 Battalion and universal seats shall be covered with Turnout Tuff™ rugged material. Turnout Tuff material is rip-stop weave nylon laminated with a polyurethane backing and is water repellent to 75 PSI to protect seats from being saturated or contaminated by fluids. The material meets FMVSS 302 flammability requirements.

### **SEAT COLOR**

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

### **SEAT BACK LOGO**

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

### **SEAT DRIVER**

The driver's seat shall be a Seats Inc. 911 Battalion series. The four-way seat shall be self-leveling and feature a 3.00 inches vertical travel air suspension and manual fore and aft adjustment. The suspension control shall be located on the seat below the cushion. The seat shall also feature integral springs to isolate shock.



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

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

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

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

### **SEAT BACK DRIVER**

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

### **SEAT MOUNTING DRIVER**

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

### **SEAT OFFICER**

The officer's seat shall be a Seats Inc. 911 Battalion series. The four-way seat shall be self-leveling and feature a 3.00 inches vertical travel air suspension and manual fore and aft adjustment with 5.00 inches of travel. The suspension control shall be located on the seat below the cushion. The seat shall also feature integral springs to isolate shock.

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

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

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

### **SEAT BACK OFFICER**

# Avondale Fire and Medical

## SVI #1141- Production Specification

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

### **SEAT MOUNTING OFFICER**

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

### **SEAT BELT ORIENTATION CREW**

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

### **SEAT REAR FACING OUTER LOCATION**

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

### **SEAT CREW REAR FACING OUTER**

The crew area shall include a seat in the rear facing outboard position which shall be a Seats Inc. Battalion series. The seat shall feature a tapered and padded seat, and cushion. The seat and cushion shall be hinged and compact in design for additional room and shall remain in the stored position until occupied.

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

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

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

### **SEAT BACK REAR FACING OUTER**

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

### **SEAT MOUNTING REAR FACING OUTER**

The rear facing outer seats shall offer special mounting positions which shall be 2.00 inches towards the rear wall offering additional space between the front seats and the outer rear facing seats.

### **SEAT FORWARD FACING CENTER LOCATION**

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

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### **SEAT CREW FORWARD FACING CENTER**

The crew area shall include a seat in the forward facing center position which shall be a Seats Inc. 911 Battalion series. The four-way seat shall be self-leveling and feature a 3.00 inches vertical travel air suspension and manual fore and aft adjustment with 5.00 inches of travel. The suspension control shall be located on the seat below the cushion. The seat shall also feature integral springs to isolate shock.

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

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

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

### **SEAT BACK FORWARD FACING CENTER**

The seat in the forward facing center position shall include a standard seat back. The seat back shall feature an all belts to seat (ABTS) style safety restraint. The ABTS feature shall include a red, three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant. The seat back shall feature a contoured, adjustable head rest.

### **ARMREST FOWARD FACING CENTER**

All forward facing center crew seat positions shall include armrests on the inboard and outboard side of each seat. Each armrest shall be covered with black urethane material and shall be an integral part of the seat.

### **SEAT FRAME FORWARD FACING**

The forward facing seating position shall include two (2) channel type risers for each seat. The risers shall be constructed of 0.19 inch thick steel with 1.50 inch flanges. The risers shall be painted black.

### **SEAT MOUNTING FORWARD FACING CENTER**

Each forward facing center seat shall offer a special mounting. Each seat shall be installed approximately 17.00 inches outboard from the center line of the cab, as measure to the center of each seat.

### **CAB FRONT UNDERSEAT STORAGE ACCESS**

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

### **SEAT COMPARTMENT DOOR FINISH**

All underseat storage compartment access doors shall have a multi-tone onyx black texture finish.

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### **WINDSHIELD WIPER SYSTEM**

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

### **ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR**

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

### **CAB DOOR HARDWARE**

The cab entry doors shall be equipped with exterior pull handles, suitable for use while wearing firefighter gloves. The handles shall be made of aluminum with a chrome plated finish.

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

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

The exterior pull handles shall include a scuff plate behind the handle constructed of polished stainless steel to help protect the cab finish.

### **DOOR LOCKS**

The cab entry doors shall include a Controller Area Network (CAN) based electronic door lock system which shall include two (2) external keypads, one (1) located on the left side next to the front grab handle and one (1) on the right side next to the front grab handle. There shall be one (1) red rocker switch provided on the inside of each front cab entry door to actuate the cab door locks. Each door lock may also be manually actuated from the inside of the cab by means of a red knob located on the paddle handle of the respective door. The electronic door lock system shall include four (4) key fobs for actuation with buttons for cab entry door locks and for compartment door locks.

When the doors are unlocked using the external keypad or the key fobs the interior dome lights shall illuminate and remain on for a period of twenty (20) seconds. Interior dome safety feature shall require the interior lighting power to be battery direct only for the duration of the twenty (20) seconds.

Wiring shall also be provided for up to four (4) exterior cab compartments and up to four (4) body compartments.

### **DOOR LOCK LH REAR CAB COMPARTMENT**

The left hand side rear compartment shall feature a power door lock actuator.

### **DOOR LOCK RH REAR CAB COMPARTMENT**

The right hand side rear compartment shall feature a power door lock actuator.

### **POWER DOOR LOCK COMPARTMENT ACTIVATION**

The power door lock feature shall include activation for exterior compartment door locks through the key fob, keypads and through a virtual switch on the multiplex display.

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### **GRAB HANDLES**

The cab shall include one (1) 24.00 inch knurled, anti-slip, one-piece exterior assist handle behind each cab door. The grab handle shall be made of SAE 304 stainless steel and be 1.25 inch diameter to enable non-slip assistance with a gloved hand.

### **REARVIEW MIRRORS**

Ramco model CRM-310-1350-PCHR bus style mirrors shall be provided. The mirror heads shall be injection molded chrome plated ABS plastic and shall measure 9.75 inches wide X 13.50 inches high. The mirrors shall be mounted one (1) on each the driver and officer doors of the cab with polished die-cast aluminum arms.

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

### **REARVIEW MIRROR HEAT SWITCH**

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

### **EXTERIOR TRIM REAR CORNER**

There shall be mirror finish stainless steel scuff plates on the outside corners at the back of the cab. The stainless steel plate shall be affixed to the cab using two sided adhesive tape.

### **CAB FENDER**

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

### **MUD FLAPS FRONT**

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

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

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

### **IGNITION**

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

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

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

### **BATTERY**

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The single start electrical system shall include six (6) Deka 9A31 925 CCA absorbed glass mat batteries with a 190 minute reserve capacity and 4/0 welding type dual path starter cables per SAE J541.

### **BATTERY TRAY**

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

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

### **BATTERY BOX COVER**

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

### **BATTERY CABLE**

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

### **BATTERY JUMPER STUD**

The starting system shall include battery jumper studs. These studs shall be located on the rear face of the left hand battery tray. The studs shall allow the vehicle to be jump started, charged, or the cab to be raised in an emergency in the event of battery failure.

### **ALTERNATOR**

The charging system shall include a 320 amp Leece-Neville 12 volt alternator. The alternator shall include a self-exciting integral regulator.

### **STARTER MOTOR**

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

### **BATTERY CONDITIONER**

A Kussmaul Auto Charge 40 LPC battery conditioner shall be supplied. The battery conditioner shall provide a 40 amp output for the chassis batteries and a 15 amp output circuit for accessory loads. The battery conditioner shall be mounted in the cab in the LH rear facing outer seating position.

### **BATTERY CONDITIONER DISPLAY**

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

### **AUXILIARY AIR COMPRESSOR**

A Kussmaul Pump 12V air compressor shall be supplied. The air compressor shall be installed behind the officer's seat. The air compressor shall be plumbed to the air brake system to maintain air pressure.

### **ELECTRICAL INLET LOCATION**

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

### **ELECTRICAL INLET**

A Kussmaul 30 amp super auto-eject electrical receptacle shall be supplied. It shall automatically eject the plug when the starter button is depressed.

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

### **Amp Draw Reference List:**

*Kussmaul 1000 Charger - 3.5 Amps*

*Kussmaul 1200 Charger - 10 Amps*

*Kussmaul 35/10 Charger - 10 Amps*

*1000W Engine Heater - 8.33 Amps*

*1500W Engine Heater - 12.5 Amps*

*120V Air Compressor - 4.2 Amps*

### **ELECTRICAL INLET CONNECTION**

The electrical inlet shall be connected to the battery conditioner and the 110V A/C unit.

### **ELECTRICAL INLET COLOR**

The electrical inlet connection shall include a red cover.

### **HEADLIGHTS**

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

### **FRONT TURN SIGNALS**

The front fascia shall include two (2) Whelen model 600 4.00 inches X 6.00 inches programmable amber LED turn signals which shall be installed in an outboard position within the front fascia chrome bezel.

