

**OKLAHOMA CITY FIRE DEPT.
OKLAHOMA CITY, OKLAHOMA
SUPER VAC VENTILATION UNIT**

PRODUCTION SPECIFICATION



ROCK SOLID QUALITY

Oklahoma City Fire Department

Super Vav Ventilation Unit, SVI #1220

INTERNET IN-PROCESS SITE

The manufacturer shall post and maintain a website where the Oklahoma City Fire Department will be able to view digital images of their apparatus as its being built. The digital images shall be posted once a week starting when the body begins production or when the cab/chassis arrives and shall continue until the final completion of unit.

TESTING

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

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

TEST SEQUENCE

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

1. RESERVE CAPACITY TEST

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

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

2. ALTERNATOR PERFORMANCE TEST

TEST AT IDLE

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

TEST AT FULL LOAD

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

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

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3. LOW VOLTAGE ALARM TEST

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

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

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

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

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

DOCUMENTATION

The manufacturer shall deliver the following with the fire apparatus:

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

UL 120/240 VAC CERTIFICATION

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

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

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

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

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

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

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

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

- 1) Altitude
- 2) Barometric pressure
- 3) Relative humidity

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

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

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

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

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

DOCUMENTATION

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

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 Oklahoma City Fire Department on all warranty work.

GENERAL LIMITED WARRANTY - TWO (2) YEARS

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

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

LOW VOLTAGE ELECTRICAL WARRANTY - FIVE (5) YEARS

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

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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.

GRAPHICS LIMITED WARRANTY

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

CONSTRUCTION PERIOD

The completed vehicle shall be delivered within four hundred fifty (450) days after pre-construction meeting and receipt and approval of any signed change orders from Oklahoma City Fire Department.

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 written notice to Oklahoma City Fire Department as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

SHOP NOTE

\$100.00 per day penalty.

OVERALL HEIGHT REQUIREMENT

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

OVERALL LENGTH REQUIREMENT

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

DELIVERY AND DEMONSTRATION

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

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

After delivery of the apparatus, the Oklahoma City Fire Department shall be responsible for ongoing training of its personnel to proficiency regarding the proper and safe use of the apparatus and associated equipment.

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CAB CHASSIS SPECIFICATIONS

Base Vehicle

2021 F-450 Chassis 4x2 SD Regular Cab 193" WB DRW XL (F4G)

Packages

650A *Includes:*

- Engine: 7.3L 2V DEVCT NA PFI V8 Gas
- Transmission: TorqShift 10-Speed Automatic Includes neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery.
- GVWR: 16,500 lb Payload Package
- Tires: 225/70Rx19.5G BSW A/P
- Wheels: 19.5" x 6" Argent Painted Steel Hub covers/center ornaments not included.
- Radio: AM/FM Stereo w/MP3 Player Includes 4 speakers.
- SYNC Communications & Entertainment System Includes enhanced voice recognition, 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB-C port and steering wheel audio controls.

Powertrain

99N Engine: 7.3L 2V DEVCT NA PFI V8 Gas

44G Transmission: TorqShift 10-Speed Automatic Includes neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery.

X8L Limited Slip w/4.88 Axle Ratio

STDGV GVWR: 16,500 lb Payload Package

Wheels & Tires

TGJ Tires: 225/70Rx19.5G BSW A/P

64Z Wheels: 19.5" x 6" Argent Painted Steel Hub covers/center ornaments not included.

Seats & Seat Trim

1 Cloth 40/20/40 Split Bench Seat

Includes center armrest, cupholder, storage and driver's side manual lumbar.

Other Options

PAINT Monotone Paint Application

193WB 193" Wheelbase

STDRD Radio: AM/FM Stereo w/MP3 Player

Includes 4 speakers.

Includes:

- SYNC Communications & Entertainment System Includes enhanced voice recognition, 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB-C port and steering wheel audio controls.

90L Power Equipment Group

Deletes passenger side lock cylinder. Includes upgraded door-trim panel.

Includes:

- Accessory Delay
- Advanced Security Pack Includes SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors.
- Manual Telescoping Folding Trailer Tow Mirrors Includes power/heated glass and heated convex spotter mirror.
- MyKey, Includes owner controls feature.
- Power Front Side Windows, Includes 1-touch up/down driver/passenger window.
- Power Locks
- Remote Keyless Entry

61J 6-Ton Hydraulic Jack

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- 62R Transmission Power Take-Off Provision
Includes transmission mounted live drive and stationary mode PTO.
- 86M Dual 78 AH Battery
- 18A Upfitter Interface Module
- 67B 397 Amp Alternators
- 63A Utility Lighting System
Includes LED side-mirror spotlights.
- 872 Rear View Camera & Prep Kit
Pre-installed content includes cab wiring and frame wiring to the rear most cross member. Upfitters kit includes camera with mounting bracket, 20' jumper wire and camera mounting/aiming instructions.
- 153 Front License Plate Bracket
- 43C 110V/400W Outlet
Includes 1 in-dash mounted outlet
- 76C Exterior Backup Alarm (Pre-Installed)

Fleet Options

- 47A Ambulance Prep Package (LPO)
 - 525 Steering Wheel-Mounted Cruise Control (LPO)
Requires valid FIN code.
 - 942 Daytime Running Lamps (DRL) (LPO)
Requires valid FIN code.
The non-controllable 942 Daytime Running Lamps (DRL) replace the standard Daytime Running Lamps (DRL) on/off cluster controllable.
 - 63G Bright Grille (LPO)
Requires valid FIN code.
 - 17F XL Decor Group (LPO)
Includes:
 - Chrome Front Bumper
 - 96V XL Value Package (Fleet)
Includes:
 - XL Decor Group (LPO)
 - Chrome Front Bumper
 - Steering Wheel-Mounted Cruise Control
- E4_02 Vermillion Red
Requires Valid FIN Code.

