

Elkhart Fire Department

Elkhart, IN

SVI #1216

Production Specification



LIABILITY INSURANCE

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

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

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

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

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

All insurance policies must be;

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

INTERNET IN-PROCESS SITE

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

RESPONSIBILITY OF PURCHASER

It shall be the responsibility of the purchaser to specify the details of the apparatus in addition to the requirements in NFPA 1901 needed by the manufacturer to build the apparatus, including:

- 1) Requirements not uniquely specified in NFPA 1901, such as the type of apparatus desired.
- 2) Any features of the apparatus desired in addition to, or in excess of, the requirements in NFPA 1901.

After acceptance of the fire apparatus, the purchaser shall be responsible for ongoing training of personnel to develop and maintain proficiency regarding the proper and safe use of the apparatus and the associated equipment.

RESPONSIBILITY OF CONTRACTOR

The Contractor shall provide a detailed description of the apparatus, a list of equipment to be furnished, and other construction and performance details to which the apparatus shall conform. The detailed description of the apparatus shall include, but shall not be limited to,

1. Estimated In-Service Weight,
2. Wheelbase, Turning Clearance Radius,
3. Principal dimensions, Angle of Approach, Angle of Departure,
4. Transmission, Axle Ratios.

The Contractor's detailed description shall include a statement specifically describing each aspect of the delivered apparatus that will not be fully compliant with the requirements of this standard.

The purpose of these Contractor specifications shall be to define what the contractor intends to furnish and deliver to the purchaser.

Responsibility for the apparatus and equipment shall remain with the contractor until they are accepted by the purchaser.

VEHICLE STABILITY SUPPLIED WITH CAB/CHASSIS

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

FIRE APPARATUS PERFORMANCE

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

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

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

HIGHWAY PERFORMANCE

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

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

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

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

SERVICEABILITY

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

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

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

FIRE APPARATUS DOCUMENTATION

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

- 1) The manufacturer's record of apparatus construction details, including the following documents:
 - a) Owner's name and address
 - b) Apparatus manufacturer, model, and serial number
 - c) Chassis make, model, and serial number
 - d) GAWR of front and rear axles and GVWR
 - e) Front tire size and total rated capacity in pounds (kilograms)
 - f) Rear tire size and total rated capacity in pounds (kilograms)
 - g) Chassis weight distribution in pounds (kilograms) with water and manufacturer-mounted equipment (front and rear)
 - h) Engine make, model, serial number, rated horsepower and related speed, and governed speed; and if so equipped, engine transmission PTO(s) make, model, and gear ratio
 - i) Type of fuel and fuel tank capacity
 - j) Electrical system voltage and alternator output in amps
 - k) Battery make, model, and capacity in cold cranking amps (CCA)
 - l) Chassis transmission make, model, and serial number; and if so equipped, chassis transmission PTO(s) make, model, and gear ratio
 - m) Ratios of all driving axles
 - n) Maximum governed road speed
 - o) Pump make, model, rated capacity in gallons per minute (liters per minute where applicable), maximum discharge pressure capability rating, and serial number
 - p) Pump transmission make, model, serial number, and gear ratio
 - q) Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
 - r) Water tank certified capacity in gallons or liters
 - s) Foam tank (if provided) certified capacity in gallons (liters)
 - t) Aerial device type, rated vertical height in feet (meters), rated horizontal reach in feet (meters), and rated capacity in pounds (kilograms)
 - u) Paint manufacturer and paint number(s)
 - v) Company name and signature of responsible company representative
 - w) Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall fire apparatus (with the water tank full but without personnel, equipment, and hose)
- 2) Certification of compliance of the optical warning system (see 13.8.16)
- 3) Siren manufacturer's certification of the siren (see 13.9.1.1)

- 4) Written load analysis and results of the electrical system performance tests (see 13.14.1 and Section 13.15)
- 5) Certification of slip resistance of all stepping, standing, and walking surfaces (see 15.7.4.5)
- 6) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability (see 16.2.4.1)
- 7) If the apparatus is equipped with a fire pump and special conditions are specified by the purchaser, the pump manufacturer's certification of suction capacity under the special conditions (see 16.2.4.2)
- 8) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications (see 16.3.1)
- 9) If the apparatus has a fire pump, the engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum governed speed (see 16.3.2.2)
- 10) If the apparatus has a fire pump, the pump manufacturer's certification of the hydrostatic test (see 16.5.2.2)
- 11) If the apparatus has a fire pump with a maximum discharge pressure capability rating that exceeds the hydrostatic test pressure of 16.5.2.1, the pump manufacturer's certification of the hydrodynamic test
- 12) If the apparatus has a fire pump, the certification of inspection and test for the fire pump (see 16.13.1.1.5 or 16.13.1.2.4 as applicable)
- 13) If the apparatus is equipped with an auxiliary pump, the apparatus manufacturer's certification of the hydrostatic test (see Section 17.13)
- 14) When the apparatus is equipped with a water tank, the certification of water tank capacity (see Section 18.6)
- 15) If the apparatus has an aerial device, the certification of inspection and test for the aerial device (see Section 19.24)
- 16) If the apparatus has an aerial device, all the technical information required for inspections to comply with NFPA 1911
- 17) If the apparatus has a foam proportioning system, the foam proportioning system manufacturer's certification of accuracy (see 20.10.4.2) and the final installer's certification the foam proportioning system meets this standard (see 20.11.2)
- 18) If the system has a CAFS, the documentation of the manufacturer's pre delivery tests (see Section 21.9)
- 19) If the apparatus has a line voltage power source, the certification of the test for the power source (see 22.15.7.2)
- 20) If the apparatus is equipped with an air system, air tank certificates (see 24.5.1.2), the SCBA fill station certification (see 24.9.6), and the results of the testing of the air system installation (see 24.14.5 and 24.15.4)
- 21) Any other required manufacturer test data or reports

OPERATIONS AND SERVICE DOCUMENTATION

The contractor shall deliver with the fire apparatus complete operation and service documentation covering the completed apparatus as delivered and accepted.

The documentation shall address at least the inspection, service, and operations of the fire apparatus and all major components thereof.

The contractor shall also deliver with the fire apparatus the following documentation for the entire apparatus and each major operating system or major component of the apparatus:

- 1) Manufacturer's name and address
- 2) Country of manufacture
- 3) Source for service and technical information
- 4) Parts replacement information
- 5) Descriptions, specifications, and ratings of the chassis, pump (if applicable), and aerial device (if applicable)
- 6) Wiring diagrams for low voltage and line voltage systems to include the following information:
 - a) Pictorial representations of circuit logic for all electrical components and wiring
 - b) Circuit identification
 - c) Connector pin identification
 - d) Zone location of electrical components
 - e) Safety interlocks
 - f) Alternator–battery power distribution circuits
 - g) Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems

- 7) Lubrication charts
- 8) Operating instructions for the chassis, any major components such as a pump or aerial device, and any auxiliary systems
- 9) Precautions related to multiple configurations of aerial devices, if applicable
- 10) Instructions regarding the frequency and procedure for recommended maintenance
- 11) Overall apparatus operating instructions
- 12) Safety considerations
- 13) Limitations of use
- 14) Inspection procedures
- 15) Recommended service procedures
- 16) Troubleshooting guide
- 17) Apparatus body, chassis and other component manufacturer's warranties
- 18) Special data required by this standard
- 19) A material safety data sheet (MSDS) for any fluid that is specified for use on the apparatus

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

NFPA REQUIRED DOCUMENTATION FORMAT - USB FLASH DRIVE

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

FIRE APPARATUS SAFETY GUIDE

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

STATEMENT OF EXCEPTIONS

The final-stage manufacturer shall deliver with the fire apparatus either a certification that the apparatus fully complies with all requirements of this standard or alternatively, a Statement of Exceptions specifically describing each aspect of the completed apparatus that is not fully compliant with the requirements of this standard at the time of delivery.

The Statement of Exceptions shall contain, for each noncompliant aspect of the apparatus or missing required item, the following information:

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

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

CARRYING CAPACITY

The GAWR and the GCWR or GVWR of the chassis shall be adequate to carry the weight of the completed vehicle when loaded to its estimated in-service weight. The manufacturer shall establish the estimated in service weight during the design of the vehicle.

The estimated in-service weight shall include the following:

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

The manufacturer shall engineer and design the fire apparatus such that the completed apparatus, when loaded to its estimated in-service weight, with all movable weights distributed as close as is practical to their intended in-service configuration, does not exceed the GVWR.

A final manufacturer's certification of the GVWR or GCWR, along with a certification of each GAWR, shall be supplied on a label affixed to the vehicle.

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

The label shall show the height of the completed unequipped fire apparatus in feet and inches (meters), the length of the completed fire apparatus in feet and inches (meters), and the GVWR in tons (metric tons).

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

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

| | | | | |
|--|--|--|--------|-------|
| | | GVWR | | |
| | | 40,001 lb to 50,000 lb (18,001 kg to 23,000 kg) GVWR | 6,000 | 2,700 |
| | | 50,001 lb to 60,000 lb (23,001 kg to 27,000 kg) GVWR | 8,000 | 3,600 |
| | | 60,001 lb and up (27,001 kg) GVWR | 10,000 | 4,500 |

TESTING

ROAD TEST

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

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

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

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

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

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

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

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

TEST SEQUENCE

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

1. RESERVE CAPACITY TEST

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

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

2. ALTERNATOR PERFORMANCE TEST

TEST AT IDLE

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

TEST AT FULL LOAD

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

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

3. LOW VOLTAGE ALARM TEST

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

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

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

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

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

DOCUMENTATION

The manufacturer shall deliver the following with the fire apparatus:

- 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 PUMP CERTIFICATION

The apparatus upon completion shall be tested and certified by Underwriters Laboratories, Inc. (UL). The certification tests shall follow the guide lines outlined in NFPA 1901 "Standard for Fire Apparatus".