### **HEADLIGHT LOCATION**

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

### **SIDE TURN/MARKER LIGHTS**

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

### **MARKER AND ICC LIGHTS**

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

### **HEADLIGHT AND MARKER LIGHT ACTIVATION**

The headlights and marker lights shall be controlled via a virtual button on the Vista display. The headlights and daytime running lights shall turn off when the park brake is engaged. There shall be a virtual dimmer control on the Vista display to adjust the brightness of the dash lights. The headlamps shall be equipped with the "Daytime

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Running" light feature, which shall illuminate the headlights to 80% brilliance when the battery master switch is in the "On" position and the parking brake is released.

### **GROUND LIGHTS**

Each door shall include one (1) On-Scene brand Night Axe LED strip model ground light mounted to the underside of the cab step below each door. The ground light shall be mounted in a polished aluminum bezel. The ground lighting shall be activated by the opening of the respective side door, respective side turn signal, when the parking brake is set, as well as being activated through a virtual button on the Vista display and control screen.

### **LOWER CAB STEP LIGHTS**

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

### **INTERMEDIATE STEP LIGHTS**

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

### **SIDE SCENE LIGHTS**

The cab shall include two (2) Whelen C9 series LED scene lights, one (1) each side which shall be surface mounted in a chrome bezel. The Whelen lights shall provide directional lighting from thirty-six (36) Super-LEDs a clear non-optic hard coated polycarbonate lens and utilize a metalized SurfaceMax reflector with integrated optic collimators for maximum output. The hard-coated lens shall provide extended life/luster protection against UV and chemical stresses.

### **SIDE SCENE LIGHT LOCATION**

The scene lighting located on the left and right sides of the cab shall be mounted rearward of the cab "B" pillar in the 10.00 inch raised roof portion of the cab between the front and rear crew doors.

### **SIDE SCENE ACTIVATION**

The scene lights shall be activated by two (2) virtual buttons on the Vista display and control screen(s), one (1) for each light, and by opening the respective side cab doors.

### **INTERIOR OVERHEAD LIGHTS**

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

An additional two-section, red and clear Weldon LED dome lamp shall be provided over the engine tunnel which can be activated by individual switches on the lamp.

### **MAP LIGHTS**

A Sunnex SL9 LED swivel map light shall be provided. The light shall have a clear lens and a control switch on the base. The light shall be mounted on the overhead HVAC cover on the right hand side.

### **ENGINE COMPARTMENT LIGHT**



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

### **DO NOT MOVE APPARATUS LIGHT**

The front headliner of the cab shall include a flashing red Whelen 500 Series TIR6™ Super-LED® light clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound while the light is activated.

The flashing red light shall be 5.40 inches long X 1.70 inches wide X 0.90 inches high and shall be located centered left to right for greatest visibility.

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

### **MASTER WARNING SWITCH**

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

### **HEADLIGHT FLASHER**

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

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

### **HEADLIGHT FLASHER SWITCH**

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

### **INBOARD FRONT WARNING LIGHTS**

The cab front fascia shall include two (2) Whelen C6 SurfaceMax™ series Super LED front warning lights in the left and right inboard positions. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the front fascia of the cab within a chrome bezel.

### **INBOARD FRONT WARNING LIGHTS COLOR**

The warning lights mounted on the cab front fascia in the inboard positions shall be blue on the left and red on the right side.

### **FRONT WARNING SWITCH**

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

### **INTERSECTION WARNING LIGHTS**

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The chassis shall include two (2) Whelen C6 SurfaceMax series Super LED intersection warning lights, one (1) each side. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors.

### **INTERSECTION WARNING LIGHTS COLOR**

The intersection lights shall be red/blue vertical split with a clear lens. The intersection lights located on the left side shall be red forward and the intersection lights on the right side shall be blue forward.

### **INTERSECTION WARNING LIGHTS LOCATION**

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

### **SIDE WARNING LIGHTS**

The cab sides shall include two (2) Whelen C9 SurfaceMax series Super LED warning lights, one (1) on each side. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the sides of the cab within a chrome bezel.

### **SIDE WARNING LIGHTS COLOR**

The warning lights located on the left side of the cab shall be red in color and the warning lights located on the right side of the cab shall be blue in color.

### **SIDE WARNING LIGHTS LOCATION**

The warning lights on the side of the cab shall be mounted above the "B" pillar in the highest available position.

### **AUXILIARY SIDE WARNING LIGHTS**

The cab sides shall include an auxiliary set of Whelen C6 SurfaceMax series Super LED warning lights, one (1) on each side. The lights shall feature multiple flash patterns including steady burn. The lights shall be mounted one (1) each side of the cab within a chrome bezel.

### **AUXILIARY SIDE WARNING LIGHTS COLOR**

The auxiliary warning lights located on the left hand side of the cab shall be red and the auxiliary warning lights located on the right hand side of the cab shall be blue.

### **AUXILIARY SIDE WARNING LIGHTS LOCATION**

The auxiliary warning lights on the side of the cab shall be mounted over the wheel well. The center line of the warning lights shall be 12.00 inches above the wheel well apex.

### **SIDE AND INTERSECTION WARNING SWITCH**

The side warning lights shall be controlled through a virtual button on the Vista display and control screen. This button shall be clearly labeled for identification.

### **SIREN CONTROL HEAD**

A Federal PA300 series electronic siren control head shall be provided. The siren head shall be a model 690010 and shall feature 200-watt output, high-low tone, and a built-in noise cancelling microphone. The siren shall to be mounted to protrude through the center panel of the cab dash in the lower center section of the panel with a slight left hand offset. The siren shall default to "ON" when the master warning switch is activated.

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### **HORN BUTTON SELECTOR SWITCH**

A virtual button on the Vista display and control screen shall be provided to allow control of either the electric horn or the air horn from the steering wheel horn button. The electric horn shall sound by default when the selector switch is in either position to meet FMCSA requirements.

### **AIR HORN ACTIVATION**

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

### **MECHANICAL SIREN ACTIVATION**

The mechanical siren shall be actuated by a black push button in the switch panel on the dash. A black push button siren brake control shall be provided in the switch panel on the dash.

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

### **ELECTRONIC SIREN AUXILIARY ACTIVATION**

The electronic siren shall include pre-wiring for activation by a left hand side foot switch.

### **FIRE BELL ACTIVATION**

There shall be a virtual button located on the Vista display and control screen which shall actuate the fire bell. The button shall be clearly labeled for identification.

### **BACK-UP ALARM**

A Preco-Matic model 270 backup alarm shall be installed at the rear of the chassis with an output level of 107 dB. The alarm shall automatically activate when the transmission is placed in reverse.

### **INSTRUMENTATION**

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

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

The instrument panel shall contain the following gauges:

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

One (1) three-movement gauge displaying engine RPM, and primary and secondary air system pressures shall be included. The scale on the tachometer shall read from 0 to 3000 RPM. The scale on the air pressure gauges

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shall read from 0 to 150 pounds per square inch (PSI) with a red line zone indicating critical levels of air pressure. Red indicator lights in the gauge and an audible alarm shall indicate low air pressure.

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

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

### **RED INDICATORS**

Stop Engine - indicates critical engine fault

Air Filter Restricted - indicates excessive engine air intake restriction

Park Brake - indicates parking brake is set

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

Low Coolant - indicates critically low engine coolant

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

### **AMBER INDICATORS**

Malfunction Indicator Lamp (MIL) - indicates an engine emission control system fault

Check Engine - indicates engine fault

Check Transmission - indicates transmission fault

Anti-Lock Brake System (ABS) - indicates anti-lock brake system fault

High exhaust system temperature – indicates elevated exhaust temperatures

Water in Fuel - indicates presence of water in fuel filter

Wait to Start - indicates active engine air preheat cycle

Windshield Washer Fluid – indicates washer fluid is low

DPF restriction - indicates a restriction of the diesel particulate filter

Regen Inhibit-indicates regeneration of the DPF has been inhibited by the operator

Range Inhibit - indicates a transmission operation is prevented and requested shift request may not occur.

SRS - indicates a problem in the supplemental restraint system

Check Message - indicates a vehicle status or diagnostic message on the LCD display requiring attention.

### **GREEN INDICATORS**

Left and Right turn signal indicators

ATC - indicates low wheel traction for automatic traction control equipped vehicles, also indicates mud/snow mode is active for ATC system

High Idle - indicates engine high idle is active.

Cruise Control - indicates cruise control is enabled

OK to Pump - indicates the pump is engaged and conditions have been met for pump operations

Pump Engaged - indicates the pump transmission is currently in pump gear

Auxiliary Brake - indicates secondary braking device is active

### **BLUE INDICATORS**

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High Beam indicator

## **AUDIBLE ALARMS**

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

## **BACKLIGHTING COLOR**

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

## **RADIO**

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

## **AM/FM ANTENNA**

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

## **CAMERA**

An Audiovox Voyager heavy duty rearview camera system shall be supplied. One (1) box shaped camera shall be shipped loose for OEM installation in the body to afford a clear view of the rear of the vehicle and two (2) cameras with a teardrop shaped chrome plated housings shall be mounted on the left and right side of the cab below the windshield ahead of the front door at approximately the same level as the cab door handle. The side cameras shall afford a clear view of the area each side of the vehicle.