Emissions

- 425 50-State Emissions System

Interior Colors

- 1S_02 Medium Earth Gray

Warranty

- Bumper to Bumper: 3 years / 36,000 miles
- Powertrain: 5 years / 60,000 miles
- Corrosion (Perforation only): 5 years / Unlimited miles
- Roadside Assistance Program: 5 years / 60,000 miles
- Diesel: 5 year / 100,000 miles

CAB TO AXLE DIMENSION

Cab to axle will be 108".

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CHASSIS MODIFICATIONS

LUBRICATION AND TIRE DATA PLATE

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

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

VEHICLE DATA PLATE

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

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

OVERALL HEIGHT, LENGTH DATA PLATE (US)

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

The label shall show the height of the completed 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).

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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FRONT BUMPER

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

AIR INTAKE SYSTEM

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

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

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

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.

SEATING MODIFICATION

The center portion of the 40/20/40 split bench seat shall be removed to accommodate the installation of the specified console.

ADD UPPER SECOND COLOR

The cab exterior (door jambs not painted unless specified otherwise) shall be re-painted with a second color over the main cab color from the bottom of the glass up over cab roof with PPG Delfleet Evolution paint.

Color: White 10

Paint Number:

CHASSIS PAINT WARRANTY

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

MUDFLAPS

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

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ROAD EMERGENCY SAFETY KIT

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

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

FUEL FILL

There shall be one (1) chassis supplied fuel fill mounted in the streetside exterior wheel well panel, behind the rear axle.

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

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

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

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EXTERIOR ALUMINUM BODY

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

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

The 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.

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.

NOTE: The entire body will be smooth painted aluminum (not treadplate) and the top deck area's walking surface will be NFPA treadplate along with the inner door panel for the lower drop down ramp door.

NOTE: Add camera hole and mounting provisions to install the Ford chassis back-up camera supplied by Ford into the rear body surface.

ALUMINUM ROOF

The roof shall be constructed with .125" aluminum 3003H-14 alloy smooth painted. Roof panel shall be welded or bolted in place. If bolted in place the bolt heads will be properly caulked and sealed to prevent moisture penetration into body.

Note: Smooth aluminum painted roof (not treadplate).

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BODY SUBFRAME

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

The body subframe shall be constructed from 6061T6 aluminum alloy tubing. Subframe shall consist of two (2) 2" x 4" x 1/8" aluminum tubes minimum, the same width as the chassis frame rails. Welded to this tubing shall be cross members of 2" x 4" x 1/8" aluminum. Smaller dimension, lighter gauge tubing or angle material subframe shall not be accepted.

These cross members shall extend the full width of the body to support the compartments. Cross members shall be located at front and rear of the body, below compartment divider walls, and in front and rear of wheel well opening. Additional aluminum cross members shall be located 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 four (4) 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 one (1) 3/4" diameter x 6" long grade 8 bolts and one (1) heavy duty spring. 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.

WHEEL WELL EXTERIOR PANEL

The exterior panel of the body wheel well enclosure shall be constructed from 1/8" smooth aluminum and will be bolted or welded on.

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BODY PAINT SPECIFICATIONS

BODY PAINT PREPARATION

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

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

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

PAINT PROCESS

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

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

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PAINT - ENVIRONMENTAL IMPACT

The contractor shall meet or exceed their current State regulations concerning paint operations pollution control and 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, an isolation tape, or gasket shall be used to prevent damage to the finish painted surfaces. These components shall be fastened to body using either a plastic insert into body metal with stainless steel screws or zinc coated nutserts into body surface using stainless steel bolts to prevent corrosion from dissimilar metals.

ELECTROLYSIS CORROSION CONTROL

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

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

PAINT FINISH - SINGLE COLOR

The body shall be painted with a single color of PPG Delfleet® Evolution paint per approved customer spray-out.

Touch-up paint shall be provided with completed vehicle.

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

Customer uses Pierce Red #90 (Ford cab should be ordered Vermillion red) we will match cab color.

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.

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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 Oklahoma City Fire Department prior to installation. The graphics proof shall be submitted to Oklahoma City Fire Department on 8.5" x 11" sheets with front, sides, rear and plan views, each on one (1) sheet. In addition if there is any special art work an additional sheet shall be provided showing all details. **Note:** The graphics color proof may not reflect the correct paint break lines on the chassis and body please refer to the paint section of your specifications for correct paint break lines.

LETTERING

GRAPHICS PROOF

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

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

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EXTERIOR COMPARTMENT DOORS

HINGED DOOR CONSTRUCTION

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

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

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

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

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

Door checks that require unlatching by hand will NOT BE ACCEPTABLE.

The door handle type and door check type of hinged compartment doors shall be as specified with each door.

BODY WIDTH DIMENSIONS

The body shall be 98.0" wide, and 100.0" wide at drip rails. Interior compartment depth dimensions shall be approximately:

<u>Area Description</u>	<u>Dimension</u>
Transverse above subframe	93.0"
Compartment depth below subframe	23.5"

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STREETSIDE COMPARTMENT - FRONT (S1)

The interior useable compartment width shall be approximately 45.0" wide x 44" high.