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

A three (3) hour pumping test from draft shall be completed and certified to perform as listed below;

- 100% of rated capacity at 150 psi (1,000 kPa) net pressure, 2 hours
- 70% of rated capacity at 200 psi (1,400 kPa) net pressure, 1/2 hour
- 50% of rated capacity at 250 psi (1,700 kPa) net pressure, 1/2 hour

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

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

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

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

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

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

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

WARRANTY

A full statement shall be provided of the warranties for the vehicle(s) being bid. Warranties should clearly describe the terms under which the vehicle manufacturer accepts responsibility for the cost to repair defects caused by faulty design, quality of work or material and for the applicable period of time after delivery.

Cost of repairs refers to all costs related thereto including, but not limited to, the cost of materials and the cost of labor.

The Body Manufacturer shall warrant all materials and accessories used on the vehicle(s), whether fabricated by manufacturer or purchased from an outside source and will deal directly with the Elkhart Fire Department on all warranty work.

GENERAL LIMITED WARRANTY - TWO (2) YEARS

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

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

LOW VOLTAGE ELECTRICAL WARRANTY - FIVE (5) YEARS

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

STRUCTURAL WARRANTY - TEN (10) YEARS

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

UNDERCOAT WARRANTY

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

PAINT LIMITED WARRANTY - TEN (10) YEARS

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

GRAPHICS LIMITED WARRANTY

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

HALE FIVE YEAR PUMP WARRANTY

The fire pump shall be warranted by Hale for a period of five (5) years from the date of delivery to the Elkhart Fire Department. Within this warranty period Hale shall cover parts and labor for the first two (2) years and parts only for years three (3) through five (5).

STAINLESS STEEL PLUMBING WARRANTY

The stainless steel plumbing shall be free of defects in material and workmanship for a period of ten (10) years, or 100,000 miles (or 160,934 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date.

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

ELKHART BRASS FIVE YEAR VALVE WARRANTY

The Elkhart Brass valves shall be warranted by Elkhart Brass for a period of ten (10) years from the date of delivery to the Elkhart Fire Department. This limited warranty does not cover the Unibody valve ball and seat (wear items). The warranty for electronics shall be warranted by Elkhartm Brass for a period of five (5) years from date of delivery to the Elkhart Fire Department.

POLY WATER TANK WARRANTY

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

CONSTRUCTION PERIOD

The completed vehicle shall be delivered within four hundred ninety (490) days after pre-construction meeting and receipt and approval of any signed change orders from Elkhart 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 Elkhart Fire Department as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

OVERALL HEIGHT REQUIREMENT

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

OVERALL LENGTH REQUIREMENT

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

ANGLE OF APPROACH

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

ANGLE OF DEPARTURE

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

DELIVERY AND DEMONSTRATION

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

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

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

CAB TO AXLE DIMENSION

Cab to axle to center of rear tandems will be 190.5".

CHASSIS MODIFICATIONS

LUBRICATION AND TIRE DATA PLATE

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

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

VEHICLE DATA PLATE

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

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

OVERALL HEIGHT, LENGTH DATA PLATE (US)

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

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

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".

PERSONNEL CAPACITY

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

SEAT BELT WARNING - FAMA06/07

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

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

EQUIPMENT MOUNTING FAMA10

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

FIRE SERVICE TIRES - FAMA12

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

HELMET WARNING - FAMA15

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

CLIMBING METHOD - FAMA23

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

REAR STEP CROSSWALK WARNING - FAMA24

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

FINAL STAGE MANUFACTURER VEHICLE CERTIFICATION

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

FRONT BUMPER

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

BUMPER GRAVELSHIELD

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

FRONT TOW PROVISIONS

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

SIREN SPEAKER

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

AIR INTAKE SYSTEM

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

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

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

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

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

EXHAUST

The existing exhaust tailpipe shall be extended to ahead of the rear axle on the curbside.

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

Exhaust pipe discharge shall be directed away from any operator's position.

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

- The tail pipe(s) shall terminate in a standard straight cut pipe.
- The tail pipe(s) shall terminate parallel to rear axle and flush with body.

SEAT BELT COLOR

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

SEAT BELT WEB LENGTH - CUSTOM CAB

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

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

SEAT BELT / VDR SYSTEM - CUSTOM CAB

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

TIRE PRESSURE VISUAL INDICATORS

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

HELMET STORAGE

No helmet storage is required in the cab driving area. A safety sign FAMA15, which warns not to wear helmets while the vehicle is in motion, shall be visible from each seat that is intended to be occupied while the vehicle is in motion.

HELMET STORAGE

No helmet storage is required in the cab crew area. A safety sign FAMA15, which warns not to wear helmets while the vehicle is in motion, shall be visible from each seat that is intended to be occupied while the vehicle is in motion.

CAB MIRRORS, DRIVER ADJUSTABLE

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

HUB AND NUT COVERS

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

MUDFLAPS

There shall be a full width 1/4" rubber mudflap with no logo provided and installed behind rear set of tires to prevent throwing road debris and lower road spray.

AIR BRAKE SYSTEM QUICK BUILD-UP

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

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

CHASSIS AIR TANK DRAINS

The cab/chassis air brake system tank drains shall remain as provided by cab/ chassis manufacturer.

ROAD EMERGENCY SAFETY KIT

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

STREETSIDE FUEL FILL

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

DEF FLUID FILL

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

BODY DESIGN

The importance of public safety associated with emergency vehicles requires that the construction of this vehicle meet the following specifications. These specifications are written to establish the minimum level of quality and design. All Bidders shall be required to meet these minimum requirements.

It is the intent of these specifications to fully describe the requirements for a custom built emergency type vehicle. In order to extend the expected service life of this vehicle, the body module shall be removable from the chassis frame and be capable of being installed on a new chassis.

The sheet metal material requirements, including alloy and material thickness, throughout the specifications are considered to be a minimum. Since such materials are available to all Manufacturers, the material specifications shall be strictly adhered to.

The fabrication of the body shall be formed sheet metal. Formed components shall allow the Elkhart 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 Elkhart Fire Department from such repair and shall NOT be used. All fabricated body components to be cut by a laser or water-jet for superior cut edge quality.

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

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

EXTERIOR ALUMINUM BODY

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

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

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, shall 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, sheet metal screws and/or aluminum screws shall be used in mounting exterior trim, hardware and equipment.

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

ROOF CONSTRUCTION

The roof structure shall be integral with the body sheet metal construction and shall be an all welded assembly. The body roof structure shall be overlaid with not less than 3/16" aluminum 3003H-14 alloy NFPA compliant non-skid tread plate and welded to roof structure and body sheet metal. All seams in roof material shall be fully and continuously welded to prevent entry of moisture.

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

In between the two (2) center "C" channels running the length of body shall be 2" x 2" x 1/4" 6061-T6 alloy aluminum tubing running in between and welded in place on approximate 16" centers to support roof and/or walkway structure if specified.

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

BODY SUBFRAME

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

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

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

BODY MOUNTING

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

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

12" REAR STEP BUMPER

The full width rear bumper shall be constructed from 2" x 2" x 1/4" aluminum tubing frame and covered with 3/16" NFPA compliant aluminum tread plate. The bumper shall extend from the rear vertical body panel 12" and provide a rear step with a minimum of 1/2" space at body for water drainage.

REAR TOW EYES

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

GROUND LIGHTS

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

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

WHEEL WELL EXTERIOR PANEL

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

STAINLESS STEEL BODY FENDERETTES

The body wheel well openings shall be provided with round radius, polished stainless steel fenderettes. The fenderettes shall be bolted and easily replaceable if damaged. The fenderettes shall be installed using nylon washers to space them slightly away from the body to reduce buildup of moisture and/or debris.

WHEEL WELL LINERS

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

SCBA CYLINDER COMPARTMENTS

There shall be seven (7) SCBA cylinder storage compartments located, four (4) on curbside, and three (3) on streetside of rear tandem wheel well area. Each compartment shall have a brushed stainless door assembly with a positive catch latch. Each compartment shall have a 8" diameter tube behind the wheel well panel, attached to the door assembly. Each compartment shall allow the storage of an SCBA cylinder or a fire extinguisher up to 7-3/4" in diameter x 22" deep. The door shall activate the "Hazard Warning Light" in the cab when not in the closed position.

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.

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, a Mylar isolation tape, or gasket shall be used to prevent damage to the finish painted surface. These components shall be fastened to body using either a plastic insert into body metal with stainless steel screws or zinc coated nut-surts into body surface using stainless steel bolts to prevent corrosion from dissimilar metals.

ELECTROLYSIS CORROSION CONTROL

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

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

PAINT FINISH - SINGLE COLOR

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

- Paint Color: Blaze Red
- Paint Number: 988283

BODY UNDERCOATING

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

UNDERCOAT WARRANTY

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

PAINT WARRANTY

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

COMPARTMENT INTERIOR FINISH

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

REFLECTIVE STRIPE REQUIREMENTS

Material

All retroreflective materials shall conform to the requirements of ASTM 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 (Reference Signed Approval)

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

REFLECTIVE STRIPE - CAB SIDE

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

- This reflective stripe shall be yellow in color.

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

- This reflective stripe shall be blue in color.

REFLECTIVE STRIPE - CAB FRONT

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

- This reflective stripe shall be yellow in color.

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

- This reflective stripe shall be blue in color.

REFLECTIVE STRIPE - CAB DOOR INTERIOR

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

The inside of each cab and crew doors shall have 4" Chevron style diamond grade reflective striping. The colors shall be **red and white with Stop Sign in the middle.**

REFLECTIVE STRIPE - BODY SIDES

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

- This reflective stripe shall be yellow in color.