The cameras shall be wired to dual Weldon Vista displays which shall be located on the left and right sides of the dash. The rear camera shall activate when the transmission is placed in reverse and the side cameras shall activate with the respective side turn signal. Each camera shall also be activated by a button on the Vista displays.

## **CAB EXTERIOR PROTECTION**

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

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## **FIRE EXTINGUISHER**

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

## **DOOR KEYS**

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

## **WARRANTY**

Summary of Warranty Terms:

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

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

## **CHASSIS OPERATION MANUAL**

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

## **ENGINE AND TRANSMISSION OPERATION MANUALS**

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

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

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

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

## **PAINT CONFIRMATION**

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

## **SHOP NOTE**

List: \$263,560.00

Discount: -9%

Net Price: \$239,840.00

F. Axle Weight: 15,315

R. Axle Weight: 5,341

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## **CAB TO AXLE DIMENSION**

Cab to axle will be 150.5”.

## **CHASSIS MODIFICATIONS**

## **LUBRICATION AND TIRE DATA PLATE**

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

- Engine oil
- Engine coolant
- Chassis transmission fluid
- Pump transmission lubrication fluid . . (if applicable)
- Pump priming system fluid, if applicable . . (if applicable)
- Drive axle(s) lubrication fluid
- Air conditioning refrigerant . . (if applicable)
- Air conditioning lubrication oil . . (if applicable)
- Power steering fluid
- Cab tilt mechanism fluid . . (if applicable)
- Transfer case fluid . . (if applicable)
- Equipment rack fluid (if applicable)
- CAFS air compressor system lubricant . . (if applicable)
- Generator system lubricant . . (if applicable)
- Front tire cold pressure
- Rear tire cold pressure
- Maximum tire speed ratings

## **VEHICLE DATA PLATE**

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

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

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

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

The label shall show the height of the completed unequipped vehicle in feet and inches (meters), the length of the completed vehicle in feet and inches (meters to nearest 1/10th), and the GVWR in tons (metric tons).

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



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## **PERSONNEL CAPACITY**

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

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

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

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

## **EQUIPMENT MOUNTING FAMA10**

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

## **FIRE SERVICE TIRES - FAMA12**

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

## **HELMET WARNING - FAMA15**

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

## **CLIMBING METHOD - FAMA23**

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

## **REAR STEP CROSSWALK WARNING - FAMA24**

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

## **FINAL STAGE MANUFACTURER VEHICLE CERTIFICATION**

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

## **OEM FRONT BUMPER REPLACEMENT**

The standard OEM bumper shall be removed and replaced with a custom bumper design. A 2" x 2" x 1/4" welded steel tubing framework shall be bolted to the OEM bumper mount location extending bumper 26". The framework is designed as an under slung "L" shape to allow for a deeper compartment storage above.

An SVI Edge contoured one-piece, fully welded steel construction front bumper shall be bolted in place of the OEM bumper. The front bumper {will/shall} be fabricated and from formed 7 gauge steel and welded to create contoured edges for an aesthetically pleasing design and improved front approach angle. Two (2) 3/4" steel tow eyes shall be provided on front with 2" opening. Bumper painted finish shall match lower cab paint color.

The top of the 26" extension shall be enclosed with 3/16" NFPA compliant aluminum treadplate. A large compartment shall be recessed into extension, 75" wide x 18" front-back, x 10" deep formed from 3/16" smooth

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aluminum. Additional options added ie: winch, air horns, recessed siren or speakers, make take away from compartment dimensions.

A 5" high single lid shall cover compartment fabricated from 1/8" aluminum tread plate with stainless steel hinges, chrome lift handle, two (2) butterfly type latches, and two (2) gas shock type hold open devices, one (1) at each end. A "Not a Step" label shall be provide on outer lid surface.

Bumper compartment shall have one (1) OnScene 36" Access LED lights mounted to light inside the compartment area to provide a minimum of 2 fc (20 lx) at any location on the floor of the compartment without any equipment in the compartment. Light shall be automatically activated when door is opened. A flashing warning light signal shall be provided indicating when parking brake is released that a compartment door is not in a closed position as required by NFPA 1901.

**The OEM bumper will have storage for one (1) Holmatro Cutter 10"W x 47"L x 12"H, one (1) Holmatro Spreader 10"W x 32"L x 12"H, one (1) Ram 6"W x 24"L x 14"H, one (1) Ram 13"L x 6"W x 13"H, one (1) Ram Support, Two (2) Paratech 36" Gray Struts, Two (2) 31" Gray Extensions and two (2) 12" Square Feet.**

### **AIR HORNS**

Two (2) Grover 24" Stuttertone chrome plated air horns shall be recess mounted in the front bumper, one (1) on each side outboard of the frame rails. An emergency air shut off valve shall be provided in the cab.

### **AIR HORN ACTIVATION**

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

### **MOTOR DRIVEN SIREN**

There shall be a Federal model Q2BP motor driven streamlined rotary siren with chrome plated grill and housing, pedestal mounted on extended front bumper. The siren shall be wired through the master warning light switch, and properly wired with heavy copper cable for minimum voltage drop.

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

There shall be a siren brake installed in the rocker switch control panel to activate the siren brake.

### **SIREN ACTIVATION**

There shall be two (2) foot switches provided to activate the siren; one (1) for the driver, and one (1) for the officer. The switches shall be mounted on the floor in a location to prevent accidental activation.

### **CHROME BELL**

A chrome plated, electrically activated Bell with Eagle shall be supplied and mounted:

### **BELL ACTIVATION**

The specified Bell shall be controlled by a virtual button on the multiplexing screen(s)

### **GROUND LIGHTS**

There shall be two (2) OnScene 8" Access white 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.

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

### **FRONT BUMPER RECIEVER, FRONT**

Receiver tube(s) shall not be provided at front bumper.

### **FRONT BUMPER RECIEVER, SIDES**

Receiver tube(s) shall not be provided on front bumper sides.

### **FRONT TOW PROVISIONS**

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

### **AIR INTAKE SYSTEM**

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

Air inlet restrictions shall not exceed the engine manufacturer's recommendations.

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

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

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

### **EXHAUST**

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

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

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

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

### **12 VDC FUSE BLOCK**

There shall be two (2) Blue Sea Systems 100 amp ST Series blade type fuse block with screw type terminals for both positive and negative buss with cover provided for distribution of up to six (6) 30 amp, 12 VDC circuits. Fuse block shall be located per required circuits and be protected from damage.

The terminal blocks shall be located on the rear edge of the engine tunnel under the mounting platform and under the rear forward facing seat box located in such a manner that is it easy to access.

### **FIVE (5) POSITION ANTENNA RAIL**

Two (2) radio antenna rail(s) shall be provided and installed on roof of vehicle. Each rail be constructed of aluminum, forming a two piece box design. The top section shall be removable for easy access to the individual

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antenna wiring. Five (5) antenna bases shall be provided and installed in each rail. Each antenna base shall include enough cable to reach radio location plus a service loop of at least 10' of LMR195 flexible communications cable. The antenna wiring shall enter the vehicle roof at a single point under the end of the rail. The end of each radio antenna shall be routed to radio mounting locations, or as determined by the Avondale Fire and Medical.

Due to the various configurations of antenna whips, the contractor shall provide the antenna base only, and Avondale Fire and Medical shall provide the antenna whip.

Locations as follows;

### Drivers side Rail #1

- #1. SPARE#1
- #2. Mobile 150 antenna (to be connected to the dual band mobile radio behind the officers seat).
- #3. Mobile 800 (to be terminated at the center cab dash)
- #4. SPARE #4 (to be routed down the streetside "B" pillar and terminate in the center of cab
- #5. SPARE #5, (to be routed down the streetside "B" pillar and terminate in the center of cab

dash/co  
dash/co

### Passenger side Rail #2

- #6. AVL-Antenna (to be routed down curb-side "B" pillar to behind officer's seat)
- #7. AVL Puck (to be routed down curb-side "B" pillar to behind officer's seat) \*F.D. to provide the two
- #8. Mobile 150 (to be terminated at the center cab dash) .
- #9. To be determined.
- #10. To be determined.

(2) AVL

### PAINT ANTENNA RAIL

Antenna rail shall be provided with a powder coat paint finish, white color.

### SEAT BELT COLOR

Section 14.1.3.3 of the NFPA 1901 Standards, requires all seat belt webbing in cab to be bright red or bright orange in color, and the buckle portion of the seat belt shall be mounted on a rigid or semi rigid stalk such that the buckle remains positioned in an accessible location.