The compartment door opening shall be approximately 38.0" wide.

- This compartment shall have a horizontally hinged, drop-down style compartment door. The door shall extend to the ground level providing a ramp for rolling equipment into compartment. A hinged apron shall be provided at outer top edge of door (ramp) to assist in wheeled equipment between ground and ramp.

Note: Door will be smooth aluminum with a screw on treadplate liner. Two point slam latch with d-ring handle.

- The interior door panel shall be constructed with an aluminum treadplate panel.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring non-locking handle. A gasket shall be placed between handle and door.
- The hinged door(s) shall have a pneumatic cylinder to assist in opening and closing the door. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.

Note: Pneumatic cylinder is not required since the door is a ramp they would like it to drop to the ground level, if we can use a cylinder to assist in lowering and closing that would be good.

- The door ajar switch shall be provided with specified hinged door and pneumatic cylinder switch assembly to activate compartment lighting and door ajar signal in cab when door is opened.

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) 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).
- One (1) OnScene Access white LED, full height compartment light, vertically mounted.
- There shall be one (1) 120 VAC outlet(s) located in compartment on the forward wall.
 - The outlet receptacle(s) shall be 20 amp, twist-lock (NEMA L5-20R).
 - Outlet(s) shall be powered through the on-board generator system.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

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STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S1-UPPER)

Transverse compartment located directly above compartment S1

The interior useable compartment width shall be approximately 45.0" wide x 24" high.

The compartment door opening shall be approximately 38.0" wide.

- This compartment shall have a aluminum treadplate horizontally hinged, lift-up style compartment door.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring non-locking handle. A gasket shall be placed between handle and door.
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- The door ajar switch shall be provided with specified hinged door and pneumatic cylinder switch assembly to activate compartment lighting and door ajar signal in cab when door is opened.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be fabricated from brushed 304 stainless steel sheet metal.

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) OnScene Access white LED mounted at the top of the compartment toward the door opening.

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CURBSIDE COMPARTMENT - FRONT (C1)

The interior useable compartment width shall be approximately 45.0" wide x 44" high.

The compartment door opening shall be approximately 38.0" wide.

- This compartment shall have a horizontally hinged, drop-down style compartment door. The door shall extend to the ground level providing a ramp for rolling equipment into compartment. A hinged apron shall be provided at outer top edge of door (ramp) to assist in wheeled equipment between ground and ramp.

Note: Door will be smooth aluminum with a screw on treadplate liner. Two point slam latch with d-ring handle.

- The interior door panel shall be constructed with an aluminum treadplate panel.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring non-locking handle. A gasket shall be placed between handle and door.
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.

Note: Pneumatic cylinder is not required since the door is a ramp they would like it to drop to the ground level, if we can use a cylinder to assist in lowering and closing that would be good.

- The door ajar switch shall be provided with specified hinged door and pneumatic cylinder switch assembly to activate compartment lighting and door ajar signal in cab when door is opened.

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) 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).
- One (1) OnScene Access white LED, full height compartment light, vertically mounted.
- 120/240 VAC load center location.

Located on front wall.

- The generator gauge panel.
- There shall be one (1) 120 VAC outlet(s) located in compartment on the forward wall.
 - The outlet receptacle(s) shall be 20 amp, twist-lock (NEMA L5-20R).
 - Outlet(s) shall be powered through the on-board generator system.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

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CURBSIDE COMPARTMENT - AHEAD OF REAR WHEEL (C1-UPPER)

Transverse compartment located directly above compartment C1

The interior useable compartment width shall be approximately 45.0" wide x 24" high.

The compartment door opening shall be approximately 38.0" wide.

- This compartment shall have a aluminum treadplate horizontally hinged, lift-up style compartment door.
- The hinged door(s) shall have a stainless steel 6" offset bent D-ring non-locking handle. A gasket shall be placed between handle and door.
- The hinged door(s) shall have a pneumatic cylinder to hold door in the open and closed positions. Each door shall be capable of being closed without unlatching. Door checks shall be bolted to the compartment door header and the box pan of the door.
- The door ajar switch shall be provided with specified hinged door and pneumatic cylinder switch assembly to activate compartment lighting and door ajar signal in cab when door is opened.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be fabricated from brushed 304 stainless steel sheet metal.

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) OnScene Access white LED mounted at the top of the compartment toward the door opening.

REAR DECK

Deck surface will be aluminum NFPA treadplate.

The rear of body shall have a full width open rear deck area directly above body sub frame. The floor or deck surface shall be covered with 1/8" (.125) aluminum 3003H-14 NFPA non-skid compliant tread plate. Supports will be added below deck surface to bolt fan down through deck to body subframe.

Two (2) modules shall be fabricated out of smooth aluminum painted red and located at rear edge of flatbed. Curbside and streetside module shall be designed as a small equipment storage cabinet with hinged lift-up top.

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FLATBED MOUNTED GAS POWERED VENTILATION UNIT

A Super Vac, part number #SVU-50, 50" gas positive pressure ventilator shall be supplied with a 6-point carbon fiber blade. Excluding the engine, all components of the positive pressure ventilator shall be 100% manufactured and assembled in the United States; no exceptions.

The one-piece shroud shall be constructed of solid-molded fiberglass and include a standard StreamShaper Guard that delivers a narrower stream for farther setback from the structure's entrance. The unit shall be designed to OSHA and U.L. standards to prevent accidental contact with the blade. The unit's air movement shall exceed 250,000 cfm (425,000 cmh).

