

Austin Fire Department
Austin, TX
Heavy Rescue- SVI#1300
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 Austin 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 manufacturers record of apparatus construction details, including the following documents:
 - a) Owner's name and address
 - b) Apparatus manufacturer, model, and serial number
 - c) Chassis make, model, and serial number
 - d) GAWR of front and rear axles and GVWR
 - e) Front tire size and total rated capacity in pounds (kilograms)
 - f) Rear tire size and total rated capacity in pounds (kilograms)
 - g) Chassis weight distribution in pounds (kilograms) with water and manufacturer-mounted equipment (front and rear)
 - h) Engine make, model, serial number, rated horsepower and related speed, and governed speed; and if so equipped, engine transmission PTO(s) make, model, and gear ratio
 - i) Type of fuel and fuel tank capacity
 - j) Electrical system voltage and alternator output in amps
 - k) Battery make, model, and capacity in cold cranking amps (CCA)
 - l) Chassis transmission make, model, and serial number; and if so equipped, chassis transmission PTO(s) make, model, and gear ratio
 - m) Ratios of all driving axles
 - n) Maximum governed road speed
 - o) Pump make, model, rated capacity in gallons per minute (liters per minute where applicable), maximum discharge pressure capability rating, and serial number
 - p) Pump transmission make, model, serial number, and gear ratio
 - q) Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
 - r) Water tank certified capacity in gallons or liters
 - s) Foam tank (if provided) certified capacity in gallons (liters)
 - t) Aerial device type, rated vertical height in feet (meters), rated horizontal reach in feet (meters), and rated capacity in pounds (kilograms)
 - u) Paint manufacturer and paint number(s)
 - v) Company name and signature of responsible company representative
 - w) Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall fire apparatus (with the water tank full but without personnel, equipment, and hose)
- 2) Certification of compliance of the optical warning system (*see 13.8.16*)
- 3) Siren manufacturer's certification of the siren (*see 13.9.1.1*)
- 4) Written load analysis and results of the electrical system performance tests (*see 13.14.1 and Section 13.15*)
- 5) Certification of slip resistance of all stepping, standing, and walking surfaces (*see 15.7.4.5*)
- 6) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability (*see 16.2.4.1*)
- 7) If the apparatus is equipped with a fire pump and special conditions are specified by the purchaser, the pump manufacturer's certification of suction capacity under the special conditions (*see 16.2.4.2*)
- 8) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications (*see 16.3.1*)
- 9) If the apparatus has a fire pump, the engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum governed speed (*see 16.3.2.2*)
- 10) If the apparatus has a fire pump, the pump manufacturer's certification of the hydrostatic test (*see 16.5.2.2*)
- 11) If the apparatus has a fire pump with a maximum discharge pressure capability rating that exceeds the hydrostatic test pressure of 16.5.2.1, the pump manufacturer's certification of the hydrodynamic test

- 12) If the apparatus has a fire pump, the certification of inspection and test for the fire pump (see 16.13.1.1.5 or 16.13.1.2.4 as applicable)
- 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) GVWR	4,000	1,800
		40,001 lb to 50,000 lb (18,001 kg to 23,000 kg) GVWR	6,000	2,700
		50,001 lb to 60,000 lb (23,001 kg to 27,000 kg) GVWR	8,000	3,600
		60,001 lb and up (27,001 kg) GVWR	10,000	4,500

TESTING

ROAD TEST

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

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

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

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

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

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

LOW VOLTAGE - ELECTRICAL SYSTEM PERFORMANCE TEST

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

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 120/240 VAC CERTIFICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DOCUMENTATION

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

DIELECTRIC VOLTAGE WITHSTAND TEST

The line voltage wiring and permanently connected devices and equipment shall be subjected to a dielectric voltage withstand test of 900 volts for one (1) minute. The testing shall be performed after all body work has been completed.

The test shall be conducted as follows:

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

The electrical polarity of all permanently wired equipment, cord reels and receptacles shall be tested to verify that wiring connections have been properly made.

Electrical continuity shall be verified from the chassis or body to all line voltage electrical enclosures, light housings, motor housings, light poles, switch boxes and receptacle ground connections that are accessible to fire fighters in normal operations.

If the apparatus is equipped with a transfer switch, it shall be tested to verify operation and that all non grounded conductors are switched.

Electrical light towers, floodlights, motors, fixed appliances and portable generators shall be operated at their full rating or capacity for 30 minutes to ensure proper operation.

WARRANTY

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

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

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

CONSTRUCTION PERIOD

The completed vehicle shall be delivered within six hundred twenty (620) days after pre-construction meeting and receipt and approval of any signed change orders from Austin 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 Austin Fire Department as to delays and to what extent these delays have in completing vehicle within the stated construction time period.

DEALER MAKE READY PERIOD

The completed vehicle shall be delivered after fourteen (14) days for dealer preparation after completed apparatus delivered to dealer location.

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.

MODEL

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

MODEL YEAR

The chassis shall have a vehicle identification number that reflects a 2025 model year.

COUNTRY OF SERVICE

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

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

CAB AND CHASSIS LABELING LANGUAGE

The cab and chassis shall include the applicable caution, warning, and safety notice labels with text to be written in English. All applicable caution, warning, and safety notice labels shall be Innovative Controls brand. Where applicable to the location within the specific layout and label package of the cab and chassis, the labels shall include decorative chrome bezels. Designs shall include bezels that fit individual labels or packaged configurations of labels in certain common locations.

APPARATUS TYPE

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

VEHICLE TYPE

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

VEHICLE ANGLE OF APPROACH PACKAGE

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

NFPA1901 Angle of Approach definition:

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

standard requires a minimum angle of approach of 8.00 degrees: since the tangent of 8.00 degrees is 0.1405, if V divided by H is 0.1405 or larger, the angle of approach is 8.00 degrees or greater.”

AXLE CONFIGURATION

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

GROSS AXLE WEIGHT RATINGS FRONT

The front gross axle weight rating (GAWR) of the chassis shall be 22,800 pounds.

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

GROSS AXLE WEIGHT RATINGS REAR

The rear gross axle weight rating (GAWR) of the chassis shall be 26,000 pounds.

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

CAB STYLE

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

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

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

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

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

The exterior width of the cab shall be 99.40 inches wide with a minimum interior width of 91.00 inches. The overall cab length shall be 151.10 inches with 74.00 inches from the centerline of the front of the axle to the back of the cab.

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

The cab shall offer an interior height of 57.50 inches from the front floor to the headliner and a rear floor to headliner height of 75.00 inches in the raised roof area, at a minimum. The cab shall offer an interior measurement at the floor level from the rear of the engine tunnel to the rear wall of the cab of 69.88 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

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

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

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

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

CAB FRONT FASCIA

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

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

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

FRONT GRILLE

The front cab fascia shall include a classic box style, 304 stainless steel front grille. The grille shall measure 55.45 wide X 33.50 inches high X 1.50 inches deep. The upper portion of the grille shall be hinged to provide service access behind the grille. The grille shall include a minimum free air intake of 750.00 square inches.

CAB UNDERCOAT

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

CAB SIDE DRIP RAIL

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

CAB PAINT EXTERIOR

The cab exterior shall be painted two tone per customers specified paint colors following the RFG-SR-001 paint standards.

CAB PAINT PROCESS/MANUFACTURER

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

All metal surfaces on the cab shall be mechanically etched by sanding disc to remove any surface oxidation or surface debris which may hinder the paint adhesion. Once all imperfections on the exterior surfaces are removed and sanded smooth, body fillers shall be applied to the cab on all surfaces that require a critically aesthetic finish and sanded smooth.

The entire cab shall then be coated with a high quality base primer that is designed to fill any minor surface defects, provide an adhesive bond between the primer and the paint and improve the color and gloss retention of the color. The finish to this procedure shall be sanding the cab to a smooth finish followed by sealing the seams with an automotive seam sealer. The minimum thickness of the primer coat after sanding shall be 2.50 mils with a maximum thickness of 5.00 mils.

The cab shall then be painted the specific color(s) designated by the customer with an acrylic urethane type system designed to retain color and resist acid rain and most atmospheric chemicals found on an emergency scene. The paint shall have a minimum thickness of 1.00 mils with a maximum of 4 mills, followed by a clear top coat with a minimum of 2.5 mils and a maximum of 3.5 mils. The entire cab shall then be baked to speed the curing process of the coatings.

CAB PAINT SECONDARY/UPPER COLOR

The secondary/upper paint color shall be Sikkens FLNA 4040 White.

CAB PAINT EXTERIOR BREAKLINE

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

CAB PAINT PINSTRIPE

No pinstripe shall be provided over the cab paint break line by the chassis manufacturer. The paint break line shall be of a standard grade. The standard grade paint break line shall require that there be a pinstripe installed by the OEM.

With the standard grade quality break line quality there may be minor defects between the two paint colors and small gaps in the clear coat finish. There shall also be the possibility of moisture penetrating the paint during shipment that may cause damage to the paint finish. This shall not be considered a warrantable chassis item due to this no pinstripe option being selected.

CAB PAINT WARRANTY

Purchaser shall receive a Paint and Finish (Exterior Clear coated) Ten (10) Years limited warranty in accordance with, and subject to, warranty certificate RFW0710. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

CAB INTERIOR/COMPONENT COATING

All visible cab structure surfaces and painted interior components shall be manually selected at each interior component's sub category.

CAB PAINT INTERIOR

The visible interior cab structure surfaces shall feature a medium gray spray on bedliner coating which shall mold to each surface of the cab interior. The bedliner shall be environmentally friendly and chemically resistant.

CAB ENTRY DOORS

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

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

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

CAB ENTRY DOOR TYPE

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

CAB INSULATION

The cab ceiling and walls shall include a nonwoven polyester fiber insulation. The insulation shall act as a barrier absorbing noise as well as assisting in sustaining the desired climate within the cab interior.

LH MID EMS EXTERIOR ACCESS

The cab shall include a hinged box pan door featuring a full length stainless steel piano style hinge and a bright aluminum tread plate inner panel located in the middle of the wall above the left side wheel well. The compartment shall have a minimum clear door opening of 15.00 inches wide X 40.00 inches high.

LH MID EMS COMPARTMENT DOOR HARDWARE

The left side EMS compartment door shall include a locking Eberhard chrome plated slam latch installed in the lower latch side of the door. There shall be a switch to activate the open compartment warning light in the cab in the event the door is left ajar.

RH MID EMS COMPARTMENT

The cab shall include a compartment located in the middle of the wall above the right side wheel well. This compartment shall measure 17.00 inches wide X 41.00 inches high X 23.00 inches deep.

RH MID EMS EXTERIOR ACCESS

The cab shall include a hinged box pan door featuring a full length stainless steel piano style hinge and a bright aluminum tread plate inner panel located in the middle of the wall above the right side wheel well. The compartment shall have a minimum clear door opening of 15.00 inches wide X 40.00 inches high.

RH MID EMS COMPARTMENT INTERIOR

The cab compartment located in the middle of the wall above the right side wheel well shall include solid aluminum walls with an interior access point rear facing. This compartment shall be finished to customer specification.

RH MID EMS COMPARTMENT INTERIOR ACCESS

The right hand EMS compartment shall include access from inside the cab. The compartment shall be accessible from the inside of the cab via a cutout. The interior access provision shall feature a clear opening of 15.00 inches wide and as tall as possible in the available customer specified right EMS compartment height and access point.

RH MID EMS COMPARTMENT DOOR HARDWARE

The right side EMS compartment door shall include a locking Eberhard chrome plated slam latch installed in the lower latch side of the door. There shall be a switch to activate the open compartment warning light in the cab in the event the door is left ajar.

MID EMS COMPARTMENT LIGHTING

The interior portion of each of the mid EMS compartments shall include prewired lighting provisions that shall be compartment door activated.

MID EMS COMPARTMENT EXTERIOR FINISH

The EMS compartment exterior shall feature a medium gray spray on bedliner coating.

MID EMS COMPARTMENT INTERIOR FINISH

The EMS compartment interior shall feature a medium gray spray on bedliner coating.

LH EXTERIOR REAR COMPARTMENT

The cab shall offer an exterior compartment on the left side of the cab behind the rear door. The compartment opening shall be 17.00 inches wide X 31.19 inches high. The compartment size shall be 17.34 inches wide X 31.19 inches high X 21.19 inches deep. The compartment shall have a 16.63 inch wide, 32.00 inch high and 1.50 inch thick hinged box pan style flush mount door with a bright aluminum tread plate inner panel and a locking Eberhard chrome plated slam latch. There shall be a switch to activate a light inside the compartment and the open compartment warning light in the cab in the event the door is left ajar.

LEFT HAND EXTERIOR REAR COMPARTMENT LIGHTING

There shall be one (1) On-Scene brand Access LED strip light installed to illuminate the exterior rear compartment on the left side of the cab. The strip light shall be 18.00 inches long. The light shall be mounted with two (2) P clamp style rubber insulated metal clamps.