### SEAT BELT WEB LENGTH - CUSTOM CAB

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

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

### SEAT BELT / VDR SYSTEM - CUSTOM CAB

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

### ENGINE TUNNEL ACCESSORY PLATFORM

There will be a 3/16" smooth aluminum deck painted gray with a hammer tone finish located on top of the engine tunnel. The platform will extend from the bottom edge of the center switch panel to the map box of the engine tunnel. The platform will be mounted to that it provides a level surface for Avondale Fire and Medical supplied items.

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The platform will feature two (2) cup holders, one each side within easy reach of the of the front seats and match the last fire engine. There shall be one (1) additional cup holder located on the officers side of the dash adjacent to the A-pillar.

### **MAP BOX**

The map box shall include one (1) cup holder. With a small storage bin by the cup holder.

There shall be two (2) glove boxes attached to the map box, one (1) each side with a hinged lift up cover.

#### SHOP NOTE

Refer to Surprise with Cup holders.

- There shall be one (1) OnScene Solutions cargo straps provided to secure the stored equipment.

### **CUP HOLDERS**

There shall be two (2) cup holders located one (1) at each rear cab corners approximately 18" from the floor for the forward facing crew seats, within easy reach of forward facing crew positions while seated.

### **CREW STORAGE BINS**

There shall be two (2) storage bins located on the back wall of the cab, one (1) on each side of the rear forward facing seats. The bottom of the bins shall be even with the bottom of the rear wall vinyl cover.

The bins shall be approximately 4" x 8" x 4". Each bin shall be equally divided into two sections.

The bins shall be fabricated from smooth aluminum with a gray textured powder coat paint finish for durability and finished appearance.

### **TRASH CAN HOLDER**

There shall be a trash can holder provided and installed behind the drivers seat. The trash can holder shall be fabricated from smooth aluminum with a gray textured powder coat paint finish for durability and finished appearance.

### **EMS MASK HOLDER**

There shall be an EMS mask holder provided and installed between the forward facing crew seats. The EMS mask holder shall be fabricated from smooth aluminum with a gray textured powder coat paint finish for durability and finished appearance.

### **VEST HOLDERS/GEAR HOOKS**

Vest holders shall be provided on front cab doors and total of ten (10) gear hooks shall be provided inside cab. Exact mounting locations and arrangement shall be determined at the Pre-paint Inspection.

- There shall be a 2' power strip that has four (4) duplex outlets mounted to engine tunnel cover, and will be ShorePowered.

### **TIRE PRESSURE VISUAL INDICATORS**

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

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### **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.

### **HELMET STORAGE**

No helmet storage is required in the cab crew 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.

### **TOE KICK TRIM PROTECTION**

A total of six (6) brushed stainless steel toe kick protection panels shall be provided in the following locations:

- One (1) on the face of the rear cab forward facing seat box
- One (1) on all the surface area below and to the right of the officer's glove box
- Four (4) panels and a 1" x 1" angle on the top of the glove box
- Two (2) panels installed to the underside of the seat cushion on the flip up seats.

### **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 with logo provided and installed behind each set of tires to prevent throwing road debris and lower road spray.

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

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

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

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## **ROAD EMERGENCY SAFETY KIT**

The DOT required reflective triangles, warning flares, and fire extinguisher shall be provided by cab and chassis supplier.

## **CAB INTERIOR CABINET - CURBSIDE OVERHEAD**

There shall be one (1) overhead cabinet(s) provided on interior. Cabinet(s) shall be constructed of 1/8" smooth finish aluminum, and painted with a dark gray hammer tone powder coat paint finish for a hard durable surface. Each cabinet shall be approximately 14" high x 14" deep, length to best fit the designated area. If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

- Cargo netting of 2" nylon webbing shall be provided over cabinet opening with easy release dowel style securement at top.

## **CAB INTERIOR CABINET - STREETSIDE OVERHEAD**

There shall be one (1) overhead cabinet(s) provided on interior. Cabinet(s) shall be constructed of 1/8" smooth finish aluminum, and painted with a dark gray hammer tone powder coat paint finish for a hard durable surface. Each cabinet shall be approximately 14" high x 14" deep, length to best fit the designated area. If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

- Cargo netting of 2" nylon webbing shall be provided over cabinet opening with easy release dowel style securement at top.

## **FUEL FILL**

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

## **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 Avondale Fire and Medical 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 Avondale Fire and Medical from such repair and shall NOT be used. All fabricated body components to be cut by a laser or water-jet for superior cut edge quality.

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

The sheet metal fabrication of the body shall be performed using inert gas continuous feed welders only. The entire body shall be welded construction. The use of pop rivets in any portion of structural construction may allow

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premature failure of the body structure. Therefore, pop rivets shall NOT be used in the construction of the structural portions of the body. This includes side body sheets, inner panels of compartment doors, and any other structural portions of the body.

### **EXTERIOR ALUMINUM BODY**

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

The body compartment floors and exterior panels shall be constructed with not less than 3/16" (.187) aluminum 3003H-14 smooth plate. Interior compartment dividing walls shall be constructed with not less than 1/8" (.125) aluminum 3003H-14 smooth plate. Lighter gauge sheet metal will not be acceptable in these areas, No Exceptions.

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

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

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

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

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

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

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

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

### **DRIP RAILS**

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

### **ROOF CONSTRUCTION**

The roof shall be integral with the body and shall be all welded construction. The roof of the body shall not be less than 3/16" aluminum 3003H-14 alloy NFPA nonskid compliant tread plate, fully and continuously welded. The roof



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shall be reinforced with 2" x 2" x 1/4" aluminum tubing running the full width of the body. A 2" rounded radius shall be provided along the body sides.

### **BODY SUBFRAME**

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

The body subframe shall be constructed from 6061T6 aluminum alloy tubing. Subframe shall consist of two (2) 2" x 6" x 1/4" aluminum tubes, the same width as the chassis frame rails, NO EXCEPTION. Welded to this tubing shall be cross members of 2" x 6" x 1/4" aluminum. These cross members shall extend the full width of the body to support the compartments. Cross members shall be located at front and rear of the body, below compartment divider walls, and in front and rear of wheel well opening. Additional aluminum cross members shall be located on 16" centers, or as necessary to support walkway or heavy equipment.

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

### **BODY MOUNTING**

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

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

### **10" REAR STEP BUMPER**

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

### **REAR TOW EYES**

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

### **GROUND LIGHTS**

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

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

### **WHEEL WELL EXTERIOR PANEL**

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

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## **STAINLESS STEEL BODY FENDERS**

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

## **WHEEL WELL LINERS**

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

## **SCBA CYLINDER COMPARTMENTS**

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

Customer Bottles are 6-1/4".

## **BODY PAINT SPECIFICATIONS**

### **BODY PAINT PREPARATION**

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

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

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

### **PAINT PROCESS**

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

- 1) Clean bare metal with a wax and grease remover using low lint rags.
- 2) Inspect, straighten, and hammer high points, grind all seams, sharp edges, and welds. DA sand entire paintable surfaces using 24-180 grit dry paper. Plastic fill all low spots and DA sand fill areas using 36-180 grit dry paper. Apply pinhole filler and DA sand areas using 80-180 grit dry paper.
- 3) Re-clean bare metal using a wax and grease remover and low lint rags.
- 4) Within 24 hours, a PPG Delfleet® epoxy color primer with proper hardener for corrosion resistance using a pressure pot spray gun and applying 2-5 full wet coats or 1.5-8.0 dry mils max. achieving full hiding and allow to air dry 60 minutes @ 70°F or bake for 45 minutes @ 140°F degree.
- 5) Inspect, putty fill, and dry guild coat entire body surface and DA sand using 180-400 grit dry paper.
- 6) Re-clean bare metal using a wax and grease remover using low lint rags.

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- 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.

### **FASTENERS**

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

### **ELECTROLYSIS CORROSION CONTROL**

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

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

### **PAINT FINISH - SINGLE COLOR**

The body shall be painted with a single color of PPG Delfleet® Evolution per Avondale Fire and Medical approved paint spray out provided.

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

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

### **BODY UNDERCOATING**

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

### **UNDERCOAT WARRANTY**

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

### **PAINT WARRANTY**

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

### **COMPARTMENT INTERIOR FINISH**

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

### **REFLECTIVE STRIPE REQUIREMENTS**

#### Material

All retroreflective materials shall conform to the requirements of ASTM 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).

### **GRAPHICS PROOF**

A color graphics proof of the reflective striping layout shall be provided for approval by Avondale Fire and Medical prior to installation. The graphics proof shall be submitted to Avondale Fire and Medical 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 white in color.

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

- This reflective stripe shall be gold in color.

### **REFLECTIVE STRIPE - CAB FRONT**

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

- This reflective stripe shall be white in color.

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

- This reflective stripe shall be gold 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 white in color.

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

- This reflective stripe shall be gold in color.