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

- This reflective stripe shall be blue in color.

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

CHEVRON REFLECTIVE STRIPE - REAR SIDES PANELS

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

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

The stripe material shall be 3M Diamond Grade.

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

LETTERING

GRAPHICS PROOF

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

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

SIDE CAB DOOR LETTERING

There shall be sixty (60) 4" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation

Final design and layout shall be determined prior to construction.

There shall be twenty (20) 4" high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be blue in color.

UPPER BODY SIDE LETTERING

" RES 1 CUE" number 1 will be in white lettering as RESCUE will be in 22k.

There shall be forty four (44) 10" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

Final design and layout shall be determined prior to construction.

REAR BODY LETTERING

FRONT OF CAB LETTERING

Above Grill- "RESCUE1"

Bumper- R1

Above Office Windshield- "ELKHART"

Above Driver Windshield- "FIRE DEPT."

All 22k lettering

There shall be fifty six (56) 3" high 22K gold letters provided and installed on the vehicle. Lettering shall have a clear 3M UV protective overlamine applied before installation.

Final design and layout shall be determined prior to construction.

CUSTOM DECAL LOGO - 12" -18"

One (1) custom designed 12" - 18" 3M Scotchlite type retroreflective logo shall be provided and located on the completed vehicle. The exact design and/or artwork shall be provided by the Elkhart Fire Department prior to construction.

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

EXTERIOR COMPARTMENT DOORS

ROLL-UP DOOR CONSTRUCTION - ROBINSON (ROM)

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

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

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

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

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

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

ROM DOOR BOTTOM RAIL

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

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

BODY HEIGHT MEASUREMENTS

The vertical body dimensions shall be as follows:

AHEAD OF REAR AXLE

| | <u>Description</u> | <u>Dimension</u> |
|---|--|------------------|
| A | Bottom of Subframe to Top of Body | 88.7" |
| B | Bottom of Subframe to Bottom of Body | 22.5" |
| C | Total Body Height | 111.2" |
| D | Compartment Height Above Frame | 48.0" |
| E | Compartment Height Below Frame | 25.0" |
| F | Vertical Door Opening - (Full Height Compartment): | |
| | -with roll-up door | 65.0" |
| | -with hinged door | 68.5" |
| G | Vertical Door Opening (Below Frame Compartment): | |
| | -with hinged door | 19.0" |

ABOVE REAR AXLE

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

BEHIND REAR AXLE

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

GENERAL

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

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

BODY WIDTH DIMENSIONS

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

| <u>Area Description</u> | <u>Dimension</u> |
|-----------------------------------|--------------------------|
| Transverse above subframe: | 95.0" (If specified.) |
| Compartment depth above subframe: | 31.0" (To walkway wall.) |
| Compartment depth below subframe: | 24.5" |
| Walkway width: | 34" |

STREETSIDE COMPARTMENT - FRONT (S1)

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

The compartment door opening shall be approximately 57.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be two (2) adjustable shelf/shelves approximately 24" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edge.
 - The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- The controls for the specified light tower(s).
- The 12 volt electrical distribution panel shall be located in the front lower compartment.

STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S2)

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

The compartment door opening shall be approximately 57.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) bolt-in vertical compartment partition(s) provided dividing the compartment into fore and aft sides. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - The above component(s) shall have a smooth un-painted finish.
- The area above pump panel will be enclosed to create a floor area with access to area behind pump panel.
- The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- The pump operator's panel shall be located in this compartment.

- The specified water tank shall be located in center of transverse compartment. The water fill tower shall extend through ceiling of compartment to upper walkway or roof area.
- Two (2) specified crosslay(s) or speedlay(s) shall be located transverse to opposite side located above chassis frame rails.
Upper Crosslay will hold 2-1/2" Flat Load
Lower Crosslay will hold 1-3/4" and will have the plumbing.
- ~~Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.~~

STREETSIDE COMPARTMENT - ABOVE REAR WHEELS (S3)

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

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.

STREETSIDE COMPARTMENT - ABOVE REAR WHEELS (S4)

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

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) storage module(s) for air bags. The module shall be fabricated from 1/8" (.125) 3003H-14 aluminum alloy sheet. Circular notches shall be provided along the front edge to ease the access to the air bags. Each bay shall be sized to hold the air bag and a matching piece of 1/2" plywood (plywood not provided).
- **Module will be vertical and the shelf trac will be along the side for the 30" adj. shelf.**

Module shall be designed to store the following air bags;

| | | | |
|-------------|---------|---------------|---------------------------|
| 22-888140G2 | KPI-12 | 15 x 15 x 7/8 | |
| 22-888150G2 | KPI-17 | 15 x 21 x 7/8 | |
| 22-888160G2 | KPI-22 | 20 x 20 x 7/8 | |
| 22-888165G2 | KPI-28 | 20 x 26 x 7/8 | |
| 22-888170G2 | KPI-32 | 24 x 24 x 7/8 | |
| 22-888180G2 | KPI-35L | 15 x 42 x 7/8 | (stored in module in IS5) |
| 22-888190G2 | KPI-44 | 28 x 28 x 7/8 | |
| 22-888195G2 | KPI-55 | 32 x 32 x 1 | (stored in module in IS5) |
| 22-888200G2 | KPI-74 | 37 x 37 x 1 | (stored in module in IS5) |

- There shall be ~~four (4)~~ ^{two (2)} OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.

STREETSIDE COMPARTMENT - REAR (S5)

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

The compartment door opening shall be approximately 63.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- One (1) full compartment width, and compartment height heavy duty swing-out tool board shall be provided and located approximately 12" or half depth of compartment below frame level. Pivot point and handle with slam latching mechanism shall be on forward side of vehicle and reinforced with sheet metal gussets and 2" x 2" x 1/4" aluminum tubing for extreme weight and extended life. The tool board assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions. **Reference #1054**

Will be storing customer supplied Paratech; mounts will be provided. (Customer NOT sending Paratech)

Light US&R Rescue Strut System 22-796901 (22-796901M Metric)

| <i>Part No.</i> | <i>Description</i> | <i>Qty</i> |
|-----------------|-------------------------------|------------|
| 22-796012 | Strut Extension 12 | 2 |
| 22-796024 | Strut Extension 24 | 2 |
| 22-796036 | Strut Extension 36 | 2 |
| 22-796060 | Swivel Base 6 | 15 |
| 22-796070 | Rigid Base 6 | 15 |
| 22-796180C | Hinged Base 12 W/ Anchor Ring | 2 |
| 22-796200 | Acmethread Strut 25-36 | 2 |

| | | |
|------------|--------------------------------|----|
| 22-796202 | Acmethread Strut 37-58 | 2 |
| 22-796204 | Acmethread Strut 56-88 | 2 |
| 22-796206 | Acmethread Strut 19-25 | 2 |
| 22-796212 | Acmethread Strut 12-15 | 2 |
| 22-796250 | Raker Rail Latch | 4 |
| 22-796258C | Raker Rail 6 | 4 |
| 22-796290 | Raker Junction Base | 2 |
| 22-796280 | Raker Rail Junction | 2 |
| 22-796330 | Clamp and Clevis | 12 |
| 22-796342 | Longshore Extension 235 | 7 |
| 22-796356 | Longshore Extension 435 | 2 |
| 22-796360 | Longshore Strut 610 | 6 |
| 22-796376 | Longshore Extension 635 | 2 |
| 22-796350 | Longshore Adjustable Brace B57 | 7 |
| 22-796430 | Shoring Hammer | 4 |
| 22-796469 | Raker Rail Splice | 2 |
| 22-796475 | Raker Angle Base | 2 |
| 22-796550 | Load Indicator 20K Lbs | 2 |
| 22-796689 | Rail 4 Latch Holder | 1 |

- The vertical tool board material shall be 3/16" (.188) 3003H-14 aluminum alloy sheet.
- The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

CURBSIDE COMPARTMENT - FRONT (C1)

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

The compartment door opening shall be approximately 57.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately ³⁰24" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edge.
 - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) bolt-in vertical compartment partition(s) provided dividing the compartment into fore and aft sides. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - The above component(s) shall have a smooth un-painted finish.
- There will be a boat motor storage system fabricated and installed into this compartment. The heavy duty designed, storage system will pivot out from the compartment opening where the boat motor will be attached to the bracket system. The pivot will guide the boat motor into a storage location in the compartment. The system will not have a powered assist mechanism. A boat motor transom saver mount will be supplied for securing boat motor in in the retracted position. The boat motor shall be held securely in place when stored.
- **Note: Refer to #1163.**

- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.
Vents will be located on the front wall.

Sutphen Cab Tilt Controls.

CURBSIDE COMPARTMENT - AHEAD OF REAR WHEEL (C2)

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

The compartment door opening shall be approximately 57.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be four (4) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- There shall be two (2) bolt-in vertical compartment partition(s) provided dividing the compartment into fore and aft sides. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- The pump operator's panel shall be located in this compartment.

- The specified water tank shall be located in center of transverse compartment. The water fill tower shall extend through ceiling of compartment to upper walkway or roof area.
- Two (2) specified crosslay(s) or speedlay(s) shall be located transverse to opposite side located above chassis frame rails.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C3)

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

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.

CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C4)

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

The compartment door opening shall be approximately 49.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.

CURBSIDE COMPARTMENT - REAR (C5)

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

The compartment door opening shall be approximately 63.2" wide.