LH EXTERIOR COMPARTMENT INTERIOR FINISH

The interior of the left hand exterior compartment shall feature medium gray spray on bedliner coating.

RH EXTERIOR REAR COMPARTMENT

The cab shall offer an exterior compartment on the right side of the cab behind the rear door. The compartment opening shall be 17.00 inches wide X 31.19 inches high. The compartment size shall be 17.34 inches wide X 31.19 inches high X 21.19 inches deep. The compartment shall have a 16.63 inch wide, 32.00 inch high and 1.50 inch thick hinged box pan style flush mount door with a bright aluminum tread plate inner panel and a locking Eberhard chrome plated slam latch. There shall be a switch to activate a light inside the compartment and the open compartment warning light in the cab in the event the door is left ajar.

RIGHT HAND EXTERIOR REAR COMPARTMENT LIGHTING

There shall be one (1) On-Scene brand Access LED strip light installed to illuminate the exterior rear compartment on the right side of the cab. The strip light shall be 18.00 inches in length. The light shall be mounted with two (2) P clamp style rubber insulated metal clamps.

RH EXTERIOR COMPARTMENT INTERIOR FINISH

The interior of the right hand exterior compartment shall feature a medium gray spray on bedliner coating.

CAB STRUCTURAL WARRANTY

Purchaser shall receive a Cab Structure (Aluminum) Ten (10) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0602. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

CAB TEST INFORMATION

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

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

ELECTRICAL SYSTEM

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

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

MULTIPLEX DISPLAY

The multiplex electrical system shall include a Weldon Vista IV display with interactive touchscreen. The display shall be located on the left side of the dash in the switch panel. The Vista IV shall feature a full color LCD display screen which includes a message bar displaying the time of day and important messages requiring acknowledgement by the user which shall all be displayed on the top of the screen in the order they are received. There shall be eight (8) push button virtual controls, four (4) on each side of the display for the on-board diagnostics. The display screen shall be video ready for back-up cameras, thermal cameras, and DVD.

The Vista IV display shall offer varying fonts and background colors. The display shall be fully programmable to the needs of the customer and shall offer virtually infinite flexibility for screen configuration options.

MULTIPLEX DISPLAY SPECIAL LAYOUT

The Vista display and control screen shall be configured specifically for a virtual button on the control screen to override the park brake interlocked deactivation of the wiper system. This will reset when the park brake is cycled.

The Vista display and control screen shall also be configured specifically for the vista dimmer control screen to have two dimmer settings. The dimmer settings shall be labeled "DAY" (Normal) and "NIGHT". This shall omit the additional default settings "MAX" and "DIM".

LOAD MANAGEMENT SYSTEM

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

DATA RECORDING SYSTEM

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

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

Each portion of the data shall be recorded at the specified intervals and stored for the specified length of time to meet NFPA 1901 guidelines and shall be retrievable by connecting a laptop computer to the VDR system. The laptop connection shall be a panel mounted female type B USB connection point, remotely mounted in the left side foot well.

ACCESSORY POWER

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

AUXILIARY ACCESSORY POWER

An auxiliary twelve (12) position Blue Sea Systems 5032 blade split type fuse panel shall be installed vertically behind the officers seat on the side of the engine tunnel. The fuse panel shall be protected by a 40 amp fuse for the battery direct side and protected by a 20 amp fuse for the ignition switched side.

ADDITIONAL ACCESSORY POWER

An additional twelve (12) position blade type fuse panel shall be installed behind the driver's seat. The fuse panel shall be protected by a 40 amp fuse. The panel shall be capable of carrying up to a maximum 40 amp battery direct load.

EXTRA ACCESSORY POWER

An extra six (6) position Blue Sea Systems 5025 blade type fuse panel shall be installed behind the switch panel. The fuse panel shall be protected by a 40 amp fuse located behind the switch panel. The panel shall be capable of carrying up to a maximum 40 amp battery direct load.

ANCILLARY ACCESSORY POWER

One (1) ancillary six (6) position Blue Sea Systems 5025 blade type fuse panel shall be coiled loose on the floor at the center of the rear wall of the cab with four (4) feet of additional wiring. The fuse panel shall be protected by a 40 amp fuse. The panel shall be capable of carrying up to a maximum 40 amp load and shall be ignition switched.

EXTERIOR ELECTRICAL TERMINAL COATING

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

ELECTRICAL SYSTEM WARRANTY

Purchaser shall receive an Electrical System Two (2) Years or 36,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0202. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

ENGINE

The chassis engine shall be a Cummins X15 engine. The X15 engine shall be an in-line six (6) cylinder, four-cycle diesel-powered engine. The engine shall offer a rating of 512 horsepower at 1900 RPM and shall be governed at 2000 RPM. The torque rating shall feature 1850-foot pounds of torque at 950 RPM with 912 cubic inches (14.9 liter) of displacement.

The X15 engine shall feature a VGT™ Turbocharger, a high-pressure common rail fuel system, fully integrated electronic controls with an electronic governor, and shall be EPA certified to meet the 2021-26 emissions standards using cooled exhaust gas recirculation and selective catalytic reduction technology.

The engine shall include an engine mounted combination full flow/by-pass oil filter with replaceable spin on cartridge for use with the engine lubrication system. High quality lubricating oil that meets Cummins Engineering Standard CES 20086/20087 shall be used, see engine manual and vehicle data tag.

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

If a pre-2027 emission engine is NOT available at the time of build (starting production on January 1, 2026) your order will automatically be upgraded and charged for either the 2027 engine compliant Cummins X-10 or X-15, with all associated costs being passed on to the end user. No exceptions.

CAB ENGINE TUNNEL

The cab interior shall include an integrated engine tunnel constructed of 5052-H32 Marine Grade 0.19 of an inch thick aluminum alloy plate. The tunnel shall be a maximum of 46.50 inches wide X 29.00 inches high.

DIESEL PARTICULATE FILTER CONTROLS

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

ENGINE PROGRAMMING HIGH IDLE SPEED

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

ENGINE HIGH IDLE CONTROL

The vehicle shall be equipped with an automatic high-idle speed control which shall be pre-set to operate the engine at a specified RPM to increase alternator output if the system voltage drops to 12.5 volts. This device shall automatically operate only when the engine is running, the transmission is in neutral, and with the parking brake set. The automatic high idle will stay engaged for a minimum of ten (10) minutes and until the system, voltage has reached 13.0 volts. Application of the service brake will override the automatic high idle and reset timer. The vehicle shall be equipped with a high-idle speed virtual button on the vehicle display and control screen to activate/deactivate manual control only. It shall be pre-set so when activated, it will operate the engine at the specified RPM to increase alternator output. This device shall operate only when the engine is running, the transmission is in neutral, and with the parking brake set. When automatically engaged the high idle shall disengage when the operator depresses the brake pedal, or the transmission is placed in gear, and shall be available to manually or automatically re-engage when the brake pedal is released, or when the transmission is placed in neutral. Virtual control screen shall not override automatic high idle between voltage parameters during timed cycle. Display shall indicate when high idle is disabled, enabled, or active.

ENGINE PROGRAMMING ROAD SPEED GOVERNOR

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

AUXILIARY ENGINE BRAKE

A compression brake, for the six (6) cylinder engine shall be provided. A cutout relay shall be installed to disable the compression brake when in pump mode or when an ABS event occurs. The engine compression brake shall activate upon 0% accelerator when in operation mode and actuate the vehicle's brake lights.

The engine shall utilize a variable geometry turbo (VGT) as an integrated auxiliary engine brake to offer a variable rate of exhaust flow, which when activated in conjunction with the compression brake shall enhance the engine's compression braking capabilities.

AUXILIARY ENGINE BRAKE CONTROL

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

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

The compression brake shall be controlled via an off/low/high virtual button through the vehicle display and control screen. The system shall remember and default to the last engine brake control setting when the vehicle is shut off and re-started.

FLUID FILLS

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

ENGINE DRAIN PLUG

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

ENGINE WARRANTY

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

ENGINE PROGRAMMING REMOTE THROTTLE

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

ENGINE PROGRAMMING IDLE SPEED

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

ENGINE AIR INTAKE

The engine air intake system shall include an ember separator. This ember separator shall be designed to protect the downstream air filter from embers using a combination of unique flat and crimped metal screens packaged in a heavy duty galvanized steel frame. This multilayered screen shall trap embers and allow them to burn out before passing through the pack.

The engine air intake system shall also include an air cleaner mounted above the radiator. This air cleaner shall utilize a replaceable dry type filter element designed to prevent dust and debris from being ingested into the engine. A service cover shall be provided on the housing, reducing the chance of contaminating the air intake system during air filter service.

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

ENGINE FAN DRIVE

The engine cooling system fan shall incorporate a thermostatically controlled, Horton fully variable type fan drive with SmartClutch J-1939 CAN controller.

The variable speed fan clutch only engages at the amount needed for proper cooling to facilitate improved vehicle performance, cab heating in cold climates, and fuel economy. The fan clutch design shall be fail-safe so that if the clutch drive fails the fan shall engage to prevent engine overheating due to the fan clutch failure. The fan speed shall include a J-1939 CAN clutch controller to receive signal from the engine control module to activate at variable rates of speed. Variable speeds shall be set through thermostatic and engine speed signals to run as efficiently and quietly as required to maintain temperature.

ENGINE COOLING SYSTEM

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

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

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

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

The cooling system shall be equipped with a surge tank that is capable of removing entrained air from the system. The surge tank shall be equipped with a low coolant probe and rearward oriented sight glass to observe coolant in the system. A cold fill and observation line shall be included within the frame mounted translucent recovery bottle to monitor the level of the coolant. The surge tank shall have a dual seal cap that meets the engine manufacturer's pressure requirements and allows for expansion and recovery of coolant into a separate integral expansion chamber.

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

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

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

ENGINE COOLING SYSTEM PROTECTION

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

ENGINE COOLANT

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

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

ENGINE COOLANT FILTER

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

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

ELECTRONIC COOLANT LEVEL INDICATOR

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

COOLANT HOSES

The cooling systems hose shall be formed silicone hose and formed aluminized steel tubing and include stainless steel constant torque band clamps.

ENGINE COOLANT OVERFLOW BOTTLE

A remote engine coolant overflow expansion bottle shall be provided in the case of over filling the coolant system. The overflow bottle shall capture the expansion fluid or overfill rather than allow the fluid to drain on the ground.

ENGINE EXHAUST SYSTEM

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

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

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

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

DIESEL EXHAUST FLUID TANK

The exhaust system shall include a molded polyethylene tank for Diesel Exhaust Fluid (DEF). The tank shall have a capacity of ten (10) usable gallons and shall be mounted on the left hand side of the chassis frame behind the batteries below the frame.

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

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

ENGINE EXHAUST ACCESSORIES

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

ENGINE EXHAUST WRAP

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

The exhaust flex joint shall not include the thermal exhaust wrap.

EMISSIONS SYSTEMS WARRANTY

Purchaser shall receive a Regulated Emissions Systems Five (5) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0140. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

TRANSMISSION

The drive train shall include an Allison model EVS 4000 torque converting, automatic transmission which shall include electronic controls. The transmission shall feature two (2) 10-bolt PTO pads located on the converter housing.

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

The transmission gear ratios shall be:

1st	3.51:1
2nd	1.91:1
3rd	1.43:1
4th	1.00:1
5th	0.74:1
6th	0.64:1 (if applicable)
Rev	4.80:1

TRANSMISSION MODE PROGRAMMING

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

TRANSMISSION FEATURE PROGRAMMING

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

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

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

TRANSMISSION SHIFT SELECTOR

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

ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR

The transmission fluid shall be monitored electronically.

TRANSMISSION PRE-SELECT WITH AUXILIARY BRAKE

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

TRANSMISSION COOLING SYSTEM

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

TRANSMISSION DRAIN PLUG

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

TRANSMISSION WARRANTY

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

PTO LOCATION

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

DRIVELINE

All drivelines shall be heavy duty metal tube and equipped with Spicer 1810 series universal joints. The shafts shall be dynamically balanced prior to installation to alleviate future vibration. In areas of the driveline where a slip shaft is required, the splined slip joint shall be coated with Glide Coat[®]. The driveline shall include a half round yoke.

FUEL FILTER/WATER SEPARATOR

The fuel system shall have a Racor GreenMAX 6600R fuel filter/water separator as a primary filter. The fuel filter shall have a drain valve and a see-through cover to allow visual inspection of fuel and filter condition. The Racor 6600R shall meet engine requirements for particulate size, collection capacity, removal efficiency, and water removal efficiency. The filter shall be capable of handling a maximum flow rate of 150 gallons per hour.

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

An instrument panel lamp and audible alarm which indicates when water is present in the fuel-water separator shall also be included.