The stripe shall extend straight from front of cab, then ahead of the rear wheels, it shall form a "Z" shape and extend straight back to the rear of the body.

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

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

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

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

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

### **LETTERING**

#### **GRAPHICS PROOF**

A color graphics proof of the lettering layout shall be provided for approval by Avondale Fire and Medical prior to installation. The graphics proof shall be submitted to Avondale Fire and Medical 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;

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## **SIDE CAB DOOR LETTERING**

There shall be sixteen (16) 6" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

There shall be twenty four (24) 3" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

There shall be eight (8) 11" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

## **UPPER BODY SIDE LETTERING**

There shall be thirty two (32) 11" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

## **REAR BODY LETTERING**

There shall be twenty (20) 3" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

There shall be four (4) 11" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

## **FRONT OF CAB LETTERING**

There shall be twenty (20) 3" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

## **CAB ROOF LETTERING**

There shall be thirteen (13) 11" high reflective letters furnished and installed on the vehicle. The lettering shall state:

"AVONDALE"

"XXXXX" (5 digit unit number TBD)

- This reflective lettering shall be white in color.
- There shall be four (4) Placards provided on apparatus. Locations will be one (1) on each side of cab, one (1) on front, and one (1) on the rear. Special design is the placards will be wrap around (towards body) to slide over "T" style holder.

## **SUPPLIED DECALS**

The bidder shall install four (4) Avondale Fire and Medical supplied decal(s) on the vehicle, located .

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## **EXTERIOR COMPARTMENT DOORS**

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

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

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

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

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

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

The R•O•M Series IV roll-up compartment doors shall be free of manufacturing defects for a period of up to 7 years from date of purchase provided doors are used under conditions of normal use, regular periodic maintenance and service is performed, and doors were installed in accordance with R•O•M's instructions.

### **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 HEIGHT MEASUREMENTS**

The vertical body dimensions shall be as follows:

### **AHEAD OF REAR AXLE**

	<u>Description</u>	<u>Dimension</u>
A	Bottom of Subframe to Top of Body	88.7"
B	Bottom of Subframe to Bottom of Body	22.5"
C	Total Body Height	111.2"
D	Compartment Height Above Frame	48.0"
E	Compartment Height Below Frame	25.0"
F	Vertical Door Opening - (Full Height Compartment):	

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	-with roll-up door	65.0"
	-with hinged door	68.5"
G	Vertical Door Opening (Below Frame Compartment):	
	-with hinged door	19.0"

### ABOVE REAR AXLE

	<u>Description</u>	<u>Dimension</u>
H	Vertical Door Opening - Above Rear Wheel	
	-with roll-up door	34.0"
	-with hinged door	37.5"

### BEHIND REAR AXLE

	<u>Description</u>	<u>Dimension</u>
I	Bottom of Subframe to Bottom of Body	20.0"
J	Compartment Height Above Frame	48.0"
K	Compartment Height Below Frame	22.5"
L	Vertical Door Opening - (Full Height Compartment):	
	-with roll-up door	62.0"
	-with hinged door	65.5"
M	Vertical Door Opening - (Below Frame Compartment):	
N	-with hinged door	16.5"

### GENERAL

	<u>Description</u>	<u>Dimension</u>
O	Bottom of Drip Rail to Top of Body	38.5"
P	Walk-in Interior Height	78.0" (min.)

(Dimensions are approximate and subject to change during construction or design process.)

### **BODY WIDTH DIMENSIONS**

The walk thru 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	31.0" (To walkway wall.)
Compartment depth below subframe	24.5"
Walkway width	34"

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

The interior useable compartment width shall be approximately 56.5" wide.

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.



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- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The roll-up doors shall be equipped with an electric power lock system. All doors shall be locked or unlocked with activation from a single switch located in the cab.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

### **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) 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.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) transverse module fabricated from 3/16" (.188) 3003H-14 aluminum alloy smooth sheet. The module will be designed for the following long tools and equipment:
  - The list of items to be stored in the transverse module shall be determined at the pre-construction meeting.
  - One (1) Avondale Fire and Medical supplied stokes basket(s). Manufacturer, model number and dimensions of the stokes basket(s) shall be provided during the pre-construction meeting.

Dimensions of the Stokes Basket: \_\_\_\_" l x \_\_\_\_" w x \_\_\_\_" h

- One (1) Avondale Fire and Medical supplied backboard(s). Manufacturer, model number and dimensions of the backboard(s) shall be provided during the pre-construction meeting.

Dimensions of the back boards: \_\_\_\_" l x \_\_\_\_" w x \_\_\_\_" h

- There shall be one (1) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- The 12 volt electrical distribution panel shall be located in the front lower compartment.

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

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The interior useable compartment width shall be approximately 56.5" wide.

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The roll-up doors shall be equipped with an electric power lock system. All doors shall be locked or unlocked with activation from a single switch located in the cab.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

### **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- One (1) full compartment width, and compartment height heavy duty swing-out tool board shall be provided and located approximately 12" or half depth of compartment below frame level. Pivot point and handle with slam latching mechanism shall be on forward side of vehicle and reinforced with sheet metal gussets and 2" x 2" x 1/4" aluminum tubing for extreme weight and extended life. The tool board assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
  - The vertical tool board material shall be 3/16" (.188) 3003H-14 aluminum alloy sheet.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) storage module(s) for up to six (6) air bags. The Module shall be mounted on the swingout toolboard. The module shall be fabricated from 1/8" (.125) 3003H-14 aluminum alloy sheet. Circular notches shall be provided along the front edge to ease the access to the air bags. Each bay shall be sized to hold the air bag and a matching piece of 1/2" plywood (plywood not provided). The make, model, qty and exact dimensions of the air bags shall be provided by the Avondale Fire and Medical prior to or during the pre-construction meeting.
  - There shall be four (4) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

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

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

The compartment door opening shall be approximately 52.2" wide.

- This compartment shall have a flush fitting horizontally hinged, drop-down style compartment door. The door exterior shall be painted job color.

### **SHOP NOTE**

Clarify: to have compartment door open further than 90 degrees.

- The interior door panel shall have a smooth un-painted aluminum panel.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring handle. A manual key lock and electric lock shall be provided. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
- The hinged door(s) shall have a pair of tailgate style mechanisms to stop the door greater than 90 degrees. Each door shall be capable of being closed without unlatching.

## **COMPARTMENT LAYOUT**

### **Five (5) Compartment Storage Module:**

There shall be a five (5) compartment storage module in this compartment.

- One (1) OnScene Access white LED, full width compartment light mounted at the top of the compartment toward the door opening.

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

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

The compartment door opening shall be approximately 57.2" wide.

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

- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The roll-up doors shall be equipped with an electric power lock system. All doors shall be locked or unlocked with activation from a single switch located in the cab.

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- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

### **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 30" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
  - The above component(s) shall have a smooth un-painted finish.

### **Storage Module**

There shall be a storage module on the 30"D Tray. This will contain one (1) 1QT TruFuel Premix, two (2) 1QT TruFuel Unleaded, and one (1) 1QT Bar Oil. This will be made universal for multiple brands. This module shall allow two (2) Chainsaws and one (1) K12 on this tray.

- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

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

The interior useable compartment width shall be approximately 56.5" wide.

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.

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- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The roll-up doors shall be equipped with an electric power lock system. All doors shall be locked or unlocked with activation from a single switch located in the cab.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

### **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.

– 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.

The partition shall be located at the rear of the transverse area of the compartment and include vertically mounted aluminum Shelf-Trac on the rearward side.

– The above component(s) shall have a smooth un-painted finish.

- There shall be a transverse storage module which extends from the opposite side of the body (specified in opposite side compartment).

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

### **Drug Cooler**

There shall be one (1) OTE International Drug cooler, model # 19502B "Temp Controlled Case Storage" measuring 30.5T x 12.563W x 22D in the lefthand side of lower compartment. (Note: there will be four (4) additional Pelican Cases (same size as the one that goes in the cooler) located in the remaining space of lower compartment area.

- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- The cab chassis supplied cab tilt control pendant shall be re-located to lower forward wall.
- An Innovative Controls black back-lit switch panel shall be provided to control cab tilt function with indicator light and properly labeled.

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

The interior useable compartment width shall be approximately 56.5" wide.

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The roll-up doors shall be equipped with an electric power lock system. All doors shall be locked or unlocked with activation from a single switch located in the cab.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.

### **COMPARTMENT LAYOUT**

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
  - The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

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

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

The compartment door opening shall be approximately 52.2" wide.

- This compartment shall have a flush fitting horizontally hinged, drop-down style compartment door. The door exterior shall be painted job color.

### SHOP NOTE

Clarify: to have compartment door open further than 90 degrees.