The successful manufacturer shall have built more than twelve (12) ventilators of this type in North America prior to supplying the unit; no exceptions.

The blade shall be driven by a Ford CSG637 gas engine capable of producing 90 HP and **tied into the chassis fuel tank** while consuming 5 gph (19 L/hr). Ventilators that utilize hydraulic drives are not acceptable due to the power lost in the hydraulic system; no exceptions. The engine will be protected by a 1/8" aluminum cover, powder coated to protect against rust and corrosion.

The positive pressure ventilator shall be designed with the following:

Engine: Ford CSG637
Speed: 2600 rpm
Airflow: 250,000 cfm (425,000 cmh)
Dimensions: 70" high x 70" wide x 42" deep (1,778 mm x 1,778 mm x 2,717 mm)
Weight: 1,740 lbs. (800 kg)

The ventilator shall be capable of operation in temperature from -30 to 100°F.

The PPV shall have a minimum (1) one-year warranty.

Additionally, the unit shall be equipped with the following options (delete as necessary):

Movement Options:

- Rotation: The unit shall be equipped with an Electric Turntable, allowing the ventilator to rotate 270 degrees.
- Elevation and Tilt: The unit shall be equipped with a Scissor Lift, extending the fan 30" in the air and providing 20° of up-and-down tilt for multiple-story ventilation.

Mounting Options:

- The unit shall be mounted on custom built body, using a commercial truck per customer specifications.

Control Options:

- The fixed control panel located on the driver side at the rear of the body and shall include an instrument cluster consisting of water temperature, oil pressure, hour meter, fuel level, battery voltage and engine rpm.

Note: The rear fan shroud will have the letters OKC-FD laser cut into it instead of SVU -50.

- The unit shall be equipped with (2) spot/combo Whelen PFH2 DC-powered LEDs, delivering 40,522 total lumens of light for nighttime operations.
- The unit shall be equipped with a misting ring that provides 30 GPM at 60 psi via a 1.5-inch NPHS connection.

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LOW VOLTAGE ELECTRICAL SYSTEM- 12 VDC

General

Any low voltage electrical systems or warning devices installed on the fire apparatus shall be appropriate for the mounting location and intended electrical load.

Where wire passes through sheet metal, grommets shall be used to protect wire and wire looms. Electrical connections shall be with double crimp water-tight heat shrink connectors.

All 12 VDC wiring running from front to back of vehicle body shall be run in full length electrical wiring raceway down each side of body.

Wiring

All electrical circuit feeder wiring supplied and installed by the fire apparatus manufacturer shall meet the requirements of NFPA Chapter 13.

The circuit feeder wire shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 % of the maximum current for which the circuit is protected. Voltage drops in all wiring from the power source to the using device shall not exceed 10 %. The use of star washers for circuit ground connections shall not be permitted.

All circuits shall otherwise be wired in conformance with SAE J1292, *Automobile, Truck, Truck-Tractor, Trailer, and Motor Coach Wiring*.

Wiring and Wire Harness Construction

All insulated wire and cable shall conform to SAE J1127, *Low Voltage Battery Cable*, or SAE J1128, *Low Voltage Primary Cable*, type SXL, GXL, or TXL.

All conductors shall be constructed in accordance with SAE J1127 or SAE J1128, except where good engineering practice dictates special strand construction. Conductor materials and stranding, other than copper, shall be permitted if all applicable requirements for physical, electrical, and environmental conditions are met as dictated by the end application. Physical and dimensional values of conductor insulation shall be in conformance with the requirements of SAE J1127 or SAE J1128, except where good engineering practice dictates special conductor insulation. The overall covering of conductors shall be moisture-resistant loom or braid that has a minimum continuous rating of 194°F (90°C) except where good engineering practice dictates special consideration for loom installations exposed to higher temperatures. The overall covering of jacketed cables shall be moisture resistant and have a minimum continuous temperature rating of 194°F (90°C), except where good engineering practice dictates special consideration for cable installations exposed to higher temperatures.

All wiring connections and terminations shall use a method that provides a positive mechanical and electrical connection. The wiring connections and terminations shall be installed in accordance with the device manufacturer's instructions. All ungrounded electrical terminals shall have protective covers or be in enclosures. Wire nut, insulation displacement, and insulation piercing connections shall not be used.

Wiring shall be restrained to prevent damage caused by chafing or ice buildup and protected against heat, liquid contaminants, or other environmental factors.

Wiring shall be uniquely identified at least every 2 ft (0.6 m) by color coding or permanent marking with a circuit function code. The identification shall reference a wiring diagram.

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Circuits shall be provided with properly rated low voltage over-current protective devices. Such devices shall be readily accessible and protected against heat in excess of the over-current device's design range, mechanical damage, and water spray. Circuit protection shall be accomplished by utilizing fuses, circuit breakers, fusible links, or solid state equivalent devices.

If a mechanical-type device is used, it shall conform to one of the following SAE standards:

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

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

Power Supply

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

Minimum Continuous Electrical Load

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

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

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

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

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

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

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

Electromagnetic Interference

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

Wiring Diagram

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

Low Voltage Electrical System Performance Test

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

12 VOLT DIAGNOSTIC RELAY CONTROL CENTER

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

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

CAB CONSOLE

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

The rear portion of the console shall be provided with open top storage for notebooks or maps. Two (2) adjustable dividers shall be provided in the storage area. The forward portion of console shall be slanted for mounting of siren head, radio or 12 volt control panel, and etc, with easy access to both Driver and Officer. Two (2) cup holders shall be provided in console.