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

- The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- There shall be NO keyed lock on this roll-up compartment door.
- One (1) 1" wide elastic nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened to the lower left inside door sill with a nickel plated Footman loop secured to back of door. The strap shall extend from door to a nickel plated Footman loop secured to wall or vertical slot of Shelf-Trac on left side of the door opening.
- One (1) aluminum drip pan/door guard shall be provided below door roll area. Drip pan/door guard shall have thumb nuts making it easily removable without tools with a maintenance-free, un-painted finish. A plastic drain line shall be provided on each end of the drip pan to lower door threshold.
- Compartment threshold protection shall be provided on the bottom edge of the compartment door sill. The threshold protection shall be an extruded aluminum shape with an un-painted anodized finish.

COMPARTMENT LAYOUT

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) adjustable shelf/shelves approximately 24" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edge.
 - The above component(s) shall have a smooth un-painted finish.
- There shall be one (1) adjustable shelf/shelves approximately 30" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges.
 - The above component(s) shall have a smooth un-painted finish.
- There shall be two (2) slide-out smooth aluminum vertical tool board(s) approximately 24" deep. Each tool board(s) vertical exterior edge shall have a double 90 degree formed edge to provide an easy grip handle. The top and bottom of tool board(s) shall be provided with Accuride 9300 series slide tracks. Each board shall be rated for a maximum 200 lbs. evenly distributed load. Each tool board shall utilize a pneumatic cylinder to hold the tool board in both the opened and closed positions.
 - The vertical tool board material shall be 3/16" (.188) 3003H-14 aluminum alloy sheet.

- The above component(s) shall have a smooth un-painted finish.
 - Each tool board shall be horizontally adjustable; mounted on aluminum shelf Trac on compartment floor.
- There shall be one (1) bolt-in vertical compartment partition(s) provided dividing the compartment into fore and aft sides. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - The above component(s) shall have a smooth un-painted finish.
- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- Mount(s) shall be provided and installed for one (1) Elkhart Fire Department supplied ram(s).
Model #R422-E2 (Will not be sending)
- Mounts will be supplied and installed for one (1) Elkhart Fire Department supplied cutter(s).
Model# S799E2 (Customer will not be sending)
- Mounts will be supplied and installed for one (1) Elkhart Fire Department supplied spreader(s).
Model# SP777 (Customer will not be sending)
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

REAR ENTRY DOOR

Access shall be provided to the interior through a single entry door with a clear door opening width of approximately 28.5" x full height.

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

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

Full width padded foam cushion head bumper shall be provided above door opening. The head bumper shall be covered with matching interior vinyl and bolted to interior of door way.

The door latch mechanism shall include a stainless steel paddle type handle on interior. A polyester barrier film gasket shall be placed between the stainless steel handles and the aluminum door panels. The door latch shall be a double catch two-point safety slam latch recessed inside the double panel door with strike plate mounted top and bottom of door frame complying with FMVSS requirements.

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

ENTRY HANDRAILS

There shall be two (2) handrails provided at entry door; one (1) 24" vertical on exterior of body on door handle side, and one (1) 30" on inside of door. The interior handrail shall be angled for optimum use when entering or exiting the interior body area.

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

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

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

WINDOW(S)

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

ROPE ANCHOR OR PORTABLE WINCH RECEIVERS

The completed unit shall have an integrated receiver or anchor system for use with removable rope anchor point and/or a portable electric winch, when specified.

Receivers or anchors installed at any location on the apparatus for use as removable winch anchors shall be designed and affixed to provide at least a 2.0 to 1 straight line pull no-yield safety factor over the load rating of the removable winch.

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

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

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

| | <u>STRAIGHT PULL</u> | <u>SAFETY FACTOR</u> |
|---------------|----------------------|----------------------|
| Rope Tie Off: | 600 Lbs. | 15:1 |
| Winch: | 5,000 Lbs. | 2:1 |

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

| | <u>STRAIGHT PULL</u> | <u>SAFETY FACTOR</u> |
|---------------|------------------------------------|----------------------|
| Rope Tie Off: | 600 Lbs. | 15:1 |
| Winch: | Winch Load Rating (9,000 Lbs. Max) | 2:1 |

The following items shall be provided to accomplish rope rescue and/or portable winch operation;

ROOF LOCATIONS

- Four (4) rope anchor point receiver(s) shall be provided and located on outboard edges of body roof area. The receiver(s) shall be manufactured using 2" x 2" x 1/4" wall steel trailer style receiver tube welded to 6" x 4" x 1/2" thick steel plate base and bolted to body structure. Anchor point will add 3-1/4" to body height and does not extend beyond body (without anchor point). The receiver assembly shall have a black powder coat paint finish. Each receiver location shall have a stainless steel scuff plate to protect paint on upper body. Reinforcements to body shall be added as necessary to increase the structural integrity and to provide a working weight rating of 600 lbs., with a 9,000 lbs. maximum load based upon using a 15:1 safety factor to match typical 1/2" rescue rope ratings.

ACCESSORIES

- Four (4) removable rope anchor(s) shall be provided for use with upper body specified receivers. Each rope anchor shall be fabricated from 3/4" steel, 2" high x 11.5" long with a 3" OD/2" ID eyelet. Eyelet end shall have radiused edge to prevent damage to rope or carabineer. Each rope anchor shall have a black powder coat paint finish.
- A steel 5/8" x 3" hitch pin shall lock the rope anchor into the receiver tube.

ACCESSORIES

- Two (2) removable rope anchor(s) shall be provided for use with lower body specified receivers. Each rope anchor shall be fabricated from 3/4" steel, 2" high x 11.5" long with a 3" OD/2" ID eyelet. Eyelet end shall have radiused edge to prevent damage to rope or carabineer. Each rope anchor shall have a black powder coat paint finish.
- A steel 5/8" x 3" hitch pin shall lock the rope anchor into the receiver tube.
- An aluminum mounting bracket shall be provided to store rope anchor(s) inside a body compartment as close to receiver location as possible.

PORTABLE WINCH

- One (1) Warn Zeon 8-S multi-mount, 8,000 lb. 12 VDC electric winch shall be provided with the completed unit. Winch shall be capable of being mounted to the vehicle by inserting the 2" tube of carrier into a properly rated receiver and pinned into place for use. Winch shall be supplied with 100' of 3/8" synthetic rope with pinned utility hook. A 12' remote control shall be provided that permits the operator to stand at a safe operating distance from the cable and winch. Winch shall have a black powder coat paint finish with a limited lifetime warranty.

Note: Winch will be stored in lower S1 in front of 12v panel.

STREETSIDE WHEEL WELL

- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with black hammertone powder coat paint finish located on the streetside of the body in the rearward wheel well panel area for use with removable rope anchor and/or a portable electric winch (when specified).
 - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
 - One (1) 12" x 2" M x 2" F winch mounting adapter(s) shall be provided. Winch adapter will extend the specified portable winch 6" from receiver. An aluminum mounting bracket shall be provided to store winch adapter(s) inside a body compartment as close to receiver location as possible.
 - The receiver(s) shall have one (1) rubber cover(s) provided.

CURBSIDE WHEEL WELL

- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with black hammertone powder coat paint finish located on the curbside of the body in the rearward portion of the wheel well panel for use with removable rope anchor and/or a portable electric winch (when specified).
 - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
 - One (1) 12" x 2" M x 2" F winch mounting adapter(s) shall be provided. Winch adapter will extend the specified portable winch 6" from receiver. An aluminum mounting bracket shall be provided to store winch adapter(s) inside a body compartment as close to receiver location as possible.
 - The receiver(s) shall have one (1) rubber cover(s) provided.

REAR BUMPER

- There shall be one (1) 2" x 2" x 1/4" wall steel receiver tube(s) with black hammertone powder coat paint finish located at the rear bumper for use with removable rope anchor point and/or a portable electric winch (when specified).
 - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Warn portable winch. All 12 VDC cables to be sized according to Warn and installation for intended use.
 - The receiver(s) shall have one (1) rubber cover(s) provided.

LOWER SIDE BODY PROTECTION - RUB RAIL

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

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

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

3M™ Diamond Grade™ Conspicuity striping shall be provided in the rub rail. The striping shall be red/white in color.

FRONT GRAVEL GUARDS

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

ROOF ACCESS LADDER

The top of the body shall be accessible from the ground by a Zico Quic-Ladder with 6-ring main ladder section and 2-rung fold down landing section. Ladder stores parallel to the body and released with a locking handle and ladder pulls out to a comfortable climbing angle. Ladder automatically latches and will not retract until the scissor lock is raised.

Each cast aluminum step shall be 3" deep x 15 1/2" wide. Hand railing shall be 1-1/4" heavy walled aluminum tubing covered with ribbed black neoprene tubing for a firm gripping surface.

The ladder shall be wired to the door ajar warning light in cab to warn the driver that the ladder is in the down position. Ladder shall be mounted to body with stainless steel bolts.

Ladder shall be located on rear curbside of the body.

WALKWAY/STEP LIGHTS

There shall be two (2) OnScene Solutions Rough-Service 9" LED lights provided to illuminate the walkway or step area.

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

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

WALK-IN INTERIOR FINISH DETAILS

DESK, CABINET, CONSOLE FINISH

All specified interior desks, cabinets, overhead cabinets, or consoles shall be fabricated from formed 1/8" 3003 H14 alloy smooth aluminum.

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

INTERIOR COMPONENT FINISH

After fabrication is completed all specified desk(s) or cabinet(s) shall be unpainted finish surface.

CAB/BODY WALK-THROUGH CONNECTION

The front center of the rescue body shall be interconnected with the rear crew area of custom cab through a weather tight walk-through opening. The opening shall be designed to allow the custom cab to tilt forward without disconnecting an attached type seal between the cab and body. The opening shall be approximately 24" wide x 70" high (sized to match the cutout in the rear wall of the cab).