FUEL LINES

The fuel system supply and return lines installed from the fuel tank to the engine shall be black textile braided lines which are reinforced with braided high tensile steel wire. The fuel lines shall be connected with reusable steel fittings.

FUEL SHUTOFF VALVE

There shall be two (2) fuel shutoff valves which shall be installed, one (1) in the fuel draw line at the primary fuel filter and one (1) in the fuel outlet line at the primary fuel filter to allow the fuel filters to be changed without loss of fuel to the fuel pump.

ELECTRIC FUEL PRIMER

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

FUEL TANK

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

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

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

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

FUEL TANK MATERIAL AND FINISH

The fuel tank shall be constructed of 12 gauge stainless steel. The exterior of the fuel tank shall be natural finish.

FUEL TANK STRAP MATERIAL

The fuel tank straps shall be constructed of #304 stainless steel. The fuel tank straps shall be powder coated black and then painted to match the frame components if possible.

FUEL TANK FILL PORT

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

FUEL TANK SERVICEABILITY PROVISIONS

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

FUEL TANK DRAIN PLUG

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

FRONT AXLE

The front axle shall include a Reyco Granning ResponseMaster®, fire apparatus specific independent front suspension (IFS) offering superior ride and improved handling.

The suspension shall utilize fully independent double wishbone arms with carrier and kingpin for optimized scrub radius. Air springs are tuned for ride and help reduce suspension weight. The IFS reduces turn radius with improved wheel cut over beam axles. The hydraulic damper shall feature rebound control to ensure the maximum load stability and superior driver comfort. The IFS system shall improve handling and offer better braking because of improved ground to tire ratio. This design shall allow for independent adjustment of the vehicle's alignment settings. The IFS shall include an auxiliary transverse leaf spring.

Proposals offering independent front axles comprised of torsion bar style suspensions shall not be considered.

FRONT AXLE WARRANTY

The front axle shall be warranted by Tuthill for three (3) years or 150,000 miles, which ever comes first. Details of the Tuthill warranty are provided on the PDF document attached to this option.

FRONT WHEEL BEARING LUBRICATION

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

FRONT SHOCK ABSORBERS

Two (2) Koni shock absorbers shall be provided and installed as part of the front suspension system. Each shock shall deliver improved road handling and durability.

FRONT SUSPENSION

The chassis shall include an independent front suspension (IFS) system. The known advantages of IFS systems can be improved handling and better braking due to the increase in tire surface to ground contact area. The suspension travel of the IFS shall be approximately 6.50 inches, providing 3.00 inches bounce and 3.50 inches rebound of the suspension. The IFS front axle shall be rated between 21,000 and 24,000 pounds.

STEERING COLUMN/ WHEEL

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

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

ELECTRONIC POWER STEERING FLUID LEVEL INDICATOR

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

POWER STEERING PUMP

The hydraulic power steering pump shall be a Vickers V20F and shall be gear driven from the engine. The pump shall be a fixed displacement vane type. The power steering system shall include an oil to air passive cooler.

FRONT AXLE CRAMP ANGLE

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

POWER STEERING GEAR

The power steering gear shall be a TRW model TAS 85/RCS 85.

CHASSIS ALIGNMENT

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

REAR AXLE

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

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

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

REAR AXLE DIFFERENTIAL LUBRICATION

The rear axle differential shall be lubricated with oil.

REAR AXLE WARRANTY

The rear axle shall be warranted by Meritor for five (5) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

WHEEL HUB PAINT

Each of the wheel hubs shall be coated with primer and finish top coat painted the same as the lower color of the cab.

REAR WHEEL BEARING LUBRICATION

The rear axle wheel bearings shall be lubricated with oil.

VEHICLE TOP SPEED

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

REAR SUSPENSION

The single rear axle shall feature a Hendrickson Firemaax™ air suspension. The suspension shall include two optimized air springs mounted to cast structural trailing arms, a transverse cross beam for increased roll stability and two heavy duty shock absorbers. Dual air height control valves shall be installed to ensure equal frame height on both sides of the vehicle regardless of the load. Axle alignment is maintained using two eccentric bushings at each frame bracket.

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

REAR SHOCK ABSORBERS

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

TIRE INTERMITTENT SERVICE RATING

The chassis shall be rated using Intermittent Service ratings provided to the emergency vehicle market by the tire manufacturers as the basis for determining the maximum vehicle load and speed.

FRONT TIRE

The front tires shall be Goodyear 425/65R-22.5 load range L tubeless radial Armor Max MSA mixed service tread.

The front tire stamped load capacity shall be 22,800 pounds per axle with a nominal speed rating of 68 miles per hour when properly inflated to 120 pounds per square inch.

The Goodyear Intermittent Service Rating maximum load capacity shall be 24,400 pounds per axle with a speed rating of 68 miles per hour when properly inflated to 120 pounds per square inch.

The Goodyear Intermittent Service Rating maximum speed capacity shall be 22,800 pounds per axle with a speed rating of 75 miles per hour when properly inflated to 120 pounds per square inch.

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

REAR TIRE

The rear tires shall be Goodyear 12R-22.5 16PR "H" tubeless radial G622 RSD mixed service tread.

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

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

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

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

REAR AXLE RATIO

The rear axle ratio shall be 4.89:1.

TIRE PRESSURE INDICATOR

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

FRONT WHEEL

The front wheels shall be Alcoa hub piloted, 22.50 inch X 12.25 inch aluminum wheels. The outer face of the wheels shall feature Alcoa's Dura-Bright® finish as an integral part of the wheel surface. Alcoa Dura-Bright® wheels keep their shine without polishing. Brake dust, grime and road debris are easily removed by simply cleaning the wheels with soap and water. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

REAR WHEEL

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

BALANCE WHEELS AND TIRES

All of the wheels and tires, including any spare wheels and tire assemblies, shall include Counteract brand balancing beads.

BRAKE SYSTEM

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

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

A four (4) sensor, four (4) modulator Anti-lock Braking System (ABS) shall be installed on the front and rear axles in order to prevent the brakes from locking or skidding while braking during hard stops or on icy or wet surfaces. This in turn shall allow the driver to maintain steering control under heavy braking and in most instances, shorten the braking distance. The electronic monitoring system shall incorporate diagonal circuitry which shall monitor wheel speed during braking through a

sensor and tone ring on each wheel. A dash mounted ABS lamp shall be provided to notify the driver of a system malfunction. The ABS system shall automatically disengage the auxiliary braking system device when required. The speedometer screen shall be capable of reporting all active defaults using PID/SID and FMI standards.

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

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

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

FRONT BRAKES

The front brakes shall be Knorr/Bremse SN7 disc brakes with 17.00 inch vented rotors.

REAR BRAKES

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

PARK BRAKE

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

PARK BRAKE CONTROL

A Meritor-Wabco manual hand control push-pull style valve shall operate the parking brake.

The parking brake actuation valve shall be mounted to the left side of the engine tunnel integrated into the transmission shift pod console within easy access of the driver. The control shall include a protective guard which shall prevent accidental activation of the parking brake and still allow proper actuation of the control.

AIR DRYER

The brake system shall include a Wabco System Saver 1200 air dryer with an integral 100 watt heater with a Metri-Pack sealed connector. The air dryer incorporates an internal turbo cutoff valve that closes the path between the air compressor and air dryer purge valve during the compressor "unload" cycle. The turbo cutoff valve allows purging of moisture and contaminants without the loss of turbo boost pressure. The air dryer shall be located on the right hand frame rail forward of the front wheel behind the right hand cab step.

FRONT BRAKE CHAMBERS

The front brakes shall be provided with type 24 brake chambers as supplied with the independent front suspension axle.

REAR BRAKE CHAMBERS

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

AIR COMPRESSOR

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

AIR GOVERNOR

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

AUXILIARY AIR RESERVOIR

One (1) auxiliary air reservoir with a 2084 cubic inch capacity shall be installed on the chassis to act as an additional reserve supply to the air system for air horn, air tool, or other non-service brake use. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

MOISTURE EJECTORS

Manual cable actuated drain valves shall be installed on all reservoirs of the air supply system. The actuation pull cables shall be coiled and tied at each drain valve. The supplied cables when extended shall be sufficient in length to allow each drain to be activated from the side of the apparatus.

AIR SUPPLY LINES

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

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

AIR TANK SPACERS

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

REAR AIR TANK MOUNTING

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

WHEELBASE

The chassis wheelbase shall be 238.00 inches.

REAR OVERHANG

The chassis rear overhang shall be 86.00 inches.

FRAME

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

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

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

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

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

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

MISCELLANEOUS FRAME OPTIONS

The frame shall include hole patterns which shall be specific to Super Vac body mounting.

See PDF for OEM specified pattern.

FRAME PAINT

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

- Main frame "C" channel or channels

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

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

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

- Suspension components
- Front and rear axles

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

The chassis under carriage consisting of frame, axles, driveline running gear, air tanks and other assorted chassis mounted components shall then be painted gloss black. Paint shall be applied prior to airline and electrical wiring installation.

FRAME ASSEMBLY STRUCTURAL

Purchaser shall receive a Frame Assembly Structural Fifty (50) Years or 250,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0305. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

FRAME RAIL CORROSION

Purchaser shall receive a Frame Rail Corrosion (Zinc Plate and Powder Coat) Twenty Five (25) Years or 150,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0316. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

FRAME COMPONENTS CORROSION

Purchaser shall receive a Frame Components Corrosion (Powder Coat) Three (3) Years or 48,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0313. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

FRONT BUMPER

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

104.50 inches wide with angled front corners. Outboard of the left hand bumper frame rail extensions shall be a 5.00 inches deep recessed provision in the face. The recessed provisions shall allow for recession of left outboard face mounted equipment, horizontal through suction, or horizontal through discharge lines.

The bumper shall be primed and painted as specified.

FRONT BUMPER EXTENSION LENGTH

The front bumper shall be extended approximately 18.00 inches ahead of the cab.

FRONT BUMPER PAINT

The front bumper shall be painted the same as the lower cab color and the apron shall feature a black spray on bedliner coating.

FRONT BUMPER WINCH

The front bumper shall include a Warn model M15000 12 volt electric winch with 15,000 pound rated line pull installed in the center of the front bumper. The winch shall be equipped with 80.00 feet of Spydura® Pro synthetic rope, clevis hook and a standard matte aluminum hawse fairlead P/N 87914. The winch shall be operated through a 12.00 foot pendant with a hand held control. The winch shall include an automatic direct drive cone brake. It shall feature an easy to use free-spooling rotating ring gear clutch.

FRONT BUMPER APRON

The 18.00 inch extended front bumper shall include an apron constructed of 0.19 inch thick embossed aluminum tread plate.

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

FRONT BUMPER COMPARTMENT CENTER

The bumper apron shall include access provisions for a center mounted winch. The apron shall include an access cover constructed of 0.19 inch thick bright embossed aluminum tread plate to help protect the winch from water, dirt or debris.

FRONT BUMPER COMPARTMENT COVER HARDWARE

The front bumper compartment cover(s) shall include gas cylinder stays which shall hold the cover open. Each cover shall be held in the closed position via a black D-ring style latch.

MECHANICAL SIREN

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

MECHANICAL SIREN LOCATION

The siren shall be recess mounted on the left side of the front fascia of the bumper, in the outboard position. The siren shall be mounted completely behind the face of the bumper to protect the siren from damage.

AIR HORN

The chassis shall include two (2) Hadley brand E-Tone air horns which shall measure 24.00 inches long with a 6.00 inch round flare. The air horns shall be trumpet style with a chrome finish on the exterior and a painted finish deep inside the trumpet.

AIR HORN LOCATION

The air horns shall be recess mounted in the front bumper face on the right side of the bumper in the inboard and outboard positions relative to the right hand frame rail.

AIR HORN RESERVOIR

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

ELECTRONIC SIREN SPEAKER

There shall be two (2) Federal Signal Inc. Dynamax® model ES100C, 100 watt speakers provided. Each speaker shall measure 5.90 inches tall X 5.50 inches wide X 2.30 inches deep. Each speaker shall include a Federal Signal "Electric F" style grille which shall measure 6.61 inches tall X 6.78 inches wide.

ELECTRONIC SIREN SPEAKER LOCATION

The electronic siren speaker shall be located on the flat surfaces of the angled front right and left corners of the bumper.

AUXILIARY ELECTRONIC SIREN SPEAKER

There shall be a prewire for (2) Federal Signal Rumbler-3 auxiliary electronic siren speakers.

AUXILIARY ELECTRONIC SIREN SPEAKER LOCATION

The two (2) auxiliary electronic siren speakers shall be supplied and installed by the OEM.

FRONT BUMPER TOW EYES

The bumper shall include two (2) painted tow eyes shall be installed through the front bumper. The eyes shall be fabricated from 0.75 inch thick #1020 ASTM-36 hot rolled steel. The inside diameter of the eye shall be 3.00 inches and shall include inside/outside chamfered edges. The tow eyes shall be painted to match the lower cab color.