Two (2) cup holders shall be provided in center console.

ROCKER SWITCH PANEL

The 12 volt switch control shall be supplied through the specified siren control head system.

The following options shall be provided in specified center console;

- There shall be one (1) Blue Sea 12 VDC USB dual port(s) provided in specified console.

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ELECTRONIC SIREN

One (1) Federal Signal PF-200 with self-contained controls with rotary knob and slide switch. Siren Speaker ES-100C to mount under front bumper.

ELECTRONIC SIREN (CONTROL HEAD)

One (1) Federal Signal PF-200 has all lighting controls built in with 7 programmable inputs and 12 relays. See quote sheet provided by dealer Steve Tinburg. Might need to order cable OBDCABLE25-3

BATTERY SYSTEM

The battery connectors shall be heavy duty type with cables terminating in heat shrink loom. Heavy duty battery cables shall provide maximum power to the electrical system. Where required, the cables shall be shielded from exhaust tubing and the muffler. Large rubber grommets shall be provided where cables enter the battery compartment.

Batteries shall be of the high-cycle type. With the engine off, the battery system shall be able to provide the minimum continuous electrical load for 10 minutes without discharging more than 50 percent of the reserve capacity and then to restart the engine. The battery system cold cranking amps (CCA) rating shall meet or exceed the minimum CCA recommendations of the engine manufacturer. The batteries shall be mounted to prevent movement during fire apparatus operation and shall be protected against accumulations of road spray, snow, and road debris. The batteries shall be readily accessible for examination, testing, and maintenance.

A means shall be provided for jump-starting the engine if the batteries are not accessible without lifting the cab of a tilt-cab apparatus.

Where an enclosed battery compartment is provided, it shall be ventilated to the exterior to prevent the buildup of heat and explosive fumes. The batteries shall be protected against vibration and temperatures that exceed the battery manufacturer's recommendation.

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

One of the following master disconnect switches shall be provided:

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

Electronic control systems and similar devices shall be permitted to be otherwise connected if so specified by their manufacturer.

The alternator shall be wired directly to the batteries through the ammeter shunt(s), if one is provided, and not through the master load disconnect switch.

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

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

A sequential switching device shall be permitted to energize the optical warning devices and other high current devices required in minimum continuous electrical load, provided the switching device shall first energize the electrical devices required in minimum continuous electrical load within 5 seconds.

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BATTERY SWITCH

The chassis ignition key shall activate a heavy duty relay to provide 12 volt battery power to the vehicle. There shall be a green "BATTERY ON" pilot light that is visible from the driver's position.

BATTERY CONDITIONER

One (1) Blue Sea model P12 battery charger with 120 VAC input, and 25 amp 12 VDC output shall be provided. The P12 is a four stage, three output, dry mount charger designed for use in harsh environments where reliability, ease of use, and high performance are of primary importance. Backed by a 5-year warranty.

Five Critical Features Extend Battery Life

- User Defined Charge Profiles for setting voltages to match the battery manufacturer's recommendations
- User Defined Absorption Stage Values determine when the charger should exit Absorption Stage in order to prevent overcharging
- Charge Coordination™ integrates with Blue Sea Systems' Automatic Charging Relays to separate battery banks while the P12 is operational
- PreFloat™ Stage prevents over charging by individually moving batteries out of Absorption Stage
- Battery Temperature Compensation adjusts charging voltage up (for colder batteries) or down (for warmer batteries) as recommended by battery manufacturers for proper battery performance

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Additional Features

- Rugged finned aluminum case dissipates heat
- Universal line voltage 90–265V AC, 45–65 Hz for worldwide use
- Large bright full graphic control screen with user interface
- Plain-language text in English, French, Italian, German and Spanish
- Intuitive screens provide fault alerts and plain language diagnostics

Note: Mount in S1 compartment up high out of the way or over the frame rails by the 120 volt breaker box.

BATTERY CHARGE INDICATOR

A Blue Sea EV battery charger display shall be provided and **located near driver's door area on the front panel of the body**. It can display a graphical representation of voltage with or without connection to a P12 battery charger. When connected to a P12 battery charger it can display the charger's summary screen, displaying voltage, current charging stage, and faults from the charger with other features as follows;

- Drop in replacement for traditional rectangular displays
- Automatically detects 1-3 battery banks
- AC charge indication verifies that power is connected and the battery charger is charging
- Plain language fault indication relays if there is a fault with the battery charger
- Dip switch selectable screen configuration allows the display to show voltage bar graphs or the P12 Battery Charger summary screen
- Displays voltage bar graphs even when AC power is not present
- Optional standby mode shuts off screen after 4 hours of inactivity
- Automatic ON based on motion with integrated knock sensor
- Bright, daylight readable, OLED display

SHORE POWER INLET

One (1) 120 VAC, 20 amp shore power inlet with model WPR-1 weather resistant snap cover shall be provided.

- The outlet cover shall be gray.

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

Note: Mount shore power plug on front panel of the body by drivers door.

- The shore power plug shall be located near the Driver door on the front surface of the body.