The front of the body shall be cut out to match the cab opening. Additional reinforcements with metal angle or tubing shall be provided to back of cab or front of body, if necessary so that the walk-through opening weakens neither the cab nor body integrity.

The connection shall be weather resistant, yet provide the cab and body to move independent of each other. A flexible 3" rubber weather strip shall be attached to a stainless steel sheet metal frame around the perimeter of the opening in the back wall of the cab. A drip rail shall be provided on front of body above the opening to channel water to both sides of opening. Stainless steel scuff panels shall be provided on back of cab where the rubber seal on body comes in contact with cab.

A formed metal frame shall be bolted to the front of the body. The body-mounted frame shall be provided where the rubber seal comes into contact with the body. The framework shall be painted to match the body color.

The base of the opening shall be covered with a 3/16" aluminum tread plate full width panel, which will overlap from the cab to body so that the rubber seal can not be damaged.

Full width padded foam cushion head bumpers shall be provided on both sides of opening. Head bumpers shall be covered with matching interior vinyl and bolted to each side of walk-through.

CUT OUT IN REAR CAB WALL

The rear wall of the custom cab shall be cut out 24" wide for walk-thru application. The height of the cutout shall be determined by the cab structure in the rear wall and the roof. The opening shall be completed by the custom cab/chassis manufacturer to assure proper cab structural integrity and completed final interior finish.

INTERIOR SPECIFICATIONS

INTERIOR INSULATION

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

INTERIOR FINISH

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

The interior panels shall be installed with sheet metal screws with gray plastic plugs covering the screws. The seams between FRP panels, interior corners, and exterior corners shall be trimmed with gray plastic molding.

The interior finish shall be pearl gray pebble grain FRP.

INTERIOR WALKWAY SIDE WALLS

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

INTERIOR WALKWAY FLOOR

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

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

INTERIOR SUB-FLOOR

Above the body sub frame walk in areas shall be an isolation sheet to prevent outside elements from permeating the acoustic and thermal barrier. The isolation sheet shall be fabricated from the same type of material as is used in the subframe, and flanged on sides with a 1" high vertical break.

Plascore PP-30, 3/4" thick or similar material shall be placed between the isolation sheet and finished floor for its structural, acoustic and thermal values.

STREETSIDE INTERIOR AREA (IS1)

INTERIOR WALKWAY CEILING HANDRAIL

A single or multiple interior handrail(s) shall be provided as required, the full length of walkway ceiling offset to one side. Ceiling shall be reinforced as necessary for railing stanchion mounting.

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

Single Transverse between IS1 and IC1.

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 64" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.

Single switch located in IC1 for cabinet lights in IS1/IC1

Single switch located in IC5 for cabinet lights in IS3,4/IC3,4,5

- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.

INTERIOR BENCH SEAT

The interior body walkway shall be provided with a squad bench seat along the side wall. The bench seat base shall be fabricated of 1/8" aluminum tread plate to form a under seat storage compartment. A **cargo netting door will be underneath the bench seat, and the bench seat material will be black vinyl.**

The seat cushion shall be approximately 3" thick with a 3/4" plywood platform for stability. The seat backrest shall be approximately 12" high x 2" thick and constructed the same as the seat cushion.

- There shall be one (1) 120 VAC outlet(s) located inside cabinet to the **lower forward corner of compartment.**
 - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
 - Outlet(s) shall be powered through the on-board shore power system.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

STREETSIDE INTERIOR AREA (IS2)

Water tank location.

- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

STREETSIDE INTERIOR AREA (IS3)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 56" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- There shall be one (1) 120 VAC outlet(s) located in the **lower forward corner of compartment**.
 - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
 - Outlet(s) shall be powered through the on-board shore power system.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

STREETSIDE INTERIOR AREA (IS4)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 56" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

STREETSIDE INTERIOR AREA (IS5)

- There shall be one (1) storage module(s) for air bags. The module shall be fabricated from 1/8" (.125) 3003H-14 aluminum alloy sheet. Circular notches shall be provided along the front edge to ease the access to the air bags. Each bay shall be sized to hold the air bag and a matching piece of 1/2" plywood (plywood not provided).

Module shall be designed to store the following air bags;

| | | |
|--------------------|----------------|----------------------|
| 22-888180G2 | KPI-35L | 15 x 42 x 7/8 |
| 22-888195G2 | KPI-55 | 32 x 32 x 1 |
| 22-888200G2 | KPI-74 | 37 x 37 x 1 |

CURBSIDE INTERIOR AREA (IC1)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 64" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- There shall be one (1) 120 VAC outlet(s) located in the lower forward corner of compartment.
 - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
 - Outlet(s) shall be powered through the on-board shore power system.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

CURBSIDE INTERIOR AREA (IC2)

Water tank location.

- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

CURBSIDE INTERIOR AREA (IC3)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 56" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- There shall be one (1) 120 VAC outlet(s) located in lower forward corner of compartment.
 - The outlet receptacle(s) shall be 20 amp, straight-blade (NEMA 5-20R).
 - Outlet(s) shall be powered through the on-board shore power system.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

CURBSIDE INTERIOR AREA (IC4)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 56" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

CURBSIDE INTERIOR AREA (IC5)

- There shall be one (1) cabinet(s) provided on interior above the interior deck surface formed by exterior compartment ceilings. Cabinet(s) shall be framed in from the top of the interior deck surface to the ceiling of the walk-in area. Each cabinet shall be approximately 70" wide.
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- One (1) OnScene Access white LED, full height compartment light(s), vertically mounted.
- Cargo netting of 1" - 2" nylon webbing shall be provided over cabinet opening with automotive seatbelt style latches.
- The compartment light(s) shall be controlled by a latching, black rocker switch with amber indicator light. The switch shall be labeled as "COMPARTMENT LIGHTS" with a black and chrome label bezel.
- There shall be one (1) vertically adjustable shelf in each of the above cabinets. It shall have a 1.25" lip to contain items while minimizing space used.
- The interior deck area over the top of the exterior side compartments shall be un-painted smooth aluminum.

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.

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.

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

Electromagnetic Interference

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

Wiring Diagram

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

Low Voltage Electrical System Performance Test

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

12 VOLT DIAGNOSTIC RELAY CONTROL CENTER

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

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

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

ROCKER SWITCH PANEL

The 12 volt control switch panel shall be supplied and installed by the cab/chassis manufacturer.

ELECTRICAL SYSTEM MANAGER

The chassis shall contain an electrical system manager for:

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

- Remote system status indicator panel

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

The electrical system manager shall be supplied and installed by the cab/chassis manufacturer.

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.

BATTERY SWITCH

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

BATTERY SOLENOID

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

BATTERY CONDITIONER

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

ENGINE COMPARTMENT LIGHT

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

CAB HAZARD WARNING LIGHT

A red flashing or rotating light, located in the driving compartment. The light shall be furnished by the cab/chassis manufacturer. The light shall be illuminated automatically whenever the vehicles parking brake is not fully engaged and any of the following conditions exist:

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

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 FLASHING".

BACK-UP ALARM

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

REAR VIEW CAMERA

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

Note: Rear camera will be a FRC.

INTERIOR LED LIGHTS

Five (5) OnScene Solution model #70156, 10" x 10" x 7/8", 10-30 VDC, surface mount dual red and white LED light(s) with clear lens shall be provided throughout the vehicle. In addition light(s) will be capable of a five (5) second delay after switching off.

The light(s) shall be switched with high/low intensity setting at the entry door(s). An Innovative Controls black back-lit switch panel shall be provided to control specified lighting or other control switching.

The lights will be mounted two (2) in the front walk-in area and three (3) in the rear walk-in area.

INTERIOR LIGHT SWITCH

- There shall be Two (2) interior light switch panel located on the curbside **IC1/IC5 for interior overhead and cabinet lights.**

TAIL LIGHTS

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

- Two (2) Whelen 60A00TAR amber LED sequential arrow turn signal lights, amber lens
- Two (2) Whelen 60BTT red LED brake and tail lights, red lens
- Two (2) Whelen 60C00WCR white LED back-up lights, clear lens

Each light shall have a chrome flange.

MIDSHIP MARKER/TURN SIGNAL

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

MARKER LIGHTS

The body shall be equipped with all necessary side and rear clearance lights and reflectors in accordance with Federal Motor Vehicle Safety Standards (FMVSS) and Canadian Motor Vehicle Safety Standards (CMVSS). Clearance lights on body shall be connected to the clearance light circuit of the chassis.

REAR BUMPER MARKER LIGHTS

Two (2) Britax style dual face flexible mounted rear bumper markers shall be located, one (1) each side lower rear corner of body visible from driver mirrors.

CAB STEP LIGHTS / GROUND LIGHTS

The step lights and/or ground lights shall be supplied and installed by the cab/chassis manufacturer. Light(s) shall be capable of providing illumination at a minimum level of 2 fc (20 lx) on ground areas within 30 in. (800 mm) of the edge of the vehicle in areas designed for personnel to climb onto or descend from the vehicle to the ground level.

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

LICENSE PLATE LIGHT

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

ELECTRONIC SIREN

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

The specified siren functions shall be configured by cab chassis manufacturer.

SIREN SPEAKER

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

LIGHT TOWER

One (1) Command Light Knight 2, KL Series light tower(s) shall be provided and installed on the completed unit.

The Command Light shall be covered by a five (5) year limited warranty from defects in materials and workmanship. An operation, maintenance, and parts manual shall be provided with the completed unit.

Light Tower Construction and Design

The Command Light assembly shall be of aluminum construction, with stainless steel shafts and bronze bushings for long life and low maintenance.