2204-045 Same as SVI# 1202 Spartan VIN: 560464

CAB TILT SYSTEM

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

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

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

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

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

A steel safety channel assembly, painted safety yellow shall be installed on the right side cab lift cylinder to prevent accidental cab lowering. The safety channel assembly shall fall over the lift cylinder when the cab is in the fully tilted position. A cable release system shall also be provided to retract the safety channel assembly from the lift cylinder to allow the lowering of the cab. The release system cable shall be extended 5.00 feet.

CAB TILT AUXILIARY PUMP

A manual cab tilt pump module shall be attached to the cab tilt pump housing/power distribution box.

CAB TILT LIMIT SWITCH

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

CAB TILT CONTROL RECEPTACLE

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

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

CAB TILT LOCK DOWN INDICATOR

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

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

CAB WINDSHIELD

The cab windshield shall have a surface area of 2969.88 square inches and be of a two (2) piece wraparound design for maximum visibility.

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

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

GLASS FRONT DOOR

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

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

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

GLASS TINT FRONT DOOR

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

GLASS REAR DOOR RH

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

GLASS TINT REAR DOOR RIGHT HAND

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

GLASS REAR DOOR LH

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

GLASS TINT REAR DOOR LEFT HAND

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

GLASS UPPER SIDE REAR DOOR

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

GLASS TINT UPPER SIDE REAR DOOR

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

CABIN AIR FILTRATION SYSTEM

An Active Air purification system shall be provided. The system utilizes RGF's Photohydroionization® Cell (PHI-Cell®) technology which produces hydro-peroxides and hydroxide ions, reducing airborne mold, bacteria, viruses, and odors up to 99%.

The system shall include a stainless-steel housing approximately 7.50 inches high X 16.13 inches wide X 6.6 inches deep in a trapezoid shape. The system operates on 12V DC and shall be shipped loose for installation by the OEM or body builder.

CLIMATE CONTROL

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

The air delivery plenums provide targeted airflow directly to the vehicle occupants. Six (6) adjustable louvers will provide comfort for the front seat occupants and ten (10) adjustable louvers will provide comfort for the rear crew occupants.

The system shall be capable of producing up to 12 FPM of air velocity at all occupant seating positions. Separate front and rear blower motors shall be of brushless design and shall be controlled independently. It shall be capable of reducing the interior cabin air temperature from 122° F (+/- 3° F) to 80° F in thirty minutes with 50% relative humidity and full solar load as described in SAE J2646.

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

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

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

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

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

*****The chassis manufacturer recommends that the overall climate system performance be based off third-party testing in accordance with the Society of Automotive Engineering standards as a complete system.***

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

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

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

CLIMATE CONTROL DRAIN

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

CLIMATE CONTROL ACTIVATION

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

HVAC OVERHEAD COVER PAINT

The overhead HVAC cover shall be painted with a single stage flat paint to closely match the color of our medium gray spray on bedliner.

A/C CONDENSER LOCATION

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

A/C COMPRESSOR

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

*****The chassis manufacturer recommends that the overall climate system performance be based off third-party testing in accordance with the Society of Automotive Engineering standards as a complete system.***

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

Refrigerant Compressor displacement: 19.1 cubic inches per revolution.

UNDER CAB INSULATION

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

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

The engine tunnel insulation shall measure approximately 0.30 inch thick including a multi-layer foil faced glass cloth and polyester fiber layer. The foil surface acts as protection against heat, moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

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

The insulation shall be cut precisely to fit each section and sealed for additional heat and sound deflection. The insulation shall be held in place by acrylic pressure sensitive adhesive. In addition, the insulation on the underside of the cab floor shall have aluminum pins with hard hat, hold in place fastening heads and an expanded metal overlay to assist in retaining the insulation tight against the cab. The insulation inside the tunnel shall have a removable aluminum overlay installed to protect the insulation and assist in retaining the insulation tight against the engine tunnel surfaces.

The cab floor insulation shall cover the driver and officer floor areas as well as all crew floor areas and compartment floor areas if applicable.

INTERIOR TRIM FLOOR MAT

The floor of the cab shall be covered with a multi-layer mat consisting of 0.25 inch thick sound absorbing closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The covering shall be held in place by a pressure sensitive adhesive.

The floor shall have an overlay of 3003-H22 aluminum tread plate which shall feature a bedliner spray on bedliner coating. The aluminum plate shall be held down with screws and shall feature a flange wrapping downward into each stepwell, eliminating the need for any additional trim where the cab floor and the step wells meet. All exposed seams shall be sealed with silicone caulk matching the color of the floor mat to reduce the chance of moisture and debris retention.

INTERIOR TRIM

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

REAR WALL INTERIOR TRIM

The rear wall of the cab shall be trimmed with aluminum sheet metal coated with a customer specified interior paint or protective coating.

HEADER TRIM

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

TRIM CENTER DASH

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

TRIM LH DASH

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

TRIM RH DASH

The right hand dash trim shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate and shall include a Mobile Data Terminal (MDT) provision.

ENGINE TUNNEL TRIM

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

POWER POINT DASH MOUNT

The cab shall include two (2) Powerwerx combination fast charging (USB) and (USB) type-C power delivery receptacles in the cab dash switch panel to provide a power source for USB chargeable electrical equipment. The USB receptacle shall be capable of 1.5 amp output and the USB type C receptacle shall be capable of a 3.0 amp output. The receptacles shall be wired master switch.

AUXILIARY POWER POINT REAR CREW

The cab interior shall include two (2) Kussmaul rocker type 091-264 dual serial bus (USB) charging receptacles to provide a power source for USB chargeable electrical equipment. The USB receptacles shall be located on the top of the forward facing seat box in the crew area behind the left and right hand seating positions within metal housings. USB receptacle shall include one (1) USB type A port capable of a 3.6 Volt-18 watt output and one (1) type C USB port capable of a 3.3 Volt-45 watt output. The receptacles shall be wired battery direct.

STEP TRIM

Each cab entry door shall include a three step entry. The first step closest to the ground shall be constructed of SAE 304 stainless steel with embossed perforations and diamond shaped cutout. The perforations and cutouts shall allow water and other debris to flow through rather than becoming trapped within the stepping surface. The step shall feature a splash guard to reduce water and debris from splashing in to the step. The splash guard shall have drainage holes beneath the back of the step to allow debris and water to flow through rather than becoming trapped within the stepping surface. The stainless steel material shall have a number 8 mirror finish. The lower step shall be mounted to a frame which is integral with the construction of the cab for rigidity and strength. The middle step shall be integral with the cab construction and shall be trimmed in 0.08 inch thick 3003-H22 embossed aluminum tread plate.

STEP TRIM KICKPLATE

The cab steps shall include a kick plate in the rise of each step. The risers shall be trimmed in 3003-H22 bright aluminum tread-plate which is 0.07 inch thick.

UNDER CAB ACCESS DOOR

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

INTERIOR DOOR TRIM

The interior trim on the doors of the cab shall consist of a two-piece aluminum panel constructed of Marine Grade 5052-H32 0.13 of an inch thick aluminum plate. The panels shall include a painted finish. There shall be an access panel flush mounted in each door panel to allow access to the internal door linkage.

DOOR TRIM SCUFF PLATE

The trim along the cab doors shall include a stainless steel scuff plate which shall wrap around the cab door slam posts approximately 1.25 inches and extend the full height of the door openings. The scuff plates are intended to prevent the chipping of paint.

DOOR TRIM CUSTOMER NAMEPLATE

The interior door trim on the front doors shall include a customer nameplate which states the vehicle was custom built for their department, city, township, or county.

CAB DOOR TRIM REFLECTIVE

In accordance with the current standards of NFPA, the body builder shall provide 96.00 square inches of reflective material on the interior of each cab door.

INTERIOR GRAB HANDLE "A" PILLAR

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

INTERIOR GRAB HANDLE FRONT DOOR

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

INTERIOR GRAB HANDLE REAR DOOR

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

INTERIOR SOFT TRIM COLOR

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

INTERIOR TRIM SUNVISOR

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

INTERIOR FLOOR MAT COLOR

The cab interior floor mat shall be gray in color.

CAB PAINT INTERIOR

The inner door panel surfaces shall feature a medium gray spray on bedliner coating.

HEADER TRIM INTERIOR PAINT

The metal surfaces in the header area shall feature a medium gray spray on bedliner coating.

TRIM CENTER DASH INTERIOR PAINT

The entire center dash and any accessory pods attached to the dash shall feature a medium gray spray on bedliner coating.

TRIM LEFT HAND DASH INTERIOR PAINT

The left hand dash shall feature a medium gray spray on bedliner coating.

TRIM RIGHT HAND DASH INTERIOR PAINT

The right hand dash shall feature a medium gray spray on bedliner coating.

REAR WALL INTERIOR PAINT

The rear wall of the cab shall be trimmed with aluminum sheet metal which shall feature a medium gray spray on bedliner coating.

FLOOR INTERIOR PAINT

The metal surfaces on the floor of the cab shall feature a medium gray spray on bedliner coating.

DASH PANEL GROUP

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

SWITCHES CENTER PANEL

The center dash panel shall include three (3) rocker switch positions in a single row configuration in the upper left portion of the panel and three (3) rocker switch positions in a single row in the upper right portion of the panel. There shall be one (1) additional switch in the panel in a customer specified location.

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

SWITCHES LEFT PANEL

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

SWITCHES RIGHT PANEL

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

SEAT BELT WARNING

A Weldon seat belt warning system interlocked for actuation with park brake release shall be installed for each seat within the cab. The seat belt warning shall be integrated with the Vehicle Data Recorder system. The seat belt warning system shall activate a digital seat position indicator with a seat position legend and integrated audible alarm in the switch panel.

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

SEAT MATERIAL

The seats shall be covered with a 45.00 ounce vinyl material. This material shall be semi- resistant to UV rays and from being saturated or contaminated by fluids.

SEAT COLOR

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

SEAT BACK LOGO

The seat backs shall include the logo for Austin Fire Department. The logo shall be centered on the standard headrest of the seat back and on the left side of a split headrest.

SEAT DRIVER

The driver's seat shall be an H.O. Bostrom 500 Series Firefighter Sierra model seat with air suspension. The four-way seat shall feature a 3.00 inches vertical travel air suspension and manual fore and aft adjustment with 5.00 inches of travel. The suspension control shall be located on the seat below the left front corner of the bottom cushion. The seat shall also feature integral springs to isolate shock.

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

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

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

SEAT BACK DRIVER

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

SEAT MOUNTING DRIVER

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

SEAT OFFICER

The officer's seat shall be a H.O. Bostrom 500 Series Sierra seat model. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position.

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

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

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

SEAT BACK OFFICER

The officer's seat back shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

SEAT MOUNTING OFFICER

The officer's seat shall offer a special mounting position which is approximately 2.50 inches rearward of the standard location offering increased leg room for the occupant. The front face of the officer's under seat storage box shall be modified 8.13 inches rearward for floor storage below the seat eliminating the under seat storage compartment and access door.

SEAT BELT ORIENTATION CREW

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

SEAT FORWARD FACING OUTER LOCATION

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

SEAT CREW FORWARD FACING OUTER

The crew area shall include a seat in the forward facing outer position which shall be a H.O. Bostrom 500 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position. The seat and cushion shall be hinged and compact in design for additional room. The seat shall include a "Fold and Hold" feature so that the cushion shall remain in the seated position and simply touched to flip up.

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

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

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

successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK FORWARD FACING OUTER

The crew area seat backs shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

SEAT MOUNTING FORWARD FACING OUTER

The forward facing outer seat shall be mounted inboard from the side wall for additional clearance facing the front of the cab.

SEAT FORWARD FACING CENTER LOCATION

The crew area shall include one (1) forward facing center crew seat located directly behind the engine tunnel in the center of the cab.

SEAT CREW FORWARD FACING CENTER

The forward facing center seat shall be a H.O. Bostrom 500 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position. The seat and cushion shall be hinged and compact in design for additional room. The seat shall include a "Fold and Hold" feature so that the cushion shall remain in the seated position and simply touched to flip up.

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

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

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

SEAT BACK FORWARD FACING CENTER

The crew area seat backs shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

SEAT FRAME FORWARD FACING

The forward facing center seating positions shall include a full width seat frame located and installed at the rear wall. The seat frame shall span the available space on the rear wall. The seat frame shall be 12.38 inches high X 22.00 inches deep. The seat frame shall be constructed of Marine Grade 5052-H32 0.19 inch thick aluminum plate. The seat box shall be painted with the same color as the remaining interior.

SEAT FRAME FORWARD FACING STORAGE ACCESS

There shall be two (2) access points to the storage area centered on the front of the seat frame. Each access point shall be covered by a hinged door to allow access for storage in the seat box.