- The interior door panel shall have a smooth un-painted aluminum panel.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring handle. A manual key lock and electric lock shall be provided. A gasket shall be placed between handle and door. Door latches shall be a two-point rotary slam, double-catch latch, recessed inside the double panel door with striker plate.
- The hinged door(s) shall have a pair of tailgate style mechanisms to stop the door greater than 90 degrees. Each door shall be capable of being closed without unlatching.

### **COMPARTMENT LAYOUT**

#### **Five (5) Compartment Storage Module:**

There shall be a five (5) compartment storage module in this compartment.

- One (1) OnScene Access white LED, full width compartment light mounted at the top of the compartment toward the door opening.

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

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

The compartment door opening shall be approximately 57.2" wide.

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

- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track to activate compartment lighting and door ajar signal in cab when door is opened.
- The roll-up doors shall be equipped with an electric power lock system. All doors shall be locked or unlocked with activation from a single switch located in the cab.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.

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- 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 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
  - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
  - The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

### **REAR ENTRY DOORS**

Access shall be provided to the interior through double doors with a clear door opening width of approximately 28" (without interior door handles) x full height.

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

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

Full width padded foam cushion head bumper shall be provided above door opening. The head bumper shall be covered with matching interior vinyl and bolted to interior of door way.

The active latching door shall overlap the non-latching door. The latch mechanism shall include a stainless steel paddle handle on the inside. A polyester barrier film gasket shall be placed between the stainless steel handles and the aluminum door panels. The door latch shall be a double catch two-point safety slam latch recessed inside the double panel door with strike plate mounted top and bottom of door frame complying with FMVSS requirements.

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



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

There shall be one (1) compartment(s) located in below frame level. Each compartment shall have a horizontally hinged brushed stainless steel door with a D-ring handle. Each compartment shall be manufactured to prevent road debris, dirt and moisture from entering the enclosure. Each compartment(s) shall be 33" wide x 12" high x maximum depth based on chassis mounted components and requirements for structural integrity of the body.

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

- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latch shall be a single point latch flush mounted to exterior door panel.

### **ENTRY HANDRAILS**

There shall be four (4) handrails provided at entry door; two (2) 24" vertical on exterior of body, and two (2) 24" on inside of door. The interior handrails shall be angled for optimum use when entering or exiting the body interior area.

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

### **WINDOW(S)**

There shall be two (2) 12" wide x 22" high non-sliding window(s) installed. Each window shall have tinted automotive type safety glass mounted in an extruded aluminum frame. The frame shall have a black anodized finish.

### **MID BODY COMPARTMENT - STREETSIDE**

Above the exterior and below the interior streetside compartments shall be an upper body compartment for storage of long equipment. The compartment shall be integral with the body construction, and will not be bolted or added on modules. The outside walls of compartment will be double walled to prevent equipment from denting the outside painted surface.

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

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

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

The compartment will be designed to store the following equipment:

#### SHOP NOTE

Located above exterior compartments.

- One (1) 24' 2-section ladder(s). Manufacturer, model number of the ladder shall be provided in equipment section of specification, or at pre-construction meeting when provided by Avondale Fire and Medical.

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- One (1) 14' roof ladder(s). Manufacturer, model number of the ladder shall be provided in equipment section of specification, or at pre-construction meeting when provided by Avondale Fire and Medical.
- One (1) 10' folding ladder(s). Manufacturer, model number of the ladder shall be provided in equipment section of specification, or at pre-construction meeting when provided by Avondale Fire and Medical.

### SHOP NOTE

Clarified to be a roof ladder as in equipment section.

- Two (2) pike pole(s). Manufacturer, model number of the pike pole shall be provided in equipment section of specification, or at pre-construction meeting when provided by Avondale Fire and Medical.

### **PLASTIC FLOOR AND SHELF TILE**

Dri-Dek 12" x 12" x 9/16", self-draining plastic inter-locking material shall be cut to size and cover all compartment floors, shelves, and trays.

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

### **ROPE ANCHOR OR PORTABLE WINCH RECEIVERS**

The completed unit shall have an integrated receiver or anchor system for use with removable rope anchor point and/or a portable electric winch, when specified.

Receivers or anchors installed at any location on the apparatus for use as removable winch anchors shall be designed and affixed to provide at least a 2.0 to 1 straight line pull no-yield safety factor over the load rating of the removable winch.

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

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

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

	<u>STRAIGHT PULL</u>	<u>SAFETY FACTOR</u>
Rope Tie Off:	600 Lbs.	15:1
Winch:	5,000 Lbs.	2:1

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

	<u>STRAIGHT PULL</u>	<u>SAFETY FACTOR</u>
Rope Tie Off:	600 Lbs.	15:1
Winch:	Winch Load Rating (9,000 Lbs. Max)	2:1

The following items shall be provided to accomplish rope rescue and/or portable winch operation;

### **ACCESSORIES**

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- Two (2) removable rope anchor(s) shall be provided for use with lower body specified receivers. Each rope anchor shall be fabricated from 3/4" steel, 2" high x 11.5" long with a 3" OD/2" ID eyelet. Eyelet end shall have radiused edge to prevent damage to rope or carabineer. Each rope anchor shall have a black powder coat paint finish.
- A steel 5/8" x 3" hitch pin shall lock the rope anchor into the receiver tube.
- An aluminum mounting bracket shall be provided to store rope anchor(s) inside a body compartment as close to receiver location as possible.

### **FRONT BUMPER**

- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with a black hammertone powder coat paint finish located at the front bumper for use with removable rope anchor point and/or a portable electric winch (if specified).
  - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
  - The receiver(s) shall have one (1) rubber cover(s) provided.

### **STREETSIDE WHEEL WELL**

- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with black hammertone powder coat paint finish located on the streetside of the body aft wheel well panel area for use with removable rope anchor and/or a portable electric winch (when specified).
  - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
  - One (1) 12" x 2" M x 2" F winch mounting adapter(s) shall be provided. Winch adapter will extend the specified portable winch 6" from receiver. An aluminum mounting bracket shall be provided to store winch adapter(s) inside a body compartment as close to receiver location as possible.
  - The receiver(s) shall have one (1) rubber cover(s) provided.

### **CURBSIDE WHEEL WELL**

- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with black hammertone powder coat paint finish located on the curbside of the body aft wheel well panel area for use with removable rope anchor and/or a portable electric winch (when specified).
  - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
  - One (1) 12" x 2" M x 2" F winch mounting adapter(s) shall be provided. Winch adapter will extend the specified portable winch 6" from receiver. An aluminum mounting bracket shall be provided to store winch adapter(s) inside a body compartment as close to receiver location as possible.
  - The receiver(s) shall have one (1) rubber cover(s) provided.

### **REAR BUMPER**

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- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with black hammertone powder coat paint finish located at the rear bumper for use with removable rope anchor point and/or a portable electric winch (when specified).
  - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
  - The receiver(s) shall have one (1) rubber cover(s) provided.

### **LOWER SIDE BODY PROTECTION - RUB RAIL**

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

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

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

3M™ Diamond Grade™ Conspicuity striping shall be provided in the rub rail. The striping shall be red in color.

### **FRONT GRAVEL GUARDS**

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

### **INTERIOR SPECIFICATIONS**

#### **INTERIOR INSULATION**

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

#### **INTERIOR FINISH**

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

The interior panels shall be installed with sheet metal screws with gray plastic plugs covering the screws. The seams between FRP panels, interior corners, and exterior corners shall be trimmed with gray plastic molding.

The interior finish shall be pearl gray pebble grain FRP.

#### **INTERIOR WALKWAY SIDE WALLS**

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

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### **INTERIOR WALKWAY FLOOR**

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

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

### **INTERIOR SUB-FLOOR**

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

### **AIR CONDITIONER - HEATER**

One (1) Dometic Penguin II low profile, 120 VAC, 60 cycle, single phase air conditioner(s) shall be provided and installed on the body roof. The unit shall be a roof top contemporary contoured integral evaporator/condenser type .

Each unit shall be rated at minimum of 13,500 BTU cooling capacity. A three-speed fan shall supply a maximum/minimum of 320/250 cfm air flow capacity. Air conditioner(s) shall be controlled by a wall mounted Comfort Control II LCD thermostat.

The roof mounted air conditioner shall be approximately 9.5" high x 29" wide x 40" long and weigh approximately 99 lbs.

[Air conditioner shall be powered through the cab and chassis supplied auto-eject shore power system.](#)

### **FRONT INTERIOR AREA (IF1)**

- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum. The deck will be located above S1 and C1 transverse area. This area will be open with a strap and tray for an Air Cart.

### **STREETSIDE INTERIOR AREA (IS1)**

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

### **STREETSIDE INTERIOR AREA (IS2)**

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

### **STREETSIDE INTERIOR AREA (IS3)**

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

### **STREETSIDE INTERIOR AREA (IS4)**

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately (insert actual dimensions).
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light, vertically mounted.
- Cargo netting of 2" nylon webbing shall be provided over cabinet opening with easy release dowel style securement at top.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- There shall be one (1) Blue Sea Systems 100 amp ST Series blade type fuse block with screw type terminals for both positive and negative buss with cover provided for distribution of up to six (6) 30 amp, 12 VDC circuits. Fuse block shall be located per required circuits and be protected from damage.
- There shall be one (1) 120 VAC outlet(s) located in compartment on the forward wall.