ENGINE COMPARTMENT LIGHT

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

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CAB HAZARD WARNING LIGHT

A Truck-Lite red LED flashing light shall be provided and located in the driving compartment and be illuminated automatically whenever the vehicles parking brake is not fully engaged and any of the following conditions exist:

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

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

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

The hazard light shall be labeled; "Do not move apparatus when light is on."

In addition, label shall be in both English/French for units built for Canada; "*Ne pas deplacer l'engin lorsque la lumiere est allumee.*"

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

BACK-UP ALARM

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

REAR VIEW CAMERA

The cab chassis provided rear view box camera shall be installed on the rear of the body.

TAIL LIGHTS

Rear body tail lights shall be Federal Signal

QL643H-LEFT 3-Position Horizontal Casting, Installed QL64-BTT, QL64-ARROW (left facing), QL64-BACKUP

QL643H-RIGHT3-Position Horizontal Casting, Installed QL64-BTT, QL64-ARROW (right facing), QL64-BACKUP

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MARKER LIGHTS

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

CAB STEP LIGHTS / GROUND LIGHTS

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

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

LICENSE PLATE LIGHT

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

SIREN SPEAKER

One (1) Federal Signal DynaMax ES100C siren speaker shall be provided and located behind grille or front bumper with black epoxy coated finish.

REAR LED SCENE LIGHTS

Two (2) Federal Signal FR9LEDSCENE FireRay 900 Series, Scene light, Clear lens.

surface mounted scene light(s) shall be provided on the upper rear body to light the work area. a clear gradient optic polycarbonate lens with chrome flange.

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.

Note: Scene lights will be switched using the siren control head switches, and will not be tied into the reverse lights.

The lights shall be controlled at the specified siren control head in the cab.

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WARNING LIGHT PACKAGE

Each apparatus shall have a system of optical warning devices that meets or exceeds the requirements of this section.

The optical warning system shall consist of an upper and a lower warning level. The requirements for each level shall be met by the warning devices in that particular level without consideration of the warning devices in the other level.

For the purposes of defining and measuring the required optical performance, the upper and lower warning levels shall be divided into four (4) warning zones. The four zones shall be determined by lines drawn through the geometric center of the apparatus at 45 degrees to a line drawn lengthwise through the geometric center of the apparatus. The four (4) zones shall be designated A, B, C, and D in a clockwise direction, with zone A to the front of the apparatus.

Each optical warning device shall be installed on the apparatus and connected to the apparatus's electrical system in accordance with the requirements of this standard and the requirements of the manufacturer of the device.

A master optical warning system switch that energizes all the optical warning devices shall be provided.

The optical warning system on the fire apparatus shall be capable of two (2) separate signaling modes during emergency operations. One (1) mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way. One (1) mode shall signal that the apparatus is stopped and is blocking the right-of-way. The use of some or all of the same warning lights shall be permitted for both modes provided the other requirements of this chapter are met.

A switching system shall be provided that senses the position of the parking brake or the park position of an automatic transmission. When the master optical warning system switch is closed and the parking brake is released or the automatic transmission is not in park, the warning devices signaling the call for the right-of-way shall be energized. When the master optical warning system switch is closed and the parking brake is on or the automatic transmission is in park, the warning devices signaling the blockage of the right-of-way shall be energized. The system shall be permitted to have a method of modifying the two (2) signaling modes.

The optical warning devices shall be constructed or arranged so as to avoid the projection of light, either directly or through mirrors, into any driving or crew compartment(s). The front optical warning devices shall be placed so as to maintain the maximum possible separation from the headlights.

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

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) Federal Signal Navigator NVG53Z-1554408360 lightbar permanently mounted to the cab roof.

The lightbar configuration (streetside to curbside) shall be provided by the fire department.

The lightbar(s) shall be separately controlled at specified siren control head in 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) Federal Signal MPS122U-RB 24-LED light head, Red/Blue, Dual-Color, Surface Mount, 12/24 Vdc, Clear Lens

Each light shall have:

- One (1) Red LED, One (1) Blue LED
- Clear Lens
- Chrome Flange

– Red Light Streetside / Blue Light Curbside

The lights shall be controlled at the specified siren control head in the cab.

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

There shall be two (2) Federal Signal FR4C-R 4x3 Warning lights with Clear lens and built-in flasher, Red, LEDs

Each light shall have:

- Red LEDs
- Clear Lens
- Chrome Flange

The lights shall be controlled at the specified siren control head in the cab.

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

There shall be two (2) Federal Signal FR6C-R

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 (factory default) Action Scan.

The lights shall be controlled at the specified siren control head in the cab.

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

There shall be two (2) Federal Signal FR6C-R

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 (factory default) Action Scan.

The lights shall be controlled at the specified siren control head in the cab.

ZONE C - REAR WARNING LIGHTS (LOWER REAR CORNERS)

There shall be two (2) Federal Signal FR6C-R

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 (factory default) Action Scan.

The lights shall be controlled at the specified siren control head in the cab.

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LINE VOLTAGE ELECTRICAL SYSTEM

ONAN PTO GENERATOR

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

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

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

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

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

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

GENERATOR BONDING

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

GENERATOR ENGAGEMENT

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

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

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

WARRANTY PERIOD

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

GENERATOR SPLASH GUARD

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

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GENERATOR CONTROL

The generator shall be engaged at the siren control panel or a switch on the center console.

GENERATOR MOUNTING - ONAN PROTEC

The generator shall be mounted below the chassis frame rails. The generator mounting brackets shall be fabricated using steel plate and/or tubing and powder coat primed and painted black. The generator mounting shall be bolted to the side of the chassis frame rail and removable so that the generator can be lowered from under apparatus for service, if necessary. The generator case shall not extend below the bottom edge of the apparatus body.