UNDER SEAT STORAGE AREA PARTITION

There shall be two (2) partitions installed under the full width seat frame at the rear wall. The partitions shall create three separate compartments of the full width seat base.

SEAT MOUNTING FORWARD FACING CENTER

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

CAB FRONT UNDERSEAT STORAGE ACCESS DOOR

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

SEAT COMPARTMENT DOOR FINISH

All underseat storage compartment access doors shall feature a medium gray spray on bedliner coating.

WINDSHIELD WIPER SYSTEM

The cab shall include a triple arm linkage wiper system which shall clear the windshield of water, ice and debris. There shall be two (2) windshield wipers; each shall be affixed to a radial arm. The wiper motor shall be activated by an intermittent wiper control located within easy reach of the driver's position. The windshield wipers shall be interlocked with the park brake allowing activation only when the park brake is released.

There shall be virtual button on the vehicle display and control screen to override the park brake deactivation. This will reset when the park brake is cycled.

ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR

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

CAB DOOR HARDWARE

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

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

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

DOOR LOCKS

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

The electronic door lock system shall also include one (1) toggle switch accessible through the grille with sleeved connections and wire terminals to protect the connections from the elements. The switch will be a momentary toggle switch that will unlock all cab entry doors when activated.

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

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

DOOR LOCK LH EMS COMPARTMENT

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

DOOR LOCK RH EMS COMPARTMENT

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

DOOR LOCK LH REAR CAB COMPARTMENT

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

DOOR LOCK RH REAR CAB COMPARTMENT

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

POWER DOOR LOCK COMPARTMENT ACTIVATION

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

GRAB HANDLES

The cab shall include one (1) 18.00 inch three-piece knurled aluminum, anti-slip exterior assist handle, installed behind each cab door. The assist handle shall be made of extruded aluminum with a knurled finish to enable non-slip assistance with a gloved hand.

LIGHTED GRAB HANDLES

The grab rails shall include a 12 volt, 17.00 inch long red LED light to provide an increased margin of safety for night time cab entry and egress.

AUXILIARY GRAB HANDLE

There shall be a 7.00 inch molded stainless steel grab handle with a bright finish attached to the front fascia of the cab in the center below the windshield.

REARVIEW MIRRORS

Ramco model CRM-310-1750-TPCHR bus style mirrors shall be provided. The mirror heads shall be injection molded chrome plated ABS plastic and shall measure 9.50 inches wide X 17.50 inches high. The mirrors shall be mounted one (1) on each the driver and officer doors of the cab with polished die-cast aluminum arms.

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

REARVIEW MIRROR HEAT SWITCH

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

1531-021 Aux Ext Mir Abv RH Windshield Safety Bubble SS

CAB FENDER

Full width wheel well liners shall be installed on the extruded cab to limit road splash and enable easier cleaning. Fender shall consist of an inner liner 16.00 inches wide made of ABS composite and an outer fenderette 3.50 inches wide made of SAE 304 polished stainless steel.

MUD FLAPS FRONT

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

CAB EXTERIOR FRONT & SIDE EMBLEMS

The cab shall include three (3) Spartan emblems. There shall be one (1) installed on the front air intake grille and two (2) for the exterior sides of the cab shipped loose with the chassis for installation by the body manufacturer.

CAB EXTERIOR MODEL NAMEPLATE

The cab shall include "Gladiator" nameplates on the front driver and officer side doors.

IGNITION

A master battery system with a keyless start ignition system shall be provided. There shall be a three-position rocker switch with off, battery, and ignition positions as well as a stainless-steel etched engine start push-button. The engine start button shall include an illuminated LED halo ring. Both switches shall be mounted to the left of the steering wheel on the dash.

The engine start switch shall only operate when the master battery and ignition switch is in the "ignition" position.

BATTERY

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

BATTERY TRAY

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

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

BATTERY BOX COVER

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

BATTERY CABLE

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

BATTERY JUMPER STUD

The starting system shall include battery jumper studs. These studs shall be located in the forward most portion of the driver's side lower step, 8.00 inches apart. The studs shall allow the vehicle to be jump started, charged, or the cab to be raised in an emergency in the event of battery failure.

ALTERNATOR

The charging system shall include a 360 amp Niehoff 12 volt alternator. The alternator shall include an ignition excited external regulator.

STARTER MOTOR

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

BATTERY CONDITIONER

A Kussmaul Auto Charge Chief 4012 battery conditioner shall be supplied. The battery conditioner shall provide a 40 amp output for the chassis batteries and a 20 amp output circuit for accessory loads. The battery conditioner shall be mounted in the cab behind the driver's seat. The battery conditioner shall include a battery temperature sensor.

BATTERY CONDITIONER DISPLAY

A Kussmaul Chief remote control panel battery conditioner display shall be supplied. The battery conditioner display shall be mounted in the left side front step on the vertical area above the intermediate step towards the rear of the step well.

ELECTRICAL INLET LOCATION

An electrical inlet shall be shipped loose for installation by the body manufacture..

ELECTRICAL INLET

A Blue Sea 20 amp Sure Eject electrical receptacle shall be supplied. It shall automatically eject the plug when the starter button is depressed.

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

Amp Draw Reference List:

Kussmaul 40 LPC Charger - 5 Amps
Kussmaul 40/20 Charger - 8.5 Amps
Kussmaul 80 LPC Charger - 13 Amps
Kussmaul EV-40 - 6.2 Amps
Blue Sea P12 7532 - 7.5 Amps
Iota DLS-45/IQ4 - 11 Amps
1000W Engine Heater - 8.33 Amps
1500W Engine Heater - 12.5 Amps
120V Air Compressor - 4.2 Amps
120V Dometic HVAC - 15 Amps

ELECTRICAL INLET CONNECTION

The electrical inlet shall be connected to the battery conditioner. Cables for the receptacle shall be provided for installation of the receptacle on the body.

ELECTRICAL INLET COLOR

The electrical inlet connection shall include a red cover.

HEADLIGHTS

The cab front shall include two (2) FireTech rectangular LED headlamps with high/low beam in the same housing and two (2) separate FireTech LED high beam only headlamps mounted in bright chrome bezels.

HEADLIGHT LOCATION

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

FRONT TURN SIGNALS

The front fascia shall include two (2) Whelen model M6 4.00 inch X 6.00 inch amber LED with clear lens turn signals which shall be installed in a chrome radius mount housing above and outboard of the front warning and head lamps. The lights shall be programmed to emit the "Sequence to Solid 80 FPM" flash pattern.

SIDE TURN/MARKER LIGHTS

The sides of the cab shall include two (2) Tecniq S170 LED side marker lights which shall be provided just behind the front cab radius corners. The lights shall be amber with clear lenses and chrome bezels.

MARKER AND ICC LIGHTS

In accordance with FMVSS, there shall be five (5) marker lamps on the front of the vehicle designating identification and clearance. There shall be five (5) face mounted lights integrated into the scene light.

HEADLIGHT AND MARKER LIGHT ACTIVATION

The headlights and marker lights shall be controlled via a virtual button on the Vista display. The headlights shall turn on in the low beam setting when the park brake is disengaged. The headlights shall turn off when the park brake is engaged. The marker lights shall turn on when the ignition switch is in the "On" position. There shall be a virtual dimmer control on the Vista display to adjust the brightness of the dash lights.

INTERIOR OVERHEAD LIGHTS

The cab shall include a LED dome lamp located over each door. The lights shall include push switches on each lamp to activate both the clear and red portions of the light individually.

INTERIOR OVERHEAD LIGHTS ACTIVATION

The clear portion of each lamp shall be activated by opening the respective door and via the multiplex display.

LIGHTBAR PROVISION

There shall be one (1) light bar installed on the cab roof. The light bar shall be provided and installed by the chassis manufacturer. The light bar installation shall include mounting and wiring to a control switch on the cab dash.

CAB FRONT LIGHTBAR MODEL

The cab shall be provided with one (1) Whelen model F4N72 light bar. The light bar shall be 72.00 inches in length and feature eighteen (18) customizable pods.

See the light bar layout for specific details.

LIGHTBAR SWITCH

The light bar shall be controlled by a virtual button on the vehicle display and control screen. This button shall be clearly labeled for identification.

FRONT SCENE LIGHTS

The front of the cab shall include one (1) HiViz model FireTech FT-B-72-ML-W LED scene light installed on the brow of the cab. The light shall feature (5) five integrated marker lights.

The housing shall be powder coated white.

FRONT SCENE LIGHT LOCATION

There shall be one (1) scene light mounted center on the front brow of the cab.

FRONT SCENE LIGHTS ACTIVATION

The front scene lighting shall be activated by a virtual button on the vehicle display and control screen and a lighted momentary rocker switch on the dash.

SIDE SCENE LIGHTS

The side of the cab shall include two (2) Firetech model FT-GESM Guardian Elite LED scene lights, one (1) each side which shall be surface mounted with a chrome bezel.

SIDE SCENE LIGHT LOCATION

The scene lights located on the left and right sides of the cab shall be mounted in the upper front raised roof portion of the cab above the front doors.

SIDE SCENE ACTIVATION

The scene lights shall be activated by two (2) lighted momentary rocker switches located in the switch panel, one (1) for each light and by two (2) virtual buttons on the vehicle display and control screen(s), one (1) for each light.

GROUND LIGHTS

Each door shall include one (1) On-Scene brand Access LED mounted to the underside of the cab step below each door. The ground lights shall be 10.00 inches long and include a rough service anodized aluminum waterproof housing.

GROUND LIGHTS

The ground lighting shall be activated when the parking brake is set, by the opening of the door on the respective cab side, through a virtual button on the vehicle display and control screen, when the truck is placed into reverse, and by the respective side turn signal.

LOWER CAB STEP LIGHTS

The middle step located at each door shall include a Tecniq T44 LED light which shall activate with the opening of the respective door. The lights shall include a polycarbonate lens, a housing which is vibration welded and LEDs which shall be shock mounted for extended life.

INTERMEDIATE STEP LIGHTS

The intermediate step well area at each door shall include a TecNiQ D06 LED light within a chrome housing. The egress step lights shall provide visibility to the step well area for the first step exiting the vehicle. The egress step lights shall activate with entry step lighting.

ENGINE COMPARTMENT LIGHT

There shall be a LED NFPA compliant light mounted under the engine tunnel for area work lighting on the engine. The light shall activate automatically when the cab is tilted.

DO NOT MOVE APPARATUS LIGHT

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

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

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

MASTER WARNING SWITCH

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

There shall be an additional virtual button on the vehicle display and control screen to manually override an automatic warning light dimmer clearly labeled "WARNING LIGHT DIMMER". The warning light dimmer will automatically reduce the brightness of the warning lights with the display screen "Night" dimmer setting and with the park brake set. The operator can override the warning light dimmer feature and manually select the warning lights to be at normal brightness using the warning light dimmer virtual button, or "Day" display screen brightness. The lights shall also default to normal brightness when the "E Master" button is activated, and the park brake is released.

INBOARD FRONT WARNING LIGHTS

The cab front fascia shall include two (2) Whelen M6 Super LED front warning lights in the left and right inboard positions. The lights shall feature multiple flash patterns including steady burn. The lights shall be mounted to the front fascia of the cab within a chrome bezel. The lights shall be programmed to emit the "PinWheel Variable" non-flashing pattern.

INBOARD FRONT WARNING LIGHTS COLOR

The warning lights mounted on the cab front fascia in the inboard positions shall be blue with a clear lens.

OUTBOARD FRONT WARNING LIGHTS

The cab front fascia shall include two (2) Whelen M6 Super LED front warning lights in the left and right outboard positions. The lights shall feature multiple flash patterns including steady burn. The lights shall be mounted to the front fascia of the cab within a chrome bezel. The lights shall be programmed to emit the "PinWheel Variable" non-flashing pattern.

OUTBOARD FRONT WARNING LIGHTS COLOR

The warning lights mounted on the cab front fascia in the outboard position shall be red with a clear lens.

FRONT WARNING SWITCH

The front warning lights shall be controlled through a virtual control on the vehicle display and control screen. This switch shall be clearly labeled for identification. There shall be an additional virtual button on the vehicle display and control screen to manually override an automatic warning light dimmer clearly labeled "WARNING LIGHT DIMMER". The warning light dimmer will automatically reduce the brightness of the warning lights with Multiplex display screen "Dim" or "Night" dimmer setting and with the park brake set. The operator can override the warning light dimmer feature and manually select the warning lights to be at normal brightness using the warning light dimmer virtual button or "Max"/"Day" vista brightness. The lights shall default to normal brightness when the park brake is released.

INTERSECTION WARNING LIGHTS

The chassis shall include two (2) Whelen M6 series Super LED intersection warning lights, one (1) each side. The lights shall feature multiple flash patterns including steady burn. The lights shall be set to flash "DoubleFlash 150" in/out flash pattern.