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- The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
- Outlet(s) shall be powered through the on-board shore power system.

### **CURBSIDE INTERIOR AREA (IC1)**

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

### **CURBSIDE INTERIOR AREA (IC2)**

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

### **CURBSIDE INTERIOR AREA (IC3)**

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

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### **CURBSIDE INTERIOR AREA (IC4)**

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

### **LOW VOLTAGE ELECTRICAL SYSTEM- 12 VDC**

#### General

Any low voltage electrical systems or warning devices installed on the fire apparatus shall be appropriate for the mounting location and intended electrical load.

Where wire passes through sheet metal, grommets shall be used to protect wire and wire looms. Electrical connections shall be with double crimp water-tight heat shrink connectors.

All 12 VDC wiring running from front to back of vehicle body shall be run in full length electrical wiring raceway down each side of body.

#### Wiring

All electrical circuit feeder wiring supplied and installed by the fire apparatus manufacturer shall meet the requirements of NFPA Chapter 13.

The circuit feeder wire shall be stranded copper or copper alloy conductors of a gauge rated to carry 125% of the maximum current for which the circuit is protected. Voltage drops in all wiring from the power source to the using device shall not exceed 10%. The use of star washers for circuit ground connections shall not be permitted.

All circuits shall otherwise be wired in conformance with SAE J1292, *Automobile, Truck, Truck-Tractor, Trailer, and Motor Coach Wiring*.

#### Wiring and Wire Harness Construction

All insulated wire and cable shall conform to SAE J1127, *Low Voltage Battery Cable*, or SAE J1128, *Low Voltage Primary Cable*, type SXL, GXL, or TXL.

All conductors shall be constructed in accordance with SAE J1127 or SAE J1128, except where good engineering practice dictates special strand construction. Conductor materials and stranding, other than copper, shall be permitted if all applicable requirements for physical, electrical, and environmental conditions are met as dictated by the end application. Physical and dimensional values of conductor insulation shall be in conformance with the requirements of SAE J1127 or SAE J1128, except where good engineering practice dictates special conductor insulation. The overall covering of conductors shall be moisture-resistant loom or braid that has a minimum continuous rating of 194°F (90°C) except where good engineering practice dictates special consideration for loom installations exposed to higher temperatures. The overall covering of jacketed cables shall be moisture resistant



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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.

### 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

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

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

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

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

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

### Electromagnetic Interference

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

### Wiring Diagram

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

### Low Voltage Electrical System Performance Test

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

## **12 VOLT MULTIPLEX CONTROL CENTER**

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

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

## **WELDON CERTIFICATION**

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

## **MULTIPLEX SYSTEM INTERFACE DISPLAY**

One (1) Weldon V-MUX Vista IV multiplex system interface display(s) with touch-screen control shall be provided in cab easily accessible to driver and/or passenger. The full-color Vista interface display allows the user to control

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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...

**Touch screen will be located on Officerside dash, with the AM/FM/WB stereo above in a SVI supplied dash panel.**

SHOP NOTE

Install similar to Surprise.

### **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

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Electronic control systems and similar devices shall be permitted to be otherwise connected if so specified by their manufacturer.

The alternator shall be wired directly to the batteries through the ammeter shunt(s), if one is provided, and not through the master load disconnect switch.

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

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

A sequential switching device shall be permitted to energize the optical warning devices and other high current devices required in minimum continuous electrical load, provided the switching device shall first energize the electrical devices required in minimum continuous electrical load within 5 seconds.

### **BATTERY SWITCH**

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

### **BATTERY SOLENOID**

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

### **BATTERY CONDITIONER**

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

### **ENGINE COMPARTMENT LIGHT**

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

### **CAB SPOTLIGHT**

There shall be one (1) GoLight LED 20204 motorized, white, 12 VDC, 3 Amp, spotlight(s) that operates via a wired dash mount controller with joystick and on/off button. The joystick controls the motorized 135 degree tilt of the spotlight and the motorized rotation of the light a full 370 degrees. The light continues to move while the joystick is pressed. Once any button is released, the spotlight remains locked in that position until the joystick is moved again. The dash controller also turns the light on and off, so no additional switches are required. The dash mounted remote control allows for fingertip operation and is hard wired to the searchlight.

The Golight is mounted to the surface of vehicle using (4) stainless steel screws and a rubber gasket for a quick, safe and secure attachment. Light shall have a 3 year limited warranty.

### **THE GOLIGHT CONTROLS WILL BE MOUNTED ON THE OFFICER SIDE.**

SHOP NOTE

Model 20204 is white.

### **CAB HAZARD WARNING LIGHT**

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A red flashing or rotating light, located in the driving compartment. The light shall be furnished by the cab/chassis manufacturer. The light shall be illuminated automatically whenever the vehicles parking brake is not fully engaged and any of the following conditions exist:

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

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 FLASHING".

### **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**

The cab chassis provided rear view camera shall be installed on the rear of the body.

### **INTERIOR LED LIGHTS**

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

The light(s) shall be switched with high/low intensity setting at the entry door(s). An Innovative Controls black back-lit switch panel shall be provided to control specified lighting or other control switching.

### **TAIL LIGHTS**

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

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

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

### **MIDSHIP MARKER/TURN SIGNAL**

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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.

### **REAR BUMPER MARKER LIGHTS**

Two (2) Britax style dual face flexible mounted rear bumper markers shall be located, one (1) each side lower rear corner of body visible from driver mirrors.

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

The step lights and/or ground lights shall be supplied and installed by the cab/chassis manufacturer. Light(s) shall be capable of providing illumination at a minimum level of 2 fc (20 lx) on ground areas within 30 in. (800 mm) of the edge of the vehicle in areas designed for personnel to climb onto or descend from the vehicle to the ground level.

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

### **BUMPER SURFACE LIGHTS**

There shall be two (2) OnScene Solutions Rough-Service 9" LED lights provided to illuminate the rear entry door stepwell. The lights shall be activated when the parking brake is set.

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

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

### **LICENSE PLATE MOUNTING BRACKET**

There shall be one (1) Cast Products aluminum license plate mounting with chrome shielded license plate light mounted on the rear of the body.

### **ELECTRONIC SIREN**

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

### **SIREN SPEAKER**

Two (2) Whelen model SA314A 100 watt aluminum, 6.4" x 6.1" x 3.1" deep siren speakers shall be provided and located behind grille or front bumper with SVI grilles to front bumper, one (1) on streetside, and one (1) on curbside. The solid state siren speaker shall be vibration resistant. The SA314A shall comply with California Title XIII, Class A, and SAE J1849 requirements and with OSHA 1910.95 Guidelines regarding "Permissible Noise Exposure". All mounting hardware shall be stainless steel and covered by a two year factory warranty.

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## **BROW LED SCENE LIGHT(S)**

There shall be one (1) Whelen Pioneer Plus model PCH2 dual combination Super LED flood/spot light(s), on front brow of cab with white powdercoat paint finish. Light quantity shall be divided equally per side. The PCH2 configuration shall consist of 36 white Super-LEDs with collimator/metalized redux spot/flood reflector assembly with Proclera™ silicone optics and a clear non-optic polycarbonate lens. Light(s) shall be 12 VDC, 13 amp, 75/75 watt, with 8,750/8,750 useable lumens each.

The PFH2 is covered by a five year factory warranty.

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

## **SIDE SCENE LIGHTS**

There shall be four (4) Whelen C9 Super-LED® model C9SL, 9" x 7" surface mounted scene lights shall be provided on the upper body. Light quantity shall be divided equally per side. The C9 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 C9 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.

Two (2) switches shall be provided, one (1) for the streetside scene lights, and one (1) for the curbside scene lights.

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

## **REAR LED SCENE LIGHTS**

Two (2) Whelen C9 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 C9 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 C9 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.

## **DAVID CLARK INTERCOM SYSTEM**

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

- One (1) U3800 - Master station
- Two (2) U3815 - Radio interface/headset station
- One (1) U3806 - Dual headset intercom station
- One (1) U3801 - Remote Headset Station
- One (1) U3805 - Radio cord junction module
- Three (3) C3812 - Jumper cord 12'
- Two (2) C3821 - Radio interface cord 21'
- One (1) C3820 - Power cord 20'
- Six (6) H3432 - Headsets Over-the-Head style

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- Two (2) 18352G-07 - MS Connector - 5 pin for remote PTT
- Two (2) 18352G-17 – MS connector 6 socket for radio cords

Interface with Motorola APEX 8500

### **INTERCOM SYSTEM INSTALLATION**

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

#### **Front of Cab**

- Driver's – Mounted above the inboard shoulder position on the AC cover.
- Officer's – Mounted above the inboard shoulder position on the AC cover.