MANUALS AND SCHEMATICS

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

POWER-TAKE-OFF GENERATOR DRIVE

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

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

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

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

Model part number shall be Chelsea 210 series.

(Note: If diesel, the DEF tank may be relocated to outboard curbside frame.)

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

ENGINE SPEED CONTROL

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

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

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

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LOADCENTER

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

Note: Breaker panel will be mounted on the front wall of compartment S1/C1 centered in between the chassis frame rails.

GENERATOR MONITORING PANEL

An Accuenergy Acuvim II multifunction power and energy meter shall be provided to properly monitor the generator performance and load demand during operation. The Accuenergy Acuvim CL includes a digital RS485 communication port running Modbus protocol. The electrical parameters can be viewed on a backlit LCD screen. Unit shall be capable of displaying the following;

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

Note: The meter can be mounted next to or below the breaker panel in S1/C1 center between the frame rails so it can be viewed from the S1 compartment door opening.

LINE VOLTAGE ELECTRICAL SYSTEM

GENERAL REQUIREMENTS

Stability

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

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

Conformance with National Electrical Code

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

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

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Location Ratings

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

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

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

Grounding

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

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

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

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

Any bonding screws, straps, or buses in the distribution panel board or in other system components between the neutral and equipment-grounding conductor shall be removed and discarded.

Bonding

The neutral conductor of the power source shall be bonded to the vehicle frame. The neutral bonding connection shall occur only at the power source. In addition to the bonding required for the low voltage return current, each body and each driving or crew compartment enclosure shall be bonded to the vehicle frame by a copper conductor.

The conductor shall have a minimum ampere rating, as defined in 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*, of 115 percent of the rated ampere on the power source specification label.

A single conductor that is sized to meet the low voltage and line voltage requirements shall be permitted to be used.

Ground Fault Circuit Interrupters

In special service vehicles incorporating a lavatory, sink, toilet, shower, or tub, 120 V, 15 or 20 A receptacles within 6 ft (1.8 m) of these fixtures shall have ground fault circuit interrupter (GFCI) protection. GFCIs integrated into outlets or circuit breakers or as stand-alone devices shall be permitted to be used in situations.

Power Source General Requirements

All power source system mechanical and electrical components shall be sized to support the continuous duty nameplate rating of the power source.

The power source shall be shielded from contamination that would prevent the power source from operating within its design specifications.

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Power Source Rating

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

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

Access shall be provided to permit both routine maintenance and removal of the power source for major servicing. The power source shall be located such that neither it nor its mounting brackets interfere with the routine maintenance of the fire apparatus.

Instrumentation

If the power source is rated at less than 3 kW, a "Power On" indicator shall be provided. If the power source is rated at 3 kW or more but less than 8 kW, a voltmeter shall be provided.

If the power source is rated at 8 kW or more, the following instrumentation shall be provided at an operator's panel:

- 1) Voltmeter
- 2) Current meters for each ungrounded leg
- 3) Frequency (Hz) meter
- 4) Power source hour meter

The instrumentation shall be permanently mounted at an operator's panel. The instruments shall be located in a plane facing the operator. Gauges, switches, or other instruments on this panel shall each have a label to indicate their function.

The instruments and other line voltage equipment and controls shall be protected from mechanical damage and not obstructed by tool mounting or equipment storage.

An instruction plate(s) that provides the operator with the essential power source operating instructions, including the power-up and power-down sequence, shall be permanently attached to the apparatus at any point where such operations can take place.

Operation

Provisions shall be made for placing the generator drive system in operation using controls and switches that are identified and within convenient reach of the operator.

Where the generator is driven by the chassis engine and engine compression brakes or engine exhaust brakes are furnished, they shall be automatically disengaged for generator operations.

Any control device used in the generator system power train between the engine and the generator shall be equipped with a means to prevent unintentional movement of the control device from its set position in the power generation mode.

If there is permanent wiring on the apparatus that is designed to be connected to the power source, a power source specification label that is permanently attached to the apparatus at the operator's control station shall provide the operator with the information required.

The power source, at any load, shall not produce a noise level that exceeds 90 dBA in any driving compartment, crew compartment, or onboard command area with windows and doors closed or at any operator's station on the apparatus.

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Power Supply Assembly

The conductors used in the power supply assembly between the output terminals of the power source and the main over current protection device shall not exceed 12 ft (4 m) in length.

All power supply assembly conductors, including neutral and grounding conductors, shall have an equivalent amperage rating and shall be sized to carry not less than 115 percent of the amperage of the nameplate current rating of the power source.

If the power supply assembly connects to the vibrating part of a generator (not a connection on the base), the conductors shall be flexible cord or other fine-stranded conductors enclosed in metallic or nonmetallic liquid tight flexible conduit rated for wet locations and temperatures not less than 194°F (90°C).

Over-current Protection

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

Power Source Protection

A main over current protection device shall be provided that is either incorporated in the power source or connected to the power source by a power supply assembly.

The size of the main over current protection device shall not exceed 100 percent of the rated amperage stated on the power source specification label or the rating of the next larger available size over current protection device, where so recommended by the power source manufacturer.

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

Branch Circuit Over-current Protection

Over current protection devices shall be provided for each individual circuit and shall be sized at not less than 15 amps in accordance with 240.4, "Protection of Conductors," of *NFPA 70*.