INTERSECTION WARNING LIGHTS COLOR

The intersection lights shall be red with a clear lens.

INTERSECTION WARNING LIGHTS LOCATION

The intersection lights shall be recess mounted into the side face of the bumper.

SIDE WARNING LIGHTS

The cab sides shall include two (2) Whelen M6 Super LED warning lights, one (1) on each side. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the sides of the cab within a chrome bezel. The light shall be programmed to emit the "DoubleFlash 150" in/out flash pattern.

SIDE WARNING LIGHTS COLOR

The warning lights located on the side of the cab shall be blue with a clear lens.

SIDE WARNING LIGHTS LOCATION

The warning lights on the side of the cab shall be mounted over the front wheel well forward from the center of the front axle.

AUXILIARY SIDE WARNING LIGHTS

The cab sides shall include two (2) Whelen series M6 Super LED 4.00 inch X 6.00 inch warning lights, one (1) each side, which shall feature multiple flash patterns including steady burn. The warning lights shall be set to flash "DoubleFlash 150" in/out flash pattern.

AUXILIARY SIDE WARNING LIGHTS COLOR

The auxiliary warning lights located on the side of the cab shall be red with clear lens.

AUXILIARY SIDE WARNING LIGHTS LOCATION

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

SIDE AND INTERSECTION WARNING SWITCH

The side warning lights shall be controlled through a virtual button on the vehicle display and control screen. This button shall be clearly labeled for identification. There shall be an additional virtual button on the vehicle display and control screen to manually override an automatic warning light dimmer clearly labeled "WARNING LIGHT DIMMER". The warning light dimmer will automatically reduce the brightness of the warning lights with Multiplex display screen "Dim" or "Night" dimmer setting and with the park brake set. The operator can override the warning light dimmer feature and manually select the warning lights to be at normal brightness using the warning light dimmer virtual button or "Max"/"Day" display screen brightness. The lights shall default to normal brightness when the park brake is released.

TRAFFIC CONTROL

There shall be one Tomar model 3065-CHROME high priority traffic control optical emitter, mounted on the front left hand side of the cab roof. The emitter shall be activated by the master warn switch on the dash and shall be deactivated when the parking brake is applied.

INTERIOR DOOR OPEN WARNING LIGHTS

The interior of each door shall include one (1) 15.87 inch long X 0.73 inch tall amber Weldon LED warning light. The light shall be located on the upper portion of the door frame to be visible when a person is standing in front of the door while entering or exiting the cab. Each light shall activate with a scrolling directional flash pattern which moves from inside to outside when the door is in the open position. This shall serve as a warning to oncoming traffic.

SIREN CONTROL HEAD

A Federal PA300 electronic siren control head shall be provided. The siren head shall be a model 690010 and shall feature 200-watt output, high-low tone, and a built-in noise cancelling microphone. The siren shall be mounted to protrude through the center panel of the cab dash in the lower section of the panel just left of the center of the panel.

STEERING WHEEL HORN BUTTON SELECTOR SWITCH

A virtual button on the Vista display and control panel shall control of either the electric horn or the electronic siren from the steering wheel horn button.

AUDIBLE WARNING LH FOOT SWITCH

Two (2) foot actuated switches shall be supplied for installation in the front section of the cab for driver actuation. One (1) switch shall be wired to actuate the air horn(s) and one (1) switch shall be wired as an auxiliary activation to the electric siren.

AIR HORN FOOT SWITCH LH

The air horn foot switch shall be a Linemaster model 491-S.

AIR HORN FOOT SWITCH LH LOCATION

The air horn foot switch shall be located on the left hand side accessible to the driver between the steering column and the door.

AIR HORN FOOT SWITCH LH POSITION

The air horn foot switch shall be positioned inboard of any other foot switch, if applicable.

ELECTRIC SIREN FOOT SWITCH LH

The electric siren foot switch shall be a Linemaster model 491-S.

ELECTRIC SIREN FOOT SWITCH LH LOCATION

The electric siren foot switch shall be located on the left hand side accessible to the driver between the steering column and the door.

ELECTRIC SIREN FOOT SWITCH LH POSITION

The electric siren foot switch shall be positioned outboard of any other foot switch, if applicable.

AUDIBLE WARNING LH FOOT SWITCH BRACKET

A 30.00 degree angled foot switch bracket, wide enough to accommodate (2) foot switches, shall be installed outboard of the steering column for specified driver accessible foot switch activations.

AIR HORN AUXILIARY ACTIVATION

The air horn activation shall be accomplished by a momentary rocker switch on the switch panel.

MECHANICAL SIREN BRAKE/AUXILIARY ACTIVATION

The mechanical siren shall be actuated by one (1) momentary rocker switch in the switch panel on the dash. Two (2) red momentary siren brake rocker switches shall be provided in the switch panel on the dash.

MECHANICAL SIREN INTERLOCK

The siren activation shall be interlocked with the park brake and shall only be active when master warning switch is on to prevent accidental engagement.

ELECTRONIC SIREN AUXILIARY ACTIVATION

The Howler™ siren shall include activation by One (1) black push buttons on the switch panel.

BACK-UP ALARM

An ECCO model 505 backup alarm shall be installed at the rear of the chassis with an output level of 87 dB. The alarm shall automatically activate when the transmission is placed in reverse.

INSTRUMENTATION

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

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

The instrument panel shall contain the following gauges:

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

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

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

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

RED INDICATORS

Stop Engine - indicates critical engine fault
Air Filter Restricted - indicates excessive engine air intake restriction
Park Brake - indicates parking brake is set
Seat Belt - indicates a seat is occupied and corresponding seat belt remains unfastened
Low Coolant - indicates critically low engine coolant
Cab Tilt Lock - indicates the cab tilt system locks are not engaged.

AMBER INDICATORS

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

GREEN INDICATORS

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

BLUE INDICATORS

High Beam indicator

AUDIBLE ALARMS

Air Filter Restriction
Cab Tilt Lock
Check Engine
Check Transmission
Open Door/Compartment
High Coolant Temperature
High or Low System Voltage
High Transmission Temperature
Low Air Pressure
Low Coolant Level
Low DEF Level
Low Engine Oil Pressure
Low Fuel
Seatbelt Indicator
Stop Engine

Water in Fuel
Extended Left/Right Turn Signal On
ABS System Fault

BACKLIGHTING COLOR

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

CAMERA RIGHT HAND

One (1) Audiovox Voyager heavy duty rearview teardrop shaped chrome plated housing camera shall be mounted on the officer side of the cab below the windshield ahead of the front door at approximately the same level as the cab door handles. The camera display shall activate when the right side turn signal is activated.

CAMERA REAR

One (1) Audiovox Voyager heavy duty box shaped HD camera shall be shipped loose for OEM installation in the body to afford the driver a clear view to the rear of the vehicle.

The rear camera display shall activate when the vehicle's transmission is placed in reverse.

CAMERA DISPLAY

The camera system shall be wired to a single vehicle display and control screen located on the driver's side dash. The camera system display can be activated through the vehicle display and control screen.

FIRE EXTINGUISHER

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

ROAD SAFETY KIT

The cab and chassis shall include one (1) emergency road safety triangle kit.

DOOR KEYS

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

WARRANTY

Purchaser shall receive a Custom Chassis Two (2) Years or 36,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0102. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

CHASSIS OPERATION MANUAL

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

ENGINE AND TRANSMISSION OPERATION MANUALS

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

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

CAB/CHASSIS AS BUILT WIRING DIAGRAMS

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

PAINT CONFIRMATION

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

SALES TERMS

The sale of the chassis shall be governed by the terms contained on the Sales Terms – Acceptance of Purchase Order document, a copy of which is attached to this option.

DRIVELINE LAYOUT CONFIRMATION

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

CAB TO AXLE DIMENSION

Cab to axle will be 164".

.0CHASSIS 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 provided by the cab/chassis manufacturer.

BUMPER GRAVELSHIELD

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

AIR HORN(S)

Air horn(s) if specified shall be supplied and installed by the cab/chassis manufacturer.

BUMPER COMPARTMENT

The bumper extension shall have one (1) tool compartment on the curbside. The compartment shall be as large as room allows (shallow due to air horns below and no lid requested). Compartment door shall be 1/8" NFPA compliant aluminum tread plate with stainless steel hinge wrapped with vinyl and **BLACK "D"-ring handle**. The compartment door shall have a gas shock type hold open device. This compartment shall not be watertight but shall include a compartment drain.

If the bumper compartment is greater than 4 cu.ft. in volume and has an opening greater than 144 sq.in. it shall have sufficient compartment lighting to provide a minimum of 2 fc (20 lx) at any location on the floor of the compartment without any equipment in the compartment. If light is required, there shall be one (1) OnScene Access LED light mounted to light inside the compartment area.

A flashing warning light signal shall be provided indicating when a compartment door is not in a closed position as required by NFPA 1901.

**Compartment to be coated in Scorpion liner material, black.
There shall be a scuff plated added under the winch compartment to keep debris out.**

- One (1) OnScene Access white LED light(s) mounted in cabinet(s).

Front bumper shall be provided with mounting capability for a Austin Fire Department supplied license plate.

FRONT TOW PROVISIONS

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

GROUND LIGHTS

There shall be cab/chassis provided ground 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.

Light(s) shall be switchable but activated automatically when the park brake is set.

VIBRATING TONES SOUND DEVICE SYSTEM

One (1) Federal Rumbler vibrating tones sound device shall be provided. Rumbler shall be connected to specified primary electronic siren amplifier. Siren power shall be wired through the master warning light switch. The speakers for system shall be mounted under front of vehicle and protected from weather or road damage.

Coming pre-wired from chassis. Install behind bumper.

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.

PLYMOVENT EXHAUST ADAPTER

A Plymovent 7" exhaust adapter flange for a Plymovent magnetic systems shall be provided and installed on the chassis engine exhaust tailpipe/temperature mitigation device. The Adapter shall be sized to attach to a 7" outlet/5" inlet exhaust temperature mitigation device and terminates as a 9" diameter magnetic flange.

- The tail pipe(s) shall terminate parallel to rear axle and flush with body.

Warning Lights: Chassis Cab, Custom, Whelen

ZONE A - FRONT WARNING LIGHTS, UPPER

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

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

ZONE A - FRONT WARNING LIGHTS, LOWER

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.

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

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

RADIO ANTENNA INSTALLATION

Antenna #1 mounted and installed on the roof of the cab/chassis.

Due to multiple configurations of antenna whips, the Body Manufacturer shall provide the antenna base, and Austin Fire Department shall provide the whip.

RADIO ANTENNA INSTALLATION

There shall be two (2) radio antenna mounts provided and installed on the lower cab roof, one each side of A/C condensor. The end of each radio antenna shall be routed to a location determined by the Austin Fire Department.

Due to multiple configurations of antenna whips, provided antenna base shall be Antenex model MABVT8, and Austin Fire Department shall provide the whip.

A removable cover designed for NMO type antenna bases shall be installed on the antenna base to help protect the base until an antenna is installed.



COMMUNICATION ANTENNA CABLE ROUTING

The antenna cable shall be routed from the antenna base mounted on roof to the area behind and underneath the officer's seat.

Routing points for the antennae shall be to center dash.

- Radio shall be provided by Austin Fire Department.

The end of antenna cable shall be routed to center dash. Cable shall be labeled for **PROVIDE INFORMATION**.

Cab roof mounted antenna shall be located driver side of upper forward roof section.

SEVEN (7) POSITION ANTENNA RAIL

One (1) radio antenna rail(s) shall be provided and installed on front raised roof section of cab. Each rail shall be constructed of aluminum, forming a two piece box design. The top section shall be removable for easy access to the individual antenna wiring. Seven (7) antenna bases shall be provided and installed in each rail. Each antenna base shall include enough cable to reach radio location plus a service loop of at least 10' of LMR195 flexible communications cable. The antenna wiring shall enter the vehicle roof at a single point under the end of the rail. The end of each radio antenna shall be routed to radio mounting locations, or as determined by the Austin Fire Department.

Due to multiple configurations of antenna whips, provided antenna base shall be Antenex model MABVT8, and Austin Fire Department shall provide the whip.

A removable cover designed for NMO type antenna bases shall be installed on the antenna base to help protect the base until an antenna is installed.

Mount on front slope of raised roof. (See previous unit)

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

Cab roof mounted antenna rail shall be located on forward upper roof section.

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

Tire pressure visual indicators if specified shall be supplied by the cab and chassis manufacturer.

HELMET STORAGE

HELMET STORAGE, DRIVER POSITION

Helmet storage shall be the responsibility of Austin Fire Department in specified cab 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, OFFICER POSITION

Helmet storage shall be the responsibility of Austin Fire Department in specified cab area.

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

CAB CRASH TEST CERTIFICATION

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

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

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

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

CAB PAINT

The finish paint and color as provided from the cab/chassis manufacturer shall be provided. Cab shall not be repainted.