#### **Rear Crew Area**

- Driver's side rear facing – Above the left shoulder on the wall.
- Officer's side rear facing – Above the right shoulder on the wall.
- Forward facing center – Above the inboard shoulder.

#### **Rear Outside Area**

- Streetside side rear facing body panel – Adjacent to warning light.
- Curbside rear facing body panel – Adjacent to warning light.

### **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



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shall be energized. When the master optical warning system switch is closed and the parking brake is on or the automatic transmission is in park, the warning devices signaling the blockage of the right-of-way shall be energized. The system shall be permitted to have a method of modifying the two (2) signaling modes.

The optical warning devices shall be constructed or arranged so as to avoid the projection of light, either directly or through mirrors, into any driving or crew compartment(s). The front optical warning devices shall be placed so as to maintain the maximum possible separation from the headlights.

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

### **UPPER LEVEL OPTICAL WARNING DEVICES**

The upper-level optical warning devices shall be mounted as high and as close to the corner points of the apparatus as is practical to define the clearance lines of the apparatus. The upper-level optical warning devices shall not be mounted above the maximum height, specified by the device manufacturer.

### **ZONE A - FRONT WARNING LIGHTS**

There shall be one (1) Whelen Freedom F4N7QLED LED 72" lightbar permanently mounted to the cab roof.

The lightbar configuration (streetside to curbside) shall be:

<u>SECTION</u>	<u>INTERNAL COMPONENTS</u>	<u>LENS COLOR</u>
1	Red Linear Side Facing LED	Clear
2	Blue Front Corner LED	Clear
3	Red Linear LED	Clear
4	Blue Linear LED	Clear
5	Clear Linear LED	Clear
6	Red Linear LED	Clear
7	Whelen Strobe	Clear
8	Whelen Strobe	Clear
9	Red Linear LED	Clear
10	Clear Linear LED	Clear
11	Blue Linear LED	Clear
12	Red Linear LED	Clear
13	Blue Front Corner LED	Clear
14	Red Linear Side Facing LED	Clear

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

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

### **TOMAR PRE-EMPTION LIGHT**

An EMIT3-CABLE control cable, and power supply shall also be provided and installed to complete pre-emption system.

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

### ZONES B AND D - SIDE WARNING LIGHTS

#### UPPER REAR CORNER WARNING LIGHTS

There shall be two (2) Whelen C9 SurfaceMax, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Red LEDs
- Clear Lens

Each light shall have a chrome flange.

- Flash Pattern shall be (factory default) Action Scan.

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

#### UPPER FORWARD CORNER WARNING LIGHTS

There shall be two (2) Whelen C9 SurfaceMax, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Blue LEDs
- Clear Lens

Each light shall have a chrome flange.

- Flash Pattern shall be (factory default) Action Scan.

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

### ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen C9 SurfaceMax, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Red LEDs
- Clear Lens

Each light shall have a chrome flange.

- Flash Pattern shall be (factory default) Action Scan.

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

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### 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 ION Wide Series (6" x 1 3/4") split Red/ Blue Super-LED surface mount lights (WIONSMJC) provided, one (1) on each side. The wide angle warning light shall incorporate three red and three blue Super-LEDs. 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 clear lens and chrome flange.

**NOTE: Mount to face of front bumper with Blue light outboard on either side of apparatus.**

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

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

There shall be two (2) Whelen C6 SurfaceMax, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Clear Lens

Each light shall have a chrome flange.

- Red Outboard/Blue Inboard as facing each Zone
- Flash Pattern shall be Whelen Action Scan (Factory Default)

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 500 series (5" x 2") red Linear Super-LED lights (50R02ZCR) provided, one (1) each side. Each light shall have a clear lens and chrome flange.

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

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

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There shall be two (2) Whelen C6 SurfaceMax, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Clear Lens

Each light shall have a chrome flange.

- Red Outboard/Blue Inboard as facing each Zone
- Flash Pattern shall be Whelen Action Scan (Factory Default)

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, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Blue LED's
- Clear Lens

Each light shall have a chrome flange.

- Flash Pattern shall be Whelen Action Scan (Factory Default)

The Lights shall be controlled at the Switch Panel in Cab.

### EQUIPMENT PAYLOAD WEIGHT ALLOWANCE

In compliance with NFPA 1901 standards, the special service vehicle shall be designed for an equipment loading allowance of 6,000 lbs. of Avondale Fire and Medical provided equipment based on a 40,001 - 50,000 pound gross vehicle weight rating.

### EQUIPMENT

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

- 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 SAC-44-E NFPA approved folding aluminum wheel chocks provided for 44" diameter tires that together will hold the vehicle when loaded to its GVWR or GCWR, on a hard surface with a 20 % grade, with the transmission in neutral, and the parking brake released.
  - The wheel chock(s) shall be mounted behind rear wheels, below body on streetside.
- One (1) Duo-Safety 900-A series 24' 2-section extension ladder(s) shall be provided with the completed unit.
  - The ladder(s) shall be located in specified ladder compartment.
- One (1) Duo-Safety 775A series 14' aluminum roof ladder(s) shall be provided with the completed unit.

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- The ladder(s) shall be located in specified ladder compartment.
- One (1) Duo-Safety 585-A 10' aluminum folding ladder(s) shall be provided with the completed unit.
  - The ladder(s) shall be located in specified ladder compartment.
- Four (4) Streamlight Survivor, C4 LED flashlight(s) shall be provided with 140 lumens, and 3.5/14 hour run time. Each flashlight shall be orange in color and have a 12 volt DC charger and vehicle mount kit. Each flashlight shall have an LED spotlight style bulbs and reflectors. The flashlight(s) shall be wired to battery direct unless otherwise specified by Avondale Fire and Medical.

The flashlight(s) shall be mounted in the cab in the following locations;

These are to mounted in the steps (front of cab) and on the floor of the rear corners of the cab.

SHOP NOTE

Reference Surprise

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

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

### **DEALER SUPPLIED EQUIPMENT MOUNTING**

The following Dealer supplied equipment shall be installed by the manufacturer. Mounting shall include all necessary bracketry and labor.

Item	Qty
<b>Confined Space</b>	
SAR Model- SKA PAK 4500 (located in specified SCBA brackets).	4
Scott Face Piece AV3000	2
RAMFAN INTRINSICALLY SAFE BLOWER/EXHAUSTER	2
Con-Space Rescue Communication Kit 5, Power Talk Box	1
Con-Space Communication Cable w/ Connector	4
Hose / Cable Zippered Umbilical 50 ft. Black	300 ft
Hose / Cable Zippered Umbilical 50 ft. Red	300 ft
LSP HALF-BACK EXTRICATION/LIFT HARNESS	1
Vertical Lift Assembly	1
Carrying Case	1
SKEDCO HMH SKED® STRETCHER	1
Scott Safety Airline Hose	12
805827-SERIES Scot Air Cart	1
<b>Water Operations</b>	
NRS E-142 Self-Bailing Raft	1
Carlisle Standard Paddle (Mount on Curbside wall of walkway in IC4/5 area.)	2
Carlisle Standard Paddle (Mount on Curbside wall of walkway in IC4/5 area.)	5
Mastercraft Big Red 110 Volt Pump	1
Rescue Rope Launching Gun	1
<b>Extrication</b>	
Chain grade 80 - 20 foot section	1
Chain grade 80 - 10 foot section	1

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Hand Tools	
6' American Hook, HiViz Lime Handle W/Butt End Leatherhead	2
12, American Hook, HiViz Lime Handle W/Butt End Leatherhead	2
Dewalt 20v Lithium- Combo Kit	1
Dewalt 20v Chainsaw	1
Dewalt 20v lithium - Framing Nailer	1
DEWALT DCB104 20V Max 4-Port Lithium Ion Fast Charger	1
Stihl Rescue Chainsaw	4
Stihl k12 circular saw	4
Stihl Chain Saw Blades Oilomatic	20
MK Diamond Tiger Tooth Circular Blades	10
10# Sledge (HiViz Yellow) 36" Handle W/Reflective Tape Leather Head	2
8# Flat Axe (HiViz Orange) 36" Handle W/Reflective Tape Leatherhead	1
30in Leatherhead Bar (Forged Halligan Type)	1
True Temper 48-Inch Pinch Point Crowbar	2
Man Hole Cover Removal Tool	2
24in Wrecking Bar Leatherhead	1
Hot Stick Voltage Indicator	1
Bolt cutters assortment	1
Shoring	
Rescue 42 Picket	8
Rope Rescue	
TITANIUM SPLIT-APART RESCUE LITTER	1
BREAKAWAY LITTER BACKPACK CMC *	1
Palm Tree	
WesSpur Premium Spur Kit	2