The electrically controlled unit shall not require usage of the vehicle's air supply for operation, thereby eliminating the chance for air leaks in the vehicle braking system. Hydraulic or pneumatic type floodlights are not acceptable alternatives to the specified all electric light tower.

The light tower shall be tested to in wind conditions of 90 mph (150 kph) minimum. Other type floodlights that have not been tested to these conditions are not acceptable.

The light tower shall be capable of overhanging the side or back of the vehicle to provide maximum illumination to the vicinity adjacent to the vehicle for the safety of emergency personnel in high traffic conditions. Any tower that is only capable of rotations at the top of a pole is not an acceptable alternative to the specified tower.

Light Tower Electrical System

The light tower shall be a two-stage articulating device with a lighting bank on top of the second stage capable of continuous 360 degree rotation. The light shall be elevated by electric linear actuators, one (1) actuator shall elevate the light bank and one (1) actuator shall adjust the light bank angle from 0 to 110 degrees. Power for the light bank shall be supplied through power collecting rings thus allowing continuous 360 degree rotation in either direction.

The tower base shall have a light that illuminates the envelope of motion during any movement of the light tower mast per NFPA 1901.

A red flashing or rotating light located in the driving compartment shall be illuminated automatically whenever the vehicles parking brake is not fully engaged, indicating that the light tower is not in stowed position, as required by NFPA 1901.

Light Tower Floodlights

The Command Light model KL409D-H4 shall be equipped with the following bank of floodlights:

| | |
|------------------------------|---|
| Floodlight manufacturer: | HiViz Lighting |
| Number of lamp heads: | Two (2) Firetech FT-MB-2.27-F-B-CL Two (2) Firetech FT-MB-12-TR-S-B |
| Voltage: | 12 volts |
| Watts of each lamp head: | 270 watts and 60 watts |
| Total watts of light tower: | 960 watts |
| Total lumens of light tower: | 70,00 lumens |
| Configuration: | The light heads shall be mounted with one (1) on each side of the light tower and two inside of the light tower, giving four (4) vertical lines of one (1) when the lights are in the upright position. |

Light Tower Paint

The light tower shall be electro-statically powder coated with a hammer tone gray color.

Light Tower Controls

The light tower(s) shall be operated with a hand-held 15-foot umbilical line remote control. The storage station for the remote control unit shall be equipped with a button to activate the "Auto-Park" automatic nesting feature. The remote control shall be located per the itemized compartment list and include;

Three (3) switches; one (1) for each pair of lights.

One (1) switch for light bank rotation.

One (1) switch for elevating lower stage.

One (1) switch for elevating upper stage.

One (1) switch for optional light bank rotation.

One (1) switch for the optional strobe.

One (1) indicator light to indicate when light bank is out of the roof nesting position.

One (1) indicator light to indicate when light bank is rotated to proper nesting position.

Light Tower Mounting

The specified light tower(s) shall be recessed into the roof of body to allow light tower(s) to be stowed below roof level. The floor and side walls of recessed area shall be fabricated as a separate module from 3/16" aluminum treadplate with an overlapping 3" flange around perimeter roof line. The recessed area shall be completely water tight. All electrical connections made to light tower shall be located on sidewalls for a water tight connection.

The recessed area shall have two (2) water drain holes (in opposite corners) with flexible 1" diameter hose routed to the area below the body. The drains shall be provided with sheet metal screen to prevent debris from clogging drain hoses.

Where the light tower is to be mounted above a finished walk-in area; the roof backing plates and structure shall have threaded holes to allow removal of light tower without removal of the interior paneling.

Where the light tower is mounted in close proximity to other roof mounted items (i.e. antennas, air conditioners, and weather stations) the light tower shall be orientated in order to help prevent a operator driven collision.

SIDE SCENE LIGHTS

There shall be four (4) Fire Research Spectra Max model SPA260-Q20 surface mount LED light(s) provided on the upper body. Light quantity shall be divided equally per side. The light(s) shall be mounted with four (4) screws to a flat surface. It shall be no more than 6" high by 14 1/2" wide and have a profile of less than 1 3/4" beyond the mounting surface. Wiring shall extend from the electronics box at the rear of the lamphead.

The lamphead shall have sixty (60) ultra-bright white LEDs, 56 for flood lighting and 4 to provide a spot light beam pattern. It shall operate at 12 volts DC, draw 13.8 amps, and generate 20,000 lumens of light. The lamphead shall have a unique lens that directs flood lighting onto the work area and focuses the spot light beam into the distance.

The Lights shall be controlled at the Switch Panel in Cab.

REAR SCENE LIGHTS

Two (2) Fire Research Spectra model SPA900-Q70 LED lights shall be provided on the upper rear body to light the work area immediately behind the vehicle to a level of at least 3 fc (30 lx) within a 10 ft x 10 ft (3 m x 3 m) square. The lights shall be mounted with four (4) screws to a flat surface. It shall be 6 3/4" high by 9" wide and have a profile of less than 1 3/4" beyond the mounting surface. Wiring shall extend from a weatherproof strain relief at the rear of the lamphead.

Each light shall have twenty-four (24) white LEDs. It shall operate at 12/24 volts DC, draw 6/3 amps and generate 7000 lumens of light. The lens shall redirect the light along the vehicle and out onto the working area. The lamphead housing shall be aluminum with a chrome colored bezel.

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

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

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

Floodlight housing shall be provided with chrome bezel.

FIRECOM INTERCOM SYSTEM

There shall be a FireCom and Speaker prewire in the ready room area, and will be ran to dash overhead. **(Dealer will be installing the FireCom)**

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

The light bar shall be supplied and installed by the cab/chassis manufacturer.

The lightbar(s) shall be separately controlled at switch panel in the cab.

ZONES B AND D - SIDE WARNING LIGHTS

UPPER REAR CORNER WARNING LIGHTS

There shall be two (2) Whelen 900 Series, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each Light shall have:

- Red LEDs
- Red Lens

Each light shall have a chrome flange.

Flash Pattern shall be (factory default) Whelen ACTION SCAN

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

UPPER FORWARD CORNER WARNING LIGHTS

There shall be two (2) Whelen 900 Series, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities. Component shall be covered by a five year Whelen factory warranty.

Each Light shall have:

- Red LEDs
- Red Lens

Each light shall have a chrome flange.

Flash Pattern shall be (factory default) Whelen ACTION SCAN

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

ZONE C - REAR WARNING LIGHTS

There shall be ~~two (2)~~ ^{four (4)} Whelen 900 Series, linear super-LED Light(s) with full-fill optic provided, one (1) each side. The light head shall include an integral flasher with programmable flash patterns and Hi/Lo intensities.

Each Light shall have:

- Red LEDs
- Red Lens

Each light shall have a chrome flange.

Flash Pattern shall be (factory default) Whelen ACTION SCAN

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

LOWER LEVEL OPTICAL WARNING DEVICES

To define the clearance lines of the apparatus, the optical center of the lower-level optical warning devices in the front of the vehicle shall be mounted on or forward of the front axle centerline and as close to the front corner points of the apparatus as is practical.

The optical center of the lower-level optical warning devices at the rear of the vehicle shall be mounted on or behind the rear axle centerline and as close to the rear corners of the apparatus as is practical. The optical center of any lower-level device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground for large apparatus, and 18 in. and 48 in. (460 mm and 1600 mm) above level ground.

A midship optical warning device shall be mounted right and the left sides of the apparatus if the distance between the front and rear lower-level optical devices exceeds 25 ft (7.6 m) at the optical center. Additional midship optical warning devices shall be required, where necessary, to maintain a horizontal distance between the centers of adjacent lower-level optical warning devices of 25 ft (7.6 m) or less. The optical center of any midship mounted optical warning device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground.

ZONE A - FRONT WARNING LIGHTS

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

- Flash pattern shall be as supplied by the cab and chassis manufacturer.

The Lights shall be controlled at the Switch Panel in Cab.

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

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

- Flash pattern shall be as supplied by the cab and chassis manufacturer.

The Lights shall be controlled at the Switch Panel in Cab.

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

There shall be four (4) Whelen ION V-Series Super-LED surface mount lights (IONSV3RC) with combination 180° warning and puddle lights provided, two (2) each side. Puddle lights will be turned on with specified scene lighting. Each light shall have a clear lens and chrome die cast flange.

Note: Puddle Light will activate with turn, backup, and ground lights.

The Lights shall be controlled at the Switch Panel in Cab.

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

There shall be two (2) Whelen 600 Series, linear super-LED Light(s) with full-fill optic provided, one (1) each side. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Red LED's
- Red Lens

Each light shall have a chrome flange.

Flash Pattern shall be (factory default) Whelen ACTION SCAN

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

ZONE C - REAR WARNING LIGHTS (LOWER REAR CORNERS)

There shall be two (2) Whelen 600 Series, linear super-LED Light(s) with full-fill optic provided, one (1) each side. Component shall be covered by a five year Whelen factory warranty.

Each light shall have:

- Red LED's
- Red Lens

Each light shall have a chrome flange.

Flash Pattern shall be (factory default) Whelen ACTION SCAN

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

HALE MBP SINGLE STAGE FIRE PUMP

PUMP ASSEMBLY

1. The pump shall be of a size and design to mount on the chassis rails of commercial and or a custom truck chassis, and have the capacity of up to 1,000 GPM (4,000 LPM), NFPA 1901 rated performance.
2. The entire pump shall be assembled and tested at the pump manufacturer's factory.
3. The pump shall be driven by a the truck transmission mounted PTO. The engine shall provide sufficient horsepower and RPM to enable pump to meet and exceed its rated performance within the torque rating of the PTO, truck transmission and drive line components.
4. The entire pump shall be hydrostatically tested to a pressure of 600 PSI. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA Pamphlet No. 1901. Pump shall be free from objectionable pulsation and vibration.
5. The pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 PSI (2069 bar). All metal moving parts in contact with water shall be of high quality bronze or stainless steel. Pump utilizing castings made of lower tensile strength cast iron not acceptable.
6. Pump body shall be vertically split, on a single plane for easy removal of entire impeller assembly including clearance rings.
7. Pump shaft to be rigidly supported by two bearings for minimum deflection. The bearings shall be heavy-duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.
8. The pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machines, hand-ground and individually balanced. The vanes of the impeller intake eye shall be hand ground and polished to a sharp edge, and be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.
9. Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body.
10. The pump shaft shall be heat-treated, electric furnace, corrosion resistant stainless steel. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of gearbox.