(Note: Most departments do NOT find that the fleet paint finish from a commercial cab/chassis manufacturer is acceptable. The Body Builder will NOT be responsible for paint quality and finish issues.)

CAB INTERIOR COMPONENT PAINT COLOR, OEM SUPPLIED

Powder coat shall be hammertone silver/grey. Cardinal T064-GR05

WHEEL HUB AND NUT COVERS

Wheel hub and nut covers shall not be provided on completed unit.

MUDFLAPS

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

AIR BRAKE SYSTEM QUICK BUILD-UP

The air brake quick build-up system {will/shall} be supplied from the specified automatic electric compressor **Gast model 5HCD-10-M55ONGX** in order to maintain full operating air pressure while the vehicle is not running.

The quick buildup system {will/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.

LOW PRESSURE AIR OUTLET

There shall be one (1) Milton female quick connector type air outlet connection(s) to supply low pressure air for general maintenance. The outlet shall terminate in a 1/4" NPT threaded port with a Milton female type adapter. Air outlet shall be located near driver's door. The male end of the connector shall be supplied by the Austin Fire Department.

NOTE: Front driver step.

CHASSIS AIR TANK DRAIN CABLES

The cab/chassis air brake system tank drains cables shall be extended to panel(s) located on forward streetside lower body or as per tank locations. Each air tank drain cable shall be extended/routed to the panel(s) through eyelets so as to prevent cables hanging or being exposed below the body.

Each pull ring/handle shall be properly labeled to identify each tank and include a black colored label bezel.

ROAD EMERGENCY SAFETY KIT

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

Front Cab Components: Not Provided

Located at ceiling rear facing center position shall be:

CAB INTERIOR CABINET - BEHIND DRIVER

If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

There shall be one (1) storage cabinet located in rear cab area. The cabinet shall be fabricated from 1/8" smooth aluminum.

The cabinet shall be approximately 23" wide x 48" high x 21" deep, (exterior wall to center of cab). If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

- 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) OnScene Solutions Full height Access LED light(s) mounted inside the cabinet.
Mount with "P"clamps
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- There shall be one (1) adjustable shelf/shelves in the above cabinet(s). Each shelf shall have a 1.25" vertical lip at front to contain items while vehicle is in motion.

Located at ceiling rear facing driver position shall be:

CAB INTERIOR CABINET - OVERHEAD

There shall be two (2) overhead cabinet(s) provided on interior. Cabinet(s) shall be constructed of 1/8" smooth finish aluminum. Each cabinet shall be **approximately 26" wide x 14" high x 18 - 14" deep**, length to best fit the designated area. If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

Extend rearward to match side of EMS cabinet.

- 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 two (2) OnScene Solutions 10" Access LED light(s) mounted inside the cabinet.
Mount with "P"clamps

CAB INTERIOR CABINET - BEHIND OFFICER

If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

There shall be one (1) storage cabinet located in rear cab area. The cabinet shall be fabricated from 1/8" smooth aluminum.

The cabinet shall be approximately 23" wide x 48" high x 21" deep, (exterior wall to center of cab). If cab is specified with air bags, the interior cabinet(s) will be mounted clear of the deployment area.

- 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) OnScene Solutions **full height** Access LED light(s) mounted inside the cabinet.
Mount using "P"clamps
- Cabinet(s) shall be provided with vertically mounted shallow aluminum Shelf-Trac for specified component installation.
- There shall be one (1) adjustable shelf/shelves in the above cabinet(s). Each shelf shall have a 1.25" vertical lip at front to contain items while vehicle is in motion.

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

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

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

EXTERIOR ALUMINUM BODY

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

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

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

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

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

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

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 resist moisture from entering the compartments. All other interior seams and corners shall be sealed with silicone based caulk prior to painting.

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

DRIP RAILS

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

WALKWAY/ROOF COMPARTMENT SUPPORT

The upper body floor structure shall be integral with the body sheet metal construction and shall be an all welded assembly. Bolted or glued assemblies shall not be accepted, .
All seams in roof material shall be fully and continuously welded to resist entry of moisture.

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

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

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

BODY SUBFRAME

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

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

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

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 resist any corrosion. Each mounting assembly shall utilize two (2) 3/4" diameter x 6" long grade 8 bolts and two (2) heavy duty springs. The assembly design shall allow the body and subframe to act as one (1) component, separate from the chassis. As the chassis frame twists under driving conditions, the spring mounting system shall eliminate any stress from being transferred into the body. The spring loaded body mounts shall also prevent frame side rail or body damage caused by unevenly distributed stress and strains due to load and chassis movement.

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

10" REAR STEP BUMPER

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

Rear bumper shall be provided with one (1) 4.75" aluminum Grip-Strut insert(s) for improved slip resistance.

The corners of bumper shall have a 45 degree chamfer.

A cone holder tube shall be mounted on rear bumper. **Add a black scuff plate to the rear of body behind the cone holder**

REAR TOW EYES

There shall be two (2) heavy duty rear mounted tow eyes securely attached to the chassis frame and mounted above the rear bumper. The tow eyes shall be fabricated from **1"** thick steel plate with a 3" diameter opening. Tow eyes shall have a black powder coat finish.

TRAILER HITCH

A 2" Square Class IV weight carrying capacity rear hitch receiver shall be provided below the rear bumper. The receiver shall be attached to chassis frame with heavy duty steel frame work with a black hammertone powder coat paint finish.

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

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

Without the use of a "weight distribution" ball hitch the Class IV receiver shall have a capacity of 10,000 lbs. gross trailer weight and a maximum tongue weight of 1,000 lbs. With the use of a "weight distribution" ball hitch the Class IV receiver shall have a capacity of 12,000 lbs. gross trailer weight and a maximum tongue weight of 1,200 lbs.

RECEIVER WITH TRAILER BALL

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

GROUND LIGHTS

There shall be two (2) OnScene Solutions Rough-Service 9" 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.

Secure with "P"clamps

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

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 a rubber gasket to reduce buildup of moisture and/or debris.

WHEEL WELL LINERS

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

SCBA CYLINDER COMPARTMENTS

There shall be three (3) SCBA cylinder storage compartments located, two (2) on the curbside, and one (1) on the streetside of rear wheel well area. Each compartment shall be capable of storing two (2) SCBA (60 min.) cylinders. Each compartment shall have a vertically hinged aluminum door with 14ga stainless steel hinge, a positive catch latch and painted primary lower body color. Each compartment shall allow the storage of an SCBA cylinder or a fire extinguisher up to 7-3/4" in diameter x 26" deep. The door shall activate the "Hazard Warning Light" in the cab when not in the closed position.

These Compartments will be holding Extinguishers. Shorten the center divider so they are not coming out to the edge.

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 resist 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 Austin Fire Department approved paint spray out provided.

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

BODY UNDERCOATING

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

COMPARTMENT INTERIOR FINISH

The compartment interior paintable surfaces shall be prepared and DA sanded using 80-120 grit dry paper and cleaned with a wax and grease remover. A PPG Delfleet® primer topcoat of either a solids epoxy primer or an etch primer shall be applied.

A PPG Delfleet® color primer with proper hardener and thinner mix shall then be sprayed using a pressure pot spray gun and applying 2 wet coats achieving full hiding on entire compartment surface and allow to air dry for 30 minutes @ 70°F before applying texture coat.

A PPG Delfleet® F3985 White/F3986 Gray top coat/texture coat with proper hardener and dry additive shall then be sprayed using a pressure pot and reducing the atomizing air pressure and turn fan pattern all the way in on the gun. Apply the first color texture coat as needed and allow to air dry @ 70°F over night before assembly and 7 days before putting into full service.

ROOF COMPARTMENT INTERIOR FINISH

The roof compartment interior paintable surfaces shall be prepared and DA sanded using 80-120 grit dry paper and cleaned with a wax and grease remover. A PPG Delfleet® primer topcoat of either a solids epoxy primer or an etch primer shall be applied.

A PPG Delfleet® color primer with proper hardener and thinner mix shall then be sprayed using a pressure pot spray gun and applying 2 wet coats achieving full hiding on entire compartment surface and allow to air dry for 30 minutes @ 70°F before applying texture coat.

A PPG Delfleet® F3985 White/F3986 Gray top coat/texture coat with proper hardener and dry additive shall then be sprayed using a pressure pot and reducing the atomizing air pressure and turn fan pattern all the way in on the gun. Apply the first color texture coat as needed and allow to air dry @ 70°F over night before assembly and 7 days before putting into full service.

REFLECTIVE STRIPE REQUIREMENTS

Material

All retroreflective materials shall conform to the requirements of ASTM D4956, *Standard Specification for Retroreflective Sheeting for Traffic Control*, Section 6.1.1 for Type I Sheeting.

All retroreflective materials used that are colors not listed in ASTM D4956, Section 6.1.1, shall have a minimum coefficient of retro-reflection of 10 with observation angle of 0.2 degrees and entrance angle of -4 degrees.

Any printed or processed retroreflective film construction used shall conform to the standards required of an integral colored film as specified in ASTM D4956, Section 6.1.1.

Minimum Requirements

A retroreflective stripe(s) shall be affixed to at least 50 percent of the cab and body length on each side, excluding the pump panel areas, and at least 25 percent of the width of the front of the vehicle, not including mirrors or other protrusions.

The stripe or combination of stripes shall be a minimum of 4 in. (100 mm) in total width.

The 4 in. (100 mm) wide stripe or combination of stripes shall be permitted to be interrupted by objects (i.e., receptacles, cracks between slats in roll up doors) provided the full stripe is seen as conspicuous when approaching the apparatus.

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

GRAPHICS PROOF

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

REFLECTIVE STRIPE - BODY SIDES

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

- This reflective stripe shall be gold 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 white in color.

The stripe shall extend from the front of cab in a straight line, then just ahead of the rear wheels the stripe shall angle up and extend straight back to the rear of the body.

CHEVRON STRIPE - CAB BUMPER

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

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

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

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

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

CHEVRON REFLECTIVE STRIPE - REAR SIDES PANELS

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

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

The stripe material shall be 3M Diamond Grade.

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

CAB STRIPE

The cab shall have a 7/8" wide gold stripe with white bottom outline provided on each side of cab on the two-tone cab paint line.

LETTERING

GRAPHICS PROOF

A color graphics proof of the lettering layout shall be provided for approval by Austin Fire Department prior to installation. The graphics proof shall be submitted to Austin 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 twelve (12) 3" high reflective letters furnished and installed on the vehicle.

"RESCUE" - On rear cab doors.

"20" - under rescue

- This reflective lettering shall be gold in color.

There shall be four (4) 6" high reflective letters furnished and installed on the vehicle.

"20" - Unit number under "RESCUE" above.

- This reflective lettering shall be gold in color.

UPPER BODY SIDE LETTERING

There shall be seventy four (74) 10" high reflective letters furnished and installed on the vehicle.

"AUSTIN FIRE DEPARTMENT"

"SPECIAL OPERATIONS"

- This reflective lettering shall be gold in color.

There shall be one (1) **20"** high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be gold in color.

REAR BODY LETTERING

There shall be two (2) **30"** high reflective letters furnished and installed on the vehicle.

- This reflective lettering shall be red in color **with Black outline**.

FRONT OF CAB LETTERING

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

"20" on each cab radius.

- This reflective lettering shall be gold in color.

CAB ROOF LETTERING

There shall be four (4) 22" high reflective letters furnished and installed on the vehicle.

"R20"

- This reflective lettering shall be red in color.

CUSTOM DECAL LOGO - 12" -18"

Two (2) custom designed 12" - 18" 3M Scotchlite type retroreflective logo shall be provided and located on the **cab doors, and upper body sides**.

The exact design and/or artwork shall be provided by the Austin Fire Department prior to construction.

Two (2) copy of the above custom logo shall be provided and located on the completed vehicle as directed by Austin Fire Department.

SVI Manufacturer Badge

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 resist 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	83.7"
B	Bottom of Subframe to Bottom of Body	22.5"

C	Total Body Height	106.2"
D	Compartment Height Above Frame	48.0"
E	Compartment Height Below Frame	25.0"
F	Vertical Door Opening:	
	-with roll-up door	65.0"
	-with hinged door	68.5"

ABOVE REAR AXLE

	<u>Description</u>	<u>Dimension</u>
G	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>
H	Bottom of Subframe to Bottom of Body	20.0"
I	Compartment Height Above Frame	48.0"
J	Compartment Height Below Frame	22.5"
K	Vertical Door Opening:	
	-with roll-up door	62.0"
	-with hinged door	65.5"

GENERAL

	<u>Description</u>	<u>Dimension</u>
L	Top of Body to Bottom of Drip Rail	33.5"

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

FIVE (5) UPPER BODY COMPARTMENTS (OPEN)

The forward transverse compartment shall be 90.0" long x 27.0" wide x 28.5" deep. There shall be four (4) compartments parallel to the sides of the body, two (2) on each side. Each of these compartments shall be approximately 85" long x 28.0" wide x 28.5" deep. The side compartments shall be open under each door sill to allow for long equipment. Each compartment shall be integral with the body construction, and will not be bolted or add-on modules. The outside walls of each compartment will be double walled to prevent equipment from denting the outside painted surface.