Any panel board shall have a main breaker where the panel has six or more individual branch circuits or the power source is rated 8 kW or larger.

Each over current protection device shall be marked with a label to identify the function of the circuit it protects.

Dedicated circuits shall be provided for any large appliance or device (air conditioning units, large motors, etc.) that requires 60 percent or more of the rated capacity of the circuit to which it is connected, and that circuit shall serve no other purpose.

Panelboards

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

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

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

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Where the power source is 120/240 V and 120 V loads are connected, the apparatus manufacturer or line voltage system installer shall consider load balancing to the extent that it is possible.

Wiring Methods

Fixed wiring systems shall be limited to the following:

- 1) Metallic or nonmetallic liquid tight flexible conduit rated at temperatures not less than 194°F (90°C) with stranded copper wire rated for wet locations and temperatures not less than 194°F (90°C)
- 2) Type SOW, SOOW, SEOW, or SEOOW flexible cord rated at 600 V and at temperatures not less than 194°F (90°C)

Electrical cord or conduit shall not be attached to chassis suspension components, water or fuel lines, air or air brake lines, fire pump piping, hydraulic lines, exhaust system components, or low voltage wiring and shall be arranged as follows:

- 1) Separated by a minimum distance of 12 in. (300 mm) from exhaust piping or shielded from such piping
- 2) Separated from fuel lines by a minimum distance of 6 in. (150 mm)

A means shall be provided to allow "flexing" between the driving and crew compartment, the body, and other areas or equipment whose movement would stress the wiring.

Electrical cord or conduit shall be supported within 6 in. (150 mm) of any junction box and at a minimum of every 24 in. (600 mm) of run.

Supports shall be made of nonmetallic materials or of corrosion-resistant or corrosion-protected metal. All supports shall be of a design that does not cut or abrade the conduit or cord and shall be mechanically fastened to the apparatus.

Only fittings and components listed for the type of cord or conduit being installed shall be used.

Splices shall be made only in a listed junction box.

Additional Requirements for Flexible Cord Installations

Where flexible cord is used in any location where it could be damaged, it shall be protected by installation in conduit, enclosures, or guards.

Where flexible cord penetrates a metal surface, rubber or plastic grommets or bushings shall be installed.

Wiring Identification

Each line voltage circuit originating from the main panel board shall be identified.

The wire or circuit identification either shall reference a wiring diagram or wire list or shall indicate the final termination point of the circuit.

Where pre-wiring for future power sources or devices exists, the un-terminated ends shall be marked with a label showing their wire size and intended function.

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Wiring System Components

Only stranded copper conductors with an insulation rated for temperatures of at least 194°F (90°C) and wet locations shall be used. Conductors in flexible cord shall be sized in accordance with Table 400.5(A) of *NFPA 70*. Conductors used in conduit shall be sized in accordance with 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*. Aluminum or copper-clad aluminum conductors shall not be used.

All boxes shall conform to and be mounted in accordance with Article 314, "Outlet, Device, Pull, and Junction Boxes; Conduit Bodies; Fittings; and Manholes," of *NFPA 70*. All boxes shall be accessible using ordinary hand tools. Boxes shall not be permitted behind welded or pop-riveted panels.

The maximum number of conductors permitted in any box shall be in accordance with 314.16, "Number of Conductors in Outlet, Device, and Junction Boxes, and Conduit Bodies," of *NFPA 70*.

All wiring connections and terminations shall provide a positive mechanical and electrical connection. Connectors shall be installed in accordance with the manufacturer's instructions. Wire nuts or insulation displacement and insulation piercing connectors shall not be used.

Each switch shall indicate the position of its contact points (i.e., open or closed) and shall be rated for the continuous operation of the load being controlled. All switches shall be marked with a label indicating the function of the switch. Circuit breakers used as switches shall be "switch rated" (SWD) or better. Switches shall simultaneously open all associated line voltage conductors. Switching of the neutral conductor alone shall not be permitted.

Line voltage circuits controlled by low voltage circuits shall be wired through properly rated relays in listed enclosures that control all non-grounded current-carrying conductors.

Receptacles and Inlet Devices

Wet and Dry Locations

All wet location receptacle outlets and inlet devices, including those on hardwired, remote power distribution boxes, shall be of the grounding type, provided with a wet location cover, and installed in accordance with Section 406.8, "Receptacles in Damp or Wet Locations," of *NFPA 70*.

All receptacles located in a wet location shall be not less than 24 in. (600 mm) from the ground. Receptacles on off road fire apparatus shall be a minimum of 30 in. (750 mm) from the ground. All receptacles located in a dry location shall be of the grounding type and shall be at least 12 in. (300 mm) above the interior floor height. No receptacle shall be installed in a face-up position.

The face of any wet location receptacle shall be installed in a plane from vertical to not more than 45 degrees off vertical.

Receptacle Label

Each receptacle shall be marked with a label indicating the nominal line voltage (120 volts or 240 volts) and the current rating in amps of the circuit. If the receptacle is DC or other than single phase, that information shall also be marked on the label.

All receptacles and electrical inlet devices shall be listed to UL 498, *Standard for Safety Attachment Plugs and Receptacles*, or other recognized performance standards.

Receptacles used for DC voltages shall be rated for DC service.

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Wiring Schematics

An "As-Built" Wiring diagrams for line voltage systems shall be provided to include the following information;

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

EQUIPMENT

The following equipment shall be furnished with the completed 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.