ANODES

To reduce the effect of galvanic action, the fire pump shall be equipped with two (2) easily replaceable sacrificial catalytic action 3/4" magnesium anodes. One anode shall be installed on the inlet (suction) side of the system, and one anode shall be installed on the pressure (outlet) side of the main fire pump.

CERTIFICATION

The pump will perform and meet the following tests:

- 100% of rated capacity @150 PSI net pump pressure.
- 100% of rated capacity @ 165 PSI net pumps pressure.
- 70% of rated capacity @ 200 PSI net pump pressure.
- 50% of rated capacity @ 250 PSI net pump pressure

Pump shall be tested at manufacturer under full NFPA suction conditions.

GEARBOX

1. Pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of torque of the engine. The drive unit shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature..
2. The gearbox drive shafts shall be of heat-treated chrome nickel steel and at least 2-3/4 inches in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine.
3. All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated and hardened, to give an extremely accurate gear for long life, smooth, quiet running, and higher load carrying capability. An accurately cut spur design shall be provided to eliminate all possible end thrust. (No exceptions.)
4. The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.
5. If the gearbox is equipped with a power shift, the shifting mechanism shall be a heat treated, hard anodized aluminum power cylinder, with stainless steel shaft. An in-cab control for rapid shift shall be provided that locks in road or pump.
6. For automatic transmissions, three green warning lights shall be provided to indicate to the operator(s) when the pump has completed the shift from Road to Pump position. Two green lights to be located in the truck driving compartment and one green light on pump operators panel adjacent to the throttle control. For manual transmissions, one green warning light will be provided for the driving compartment. All lights to have appropriate identification/instruction plates.

PUMP TEST RATING

The fire pump shall be tested at 750 GPM (3,000 LPM) @ 150 PSI (1,134 Kpa).

PAINT FINISH

The pump shall be provided with a black finish color in lue of the standard red.

PUMP DRIVE SYSTEM

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

Where the pump is driven by the chassis engine, a label indicating the chassis transmission shift selector position to be used for pumping shall be provided in the driving compartment and located so that it can be read from the driver's position.

Where the pump is driven by the chassis engine and automatic transmission through a split shaft PTO, an interlock system shall be provided to prevent the pump drive system from being shifted out of the "pump engaged" pumping mode of operation when the chassis transmission is in pump gear.

Where the water pump is driven by the chassis engine, an interlock system shall be provided to ensure that the pump drive system components are engaged in the pumping mode of operation so that the pumping system can be operated from the pump operator's position, with indicators to inform the operators of the status of the controls.

All apparatus shall have "Pump Engaged" and "OK to Pump" indicators in the driver compartment.

All apparatus shall have "Throttle Ready" and "OK to Pump" indicators on the pump operator's panel.

If the apparatus is designed to do pump-and-roll, an "OK to Pump-and-Roll" indicator shall also be in the driver compartment.

A "Pump Engaged" indicator shall be provided in the driving compartment to indicate the pump shift has been successfully completed.

An "OK to Pump" indicator shall be provided in the driving compartment and on the pump operator's panel to indicate that all of the following conditions have been met to safely operate the pump in stationary mode:

1. The pump shift is engaged.
2. The parking brake is engaged.
3. If the pump is driven from a transfer case PTO or auxiliary transmission PTO, the drive to the wheels is in neutral.
4. If the apparatus is equipped with an automatic transmission, the chassis transmission is in the correct pump gear as follows:
 - x. If the pump is driven by a PTO after the chassis transmission gearing (e.g., split shaft PTO, transfer case PTO, etc.) the transmission is in the correct forward drive gear.
 - y. case PTO, etc.) the transmission is in the correct forward drive gear.
 - z. If the pump is driven by a PTO ahead of the chassis transmission gearing (e.g., flywheel PTO, crankshaft PTO, etc.) the transmission is in neutral.
5. If the apparatus is equipped with a manual transmission, any gear, including neutral, will allow an "OK to Pump" indicator to come on provided all other conditions are met.

A "Throttle Ready" indicator shall be provided on the pump operator's panel. The "Throttle Ready" indicator shall indicate when the pump is in "OK to Pump" mode. The "Throttle Ready" indicator at the pump operator's panel shall be permitted to indicate when the parking brake is engaged and, if the apparatus is equipped with an automatic.

Model part number shall be Chelsea 859 series.

THERMAL PROTECTION

No thermal protection shall be provided on specified pump.

MECHANICAL SEALS

The Hale pump shall be equipped with a mechanical seal in place of pump packing on the suction (inboard) side of the pump. The mechanical seal must be two (2) inches in diameter and shall be spring loaded, maintenance free and self-adjusting. Mechanical seal construction shall be a carbon sealing ring, stainless steel coil spring, Viton rubber cup, and a tungsten carbide seat with Teflon backup seal.

1/2" PUMP COOLER LINE

There shall be a 1/2" line installed from the discharge side of the pump to the water tank. The line shall be used to cool the pump during long periods of pumping when water is not being discharged. The pump cooler shall be controlled with a quarter-turn ball valve on main pump panel, and shall be clearly labeled "Pump Cooler".

PUMP COOLER CHECK VALVE

There shall be a check valve installed in the pump cooler line to prevent tank water from back flowing into the pump when it is not in use.

HALE FIVE YEAR PUMP WARRANTY

The fire pump shall be warranted by Hale for a period of five (5) years from the date of delivery to the Elkhart Fire Department. Within this warranty period Hale shall cover parts and labor for the first two (2) years and parts only for years three (3) through five (5).

FIRE PUMP TEST

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

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

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

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

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

FIRE PUMP TEST LABEL

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

SAFETY SIGN

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

ALTITUDE REQUIREMENT

The apparatus shall be designed to meet the specified rating at 2,000 feet (610 meters) altitude.

PUMP DRAIN VALVE

The pump drain shall be controlled at the pump operator's panel. The control shall be a round knob with recessed label identifying it as the "Master Drain".

AIR PRIMING PUMP CONTROL - MANUAL CONTROL

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

The AirPrime is more efficient and reliable than the conventional electric motor driven primers, and virtually eliminates the impact load on the vehicles electrical system improving the reliability of the vehicle. AirPrime also improves performance in the elapsed time for establishing water supply resulting in improved fire ground operations and safety.

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

PRESSURE GOVERNOR and ENGINE MONITORING DISPLAY

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

The following continuous displays shall be provided:

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

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

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

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

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

The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A throttle ready LED shall light when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine

RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

ENGINE GAUGES

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

5" SUCTION INLET - STREETSIDE

One (1) 5" (125 mm) un-gated suction intake shall be installed on the streetside pump panel to supply the fire pump from an external water supply. The threads shall be 5" NHM threads.

The suction fittings shall include a removable die-cast screen to provide cathodic protection for the pump thus reducing corrosion.

SUCTION CAP

The suction inlet shall be equipped with a 5" NH chrome plated, long handled, aluminum, cap capable of withstanding 500 psi.

- Two (2) Elkhart Fire Department supplied 5.0" NST/NH x 5.0" Hose x 10' Flexlite PVC flexible suction hose(s) shall be provided with completed unit. The hose shall have NHM rocker lug x NHF long handle couplings.
- Barrel strainer shall not be provided with completed unit, Customer/Dealer will provide and install prior to placing the apparatus in service.

HEAT EXCHANGER

A heat exchanger system shall not be provided for the pump driving engine.

INTAKE RELIEF VALVE

There shall be an Elkhart model 40-10 brass intake relief valve installed on the suction side of the pump. The system shall be adjustable from 75 to 250 PSI and shall be designed to prevent vibration from altering the setting of the pilot valve. The system shall be factory set at 150 PSI prior to delivery.

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

INTAKE RELIEF VALVE: DISCHARGE LOCATION

The above intake relief valve(s) shall be plumbed to discharge to the ground, below apparatus and away from the operators area terminating in a 2-1/2" NSTM connection. The discharge shall be labeled "DO NOT CAP".

HOSE THREADS

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

PLUMBING SPECIFICATIONS

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

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

STAINLESS STEEL INTAKE MANIFOLD

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

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

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

STAINLESS STEEL DISCHARGE MANIFOLD

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

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

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

PLUMBING SYSTEM FINISH

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

STAINLESS STEEL PLUMBING WARRANTY

The stainless steel plumbing shall be free of defects in material and workmanship for a period of ten (10) years, or 100,000 miles (or 160,934 kilometers), whichever occurs first, starting thirty (30) days after the original invoice date.

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

INTAKES

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

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

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

WARNING: Death or serious injury might occur if proper operating procedures are not followed. The pump operator as well as individuals connecting supply or discharge hoses to the apparatus must be familiar with water hydraulics hazards and component limitations.

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

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

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

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

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

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

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

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

2-1/2" INTAKE, STREETSIDE

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

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

TANK TO PUMP CHECK VALVE

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

TANK TO PUMP VALVE

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

The tank to pump valve shall be as follows;

- Label: TANK TO PUMP
- An Elkhart Brass Unibody bronze EB30, manual type 3" (75 mm) valve(s) with stainless steel ball shall be provided for tank to pump valve. Valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side.
 - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve. The valve handle will be pulled for the open valve position. The control handle shall be located adjacent to the plumbing connection.

DISCHARGES

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

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

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

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

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

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

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

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

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

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

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

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

STREETSIDE DISCHARGE

STREETSIDE DISCHARGE #1

- Label: DISCHARGE #1.

- One (1) of the discharge(s) shall flow water only.

- One (1) Elkhart Brass Unibody bronze EB series, manual type 2-1/2" (65 mm) valve(s) with stainless steel ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
 - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve located at pump panel. Valve control shall have a ICI chrome bezel with incorporated analog pressure gauge.

- Color Code: BLUE.

- One (1) Innovative Controls NoShok 2-1/2" liquid filled gauge(s) with blue LED backlighting activated with pump engagement.
 - Gauge(s) shall have a white background with black text.
 - Gauge(s) shall have a range from 0 to 400 PSI.

- Discharge shall have a 2-1/2" (65 mm) NSTF x 2-1/2" (65 mm) NSTM chrome plated 30 degree downsweep elbow provided.
 - The specified elbow shall be provided with a 2-1/2" (65 mm) NSTF chrome plated cap with chain.

- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on lower pump panel and drain the lowest point in the plumbing.

CURBSIDE DISCHARGE

CURBSIDE DISCHARGE #1

- Label: DISCHARGE #2.

- One (1) of the discharge(s) shall flow water only.

- One (1) Elkhart Brass Unibody bronze EB series, manual type 2-1/2" (65 mm) valve(s) with stainless steel ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
 - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve located at pump panel. Valve control shall have a ICI chrome bezel with incorporated analog pressure gauge.

- Color Code: PURPLE.

- One (1) Innovative Controls NoShok 2-1/2" liquid filled gauge(s) with blue LED backlighting activated with pump engagement.
 - Gauge(s) shall have a white background with black text.
 - Gauge(s) shall have a range from 0 to 400 PSI.

- Discharge shall have a 2-1/2" (65 mm) NSTF x 2-1/2" (65 mm) NSTM chrome plated 30 degree downsweep elbow provided.
 - The specified elbow shall be provided with a 2-1/2" (65 mm) NSTF chrome plated cap with chain.

- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on lower pump panel and drain the lowest point in the plumbing.

DISCHARGE, SPEEDLAY #1

DISCHARGE, SPEEDLAY #2

There shall be a 2-1/2" [63mm] hose speedlay located in pump module or per itemized compartment list. The speedlay shall be transverse of the pump module or body with access from either side with necessary hose rollers. A fully removable hose load tray shall be utilized to allow hose loading outside of speedlay then slide loaded tray into position. A swivel elbow discharge shall be located at speedlay, outboard as far as possible.

- Hose capacity shall be 150' of 1-3/4" hose.
- Label: NO. 1 SPEEDLAY.
- One (1) of the discharge(s) shall flow water only.
- One (1) Elkhart Brass Unibody bronze EB series, manual type 2-1/2" (65 mm) valve(s) with stainless steel ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
 - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve located at pump panel. Valve control shall have a ICI chrome bezel with incorporated analog pressure gauge.
- Color Code: RED.
- One (1) Innovative Controls NoShok 2-1/2" liquid filled gauge(s) with blue LED backlighting activated with pump engagement.
 - Gauge(s) shall have a white background with black text.
 - Gauge(s) shall have a range from 0 to 400 PSI.
- There shall be a 2-1/2" (65 mm) NSTF x 1-1/2" (38 mm) NSTM chrome plated rigid adapter provided for discharge(s).
- One (1) Innovative Controls model 3003000, 3/4" brass 90 degree ball type drain valve(s) with lift type handle which can be opened under pressure, with color coded label shall be provided. Valve(s) shall be located on lower pump panel and drain the lowest point in the plumbing.

TANK FILL VALVE

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

- Label: TANK FILL
- One (1) Elkhart Brass Unibody bronze EB series, manual type 2" (52 mm) valve(s) with stainless steel ball. Each valve shall be equipped with a Class 1 stainless steel weld type valve adapter on inlet side, and discharge side with drain port.
 - Valve(s) shall be controlled with a push/pull type chromed "T" handle connected to the valve. The valve handle will be pulled for the open valve position. The control handle shall be located adjacent to the plumbing connection.

PUMP PANEL

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

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

PUMP PANEL LOCATION

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

The pump panel shall include the following items;

PUMP PANEL ACCESS

The pump panel shall be covered by the compartment roll-up door which shall protect the pump control panel from the environment.

MASTER INTAKE/PRESSURE GAUGES

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

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

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

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

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

PUMP SAFETY AND TEST LABELS

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

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

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

PUMP PANEL - RADIO HEAD & SPEAKER MOUNTING

The pump operator's panel shall not have a radio head and speaker mounted.

POLY WATER TANK

The water tank capacity shall be approximately 250 US gallon or 208 Imperial gallons. Certification of the tank capacity shall be recorded on the manufacturer's record of construction and shall be provided to the purchaser upon delivery of the apparatus.

CONSTRUCTION

The water tank shall be of a specific configuration and designed to be completely independent of the body and to incorporate the lowest possible Center of Gravity. The transverse and longitudinal baffles shall be manufactured of a minimum of 3/8" polypropylene. All baffles shall be properly vented to permit movement of air and water between compartments. All baffles shall interlock with one another and are completely fused to each other as well as to the walls of the tank. All partitions and spacing shall comply with NFPA 1901. All exterior walls and interior baffles shall be welded to the floor of the tank. Tolerances in design allow for a maximum variation of 1/8" on all dimensions. All poly sheeting utilized in the construction of the tank shall be of a textured finish.

WATER FILL TOWER AND COVER

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" polypropylene sheet and shall have a minimum outside dimension of 8" (203mm) x 8" (203mm). The tower shall have a 1/4" thick removable polypropylene screen and a polypropylene hinged cover. The fill tower cover shall include a Label "WATER ONLY" that is blue in color with white letters indicating that it is a water-only fill tower. Inside the fill tower there shall be a combination vent/overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of 4" that is designed to run through the tank and shall be piped to discharge water behind the rear wheels as required in NFPA 1901 so as too not interfere with rear tire traction. The discharge of the overflow/vent shall be threaded to allow for a fitting and hose to be installed and routed below the fuel tank or rear axle to prevent flooding.

SUMP

The sump shall be constructed of a minimum of 1/2" polypropylene. When a front suction is required, a 3" schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. The sump shall have a minimum 3" N.P.T. threaded outlet on the bottom for a drain plug per NFPA. This shall be used as a combination clean-out and drain. All tanks shall have an anti-swirl plate located approximately 3" above the inside floor.

THREADED PORTS

There will be three (3) standard threaded Ports: one for the tank-to-pump suction Line, one for tank fill line and a one for a water level sensor. All threads shall be of National Pipe Taper specification unless otherwise specified.

MOUNTING AND SUPPORT

The tank shall be mounted to the sub-frame of the body with a barrier of ¼" rubber between tank and any frame material. The rubber Isolator shall have a Rockwell rating of 60 durometer. The frame / cradle shall support the entire floor including the perimeter of the tank with a maximum unsupported area of 529 square inches (.341 sq m) for tanks equal to or less than 40" (1016 mm) tall and 400 square inches (.258 sq m) for tanks greater than 40" (1016 mm) tall.

BOOSTER TANK REFILL SYSTEM

A booster tank refill system shall not be provided.

WATER TANK LEVEL GAUGE

There shall be one (1) Fire Research TankVision Pro model WLA300-A00 tank indicator level gauge provided and installed. The kit shall include an electronic indicator module, a pressure sensor, and a 10' sensor cable. The indicator shall show the volume of water in the tank on nine (9) easy to see super bright RGB LEDs. A wide view lens over the LEDs shall provide for a viewing angle of 180 degrees. The indicator case shall be waterproof, manufactured of Polycarbonate/Nylon material, and have a distinctive blue label.

The program features shall be accessed from the front of the indicator module. The program shall support self-diagnostics capabilities, self-calibration, six (6) programmable colored light patterns to display tank volume, adjustable brightness control levels and a datalink to connect remote indicators. Low water warnings shall include flashing LEDs at 1/4 tank, down chasing LEDs when the tank is almost empty, and an output for an audio alarm.

The indicator shall receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the water tank near the bottom. No probe shall be placed on the interior of the tank. Wiring shall be weather resistant and have automotive type plug-in connectors.

WATER TANK LEVEL INDICATOR

Water tank level indicators shall not be provided on completed unit.

POLY WATER TANK WARRANTY

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

FILL TOWER PROTECTION

The fill tower(s) shall be boxed in with an aluminum panel for protection from damage.

HOSE BED STORAGE AREA

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

EQUIPMENT PAYLOAD WEIGHT ALLOWANCE

In compliance with NFPA 1901 standards, the special service vehicle shall be designed for an equipment loading allowance of 10,000 lbs. of Elkhart Fire Department provided equipment based on a 60,001 pound and up gross vehicle weight rating.

EQUIPMENT

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

- One (1) container of assorted stainless steel nuts, bolts, screws and washers used in the construction of the apparatus shall be provided with the completed apparatus.
- There shall be two (2) Zico SAC-44-E NFPA approved folding aluminum wheel chocks provided for 44" diameter tires that together will hold the vehicle when loaded to its GVWR or GCWR, on a hard surface with a 20 % grade, with the transmission in neutral, and the parking brake released.
 - The wheel chock(s) shall be mounted behind rear wheels, below body on streetside.

REMAINING NFPA MINOR EQUIPMENT BY PURCHASER

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