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

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

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

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

NFPA door ajar system shall be automatically activated by an individual switch per compartment.

- Four (4) OnScene Access white LED, full height compartment light(s), horizontally mounted.

The hinged door(s) shall have an automotive tailgate style lift-up locking handle. A gasket shall be placed between the handle and the compartment exterior wall. Door latches shall be a single point, double-catch latch, mounted on the interior wall of the compartment panel.

SIDE ROOF COMPARTMENT - SHELF TRAC

The upper body side compartments shall be provided with horizontally mounted aluminum Shelf-Trac welded to the walls for vertical partition installation and adjustability.

ROOF COMPARTMENT - VERTICAL PARTITION

There shall be ten (10) vertical partition(s) provided in the roof compartment(s). The partition(s) shall be used to retain or hold equipment in place during travel. Each partition shall be fabricated from 3/16" smooth aluminum and bolted to specified Shelf-Trac for ease of adjustment.

UPPER BODY COMPARTMENT EQUIPMENT

The specified upper body compartments shall be provided with the following equipment;

- There shall be one (1) SCBA cylinder storage module for 8" OD (maximum) SCBA bottles located in upper body rear streetside compartment. The maximum length of the SCBA cylinder shall be 28". The module shall have an exterior shell fabricated from 1/8" (.125) 3003H-14 aluminum alloy sheet. The SCBA cylinder storage tubing shall be fabricated from PVC pipe to prevent damage or abrasion to cylinders.

**NOTE: Make tubes shorter for easier access of grabbing the SCBA's out.
This module will be located on the Curbside Compartment forward of the Clay Hopper.**

- The SCBA cylinder module shall be capable of storing twelve (12) SCBA cylinders up to 7-5/8" diameter.

UPPER BODY WALKWAY

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

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

WALKWAY/STEP LIGHTS

There shall be four (4) OnScene Solutions Rough-Service 9" LED lights provided to illuminate the walkway or step area.

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.

WALKWAY SAFETY DELINEATION

For increased visibility and safety, the front edge of walkway at top of stairway shall have two (2) rows of fluorescent yellow-green reflective squares provided between the diamond pattern of stepping surface to delineate stair tread edge.

ROOF ACCESS STAIRWAY

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

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

STAIRWAY HANDRAILS

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

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

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.

STEP COMPARTMENT - LOWER 2 STEPS

There shall be one (1) compartment located in the roof access stairway area below frame level. The compartment will cover the bottom two (2) steps and have a hinged lift-up 3/16" NFPA compliant aluminum tread plate step door. The compartment shall be manufactured to resist road debris, dirt and moisture from entering. The compartment shall be 33" wide x 24" high x maximum depth based on chassis mounted components and requirements for structural integrity of the body.

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

- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latch shall be a single point latch flush mounted to exterior door panel.
- One (1) OnScene Access white LED light(s) mounted in cabinet(s).
- The specified portable winch shall be mounted in compartment using a heavy duty "U" shaped channel. Winch receiver tube and mounting pin shall be utilized to hold in place during travel.

STEP COMPARTMENT - UPPER

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

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

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

- The hinged door(s) shall have a stainless steel 6" offset bent D-ring locking handle. A gasket shall be placed between handle and door. Door latch shall be a single point latch flush mounted to exterior door panel.
- One (1) OnScene Access white LED light(s) mounted in cabinet(s).
- Storage for One (1) 16' roof ladder(s). Manufacturer, model number of the ladder(s) shall be provided in equipment section of specification.

- Storage for One (1) 14' roof ladder(s). Manufacturer, model number of the ladder shall be provided in equipment section of specification.
- Storage for Two (2) pike pole(s). Manufacturer, model number of the pike pole shall be provided in equipment section of specification.

FOLD-DOWN STEP

There shall be one (1) 30" wide fold-down step located at the bottom of the roof access stairway to reduce the distance from the ground to the first step. The step surface shall be NFPA compliant aluminum treadplate. The step shall manually fold up into the stairway with two (2) over-center gas shocks to hold step in position during travel. The step shall activate the "Hazard Warning Light" in the cab when not in the stowed position.

- A 5 second delay shall be programmed into the multiplexing system to prevent nuisance activation of the cab hazard warning system.

REAR BODY HANDRAILS

There shall be a 3-piece Hansen International two (2) 24" x 1-1/8" vertical handrails and two (2) 48"L on rear body. Handrails shall be NFPA compliant formed from anodized aluminum with knurled anti-slip finish.

Each handrail shall be back-lit with a Safetylite, 12 VDC red LED light tube. Lights shall be activated with headlight and park brake set circuits.

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.

**Two (2) additional handrails will be mounted horizontal at the top of rear staircase.
Reference #1202**

STAIR TREAD SAFETY DELINEATION

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

Note: Color FL Yellow-Green

BODY WIDTH DIMENSIONS

The 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"
Compartment depth below subframe	24.5"

STREETSIDE COMPARTMENT - FRONT (S1)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 57.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
 - The above component(s) shall have a smooth un-painted finish.

- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be two (2) OnScene Solutions 83 series aluminum tray base with 70% extension, and rating of 1,000 lbs. Slide-out tray(s) base shall be full width (street/curb) and as wide as the compartment layout or door opening permits, capable of extending out either side of the body located above the level of the chassis frame rails. Each slide base shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will lock the tray in the closed, 40% extended and 70% extended positions.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - Vertical partition(s) shall be provided on slide-out tray base dividing the tray into left and right sides. Each vertical partition shall be horizontally adjustable; mounted on aluminum Shelf Trac on tray floor. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - Any equipment mounting on transverse tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.

The following components shall be located at frame level:

- 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.

The following components shall be located at base of lower compartment:

- The 12 VDC electrical distribution panel shall be located in compartment above the subframe.
- There shall be one (1) OnScene Solutions 84 series slide-out, drop-down style aluminum tray base with 90% extension, and rating of 150 lbs. Slide-out tray(s) base shall be approximately 47" deep and as wide as the compartment layout or door opening permits. It shall be located above the level of the chassis frame rails and shall be vertically adjustable in height. Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will hold the tray in the closed position.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.

- There shall be one (1) 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. Partition shall be approximately Fill In from forward wall of compartment.
 - Partition shall be bolted in position at base and top of partition.
 - The above component(s) shall have a smooth un-painted finish.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- There shall be one (1) Blue Sea Systems ST series blade type fuse block(s) with screw type terminals for both positive and negative buss with cover provided for distribution of up to six (6) 30 amp, 12 VDC circuits.
- The fuse block shall be protected by a 40 amp maxi fuse located at the source.
- Fuse block shall be wired battery direct.
- Fuse block shall be located in the bottom left interior corner.
Below extended floor
- One (1) OnScene Solutions Rough-Service 9" white LED light(s) shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment. Light(s) shall be switchable but activated automatically when the park brake is set.
Secure with "P" clamp

STREETSIDE COMPARTMENT - AHEAD OF REAR WHEELS (S2)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 57.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- 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) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
 - The above component(s) shall have a smooth un-painted finish.

- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be two (2) OnScene Solutions 83 series aluminum tray base with 70% extension, and rating of 1,000 lbs. Slide-out tray(s) base shall be full width (street/curb) and as wide as the compartment layout or door opening permits, capable of extending out either side of the body located above the level of the chassis frame rails. Each slide base shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will lock the tray in the closed, 40% extended and 70% extended positions.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - Vertical partition(s) shall be provided on slide-out tray base dividing the tray into left and right sides. Each vertical partition shall be horizontally adjustable; mounted on aluminum Shelf Trac on tray floor. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
- These will be shortened up in length 12"**
- Any equipment mounting on transverse tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.

The following components shall be located at frame level:

- 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.
- One (1) OnScene Solutions Rough-Service 9" white LED light(s) shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment. Light(s) shall be switchable but activated automatically when the park brake is set.

Secure with "P" clamp

STREETSIDE COMPARTMENT - ABOVE REAR WHEELS (S3)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 52.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) OnScene Solutions 84 series slide-out, drop-down style aluminum tray base with 90% extension, and rating of 150 lbs. Slide-out tray(s) base shall be approximately 30" deep and as wide as the compartment layout or door opening permits. It shall be located above the level of the chassis frame rails and shall be vertically adjustable in height. Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will hold the tray in the closed position.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".

- The above component(s) shall have a smooth un-painted finish.
- Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be one (1) transverse module fabricated from 3/16" (.188) 3003H-14 aluminum alloy smooth sheet. The module will be designed for the following long tools and equipment:
 - The list of items to be stored in the transverse module:
 - There shall be one (1) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- There shall be a transverse plywood storage module for full 4' x 8' sheets of plywood without altering the size. The module shall be fabricated from 3/16" (.188) 3003H-14 aluminum alloy sheet and shall have hinged retainer doors at each end to hold plywood in place. Storage module shall hold the following sheets of plywood;
 - One (1) Austin Fire Department supplied sheets of 4' x 8' x 3/4" sheets of plywood.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.

STREETSIDE COMPARTMENT - REAR (S4)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 63.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located upper section of compartment:

- 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;

– **one (1) 23.75 x 23.5 x 4.5 MultiForce Bag**

– There shall be two (2) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.

- 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;

- (1) 15" x 15" x 1"
- (1) 12" x 18" x 1"
- (1) 20" x 20" x 1"
- (1) 10" x 10" x 1"
- (1) 24" x 24" x 1"
- (1) 6" x 12" x 1"
- (2) 30" 30" x 1"

- There shall be two (2) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
 - The above component(s) shall have a smooth un-painted finish.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be one (1) OnScene Solutions 81 series aluminum tray base with rating of 1,000 lbs. Slide-out tray(s) base shall be approximately 70" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Slide base shall extend depth specified, less 4". Each slide base shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will lock the tray in the closed and full extension positions.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.

The following components shall be located at frame level:

- 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.
- There shall be one (1) transverse module fabricated from 3/16" (.188) 3003H-14 aluminum alloy smooth sheet. The module will be designed for the following long tools and equipment:
 - The list of items to be stored in the transverse module:
 - One (1) Austin Fire Department supplied stokes basket(s) shall be installed after delivery.
 - There shall be one (1) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- There shall be one (1) Blue Sea Systems ST series blade type fuse block(s) with screw type terminals for both positive and negative buss with cover provided for distribution of up to six (6) 30 amp, 12 VDC circuits.
- The fuse block shall be protected by a 40 amp maxi fuse located at the source.
- Fuse block shall be wired battery direct.
- Fuse block shall be located in the top left interior corner.
- One (1) OnScene Solutions Rough-Service 9" white LED light(s) shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment. Light(s) shall be switchable but activated automatically when the park brake is set.

Secure with "P"clamp

CURBSIDE COMPARTMENT - FRONT (C1)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 57.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
 - The above component(s) shall have a smooth un-painted finish.

- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
 - This reflective stripe shall be red/white in color.
 - There shall be two (2) OnScene Solutions 83 series aluminum tray base with 70% extension, and rating of 1,000 lbs. Slide-out tray(s) base shall be approximately 94" deep; capable of extending out either side of the body located above the level of the chassis frame rails. (Specified in opposite side compartment.)
 - There shall be one (1) OnScene Solutions 84 series slide-out, drop-down style aluminum tray base with 90% extension, and rating of 250 lbs. Slide-out tray(s) base shall be approximately 47" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will hold the tray in the closed position.
 - Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
 - This reflective stripe shall be red/white in color.
 - Vertical partition(s) shall be provided on slide-out tray base dividing the tray into left and right sides. Each vertical partition shall be horizontally adjustable; mounted on aluminum Shelf Trac on tray floor. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
 - This reflective stripe shall be red/white in color.
 - Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
 - An Innovative Controls black back-lit switch panel shall be provided to control cab tilt function with indicator light and properly labeled.
 - One (1) OnScene Solutions Rough-Service 9" white LED light(s) shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment. Light(s) shall be switchable but activated automatically when the park brake is set.
- Secure with "P"clamp**

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 compartment door opening shall be approximately 57.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) 400 lbs. slide-out tray(s) approximately 24" deep and as wide as the compartment layout or door opening permits. The tray top shall be fabricated from 3/16" 3003 aluminum sheet with a 3" vertical lip and welded corners to form a box type tray surface. The sliding tracks shall extend 100% of the slide length. The tray assembly shall utilize a pneumatic cylinder mounted on underside to hold the tray in both the extended and closed positions.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.

- The above component(s) shall have a smooth un-painted finish.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be one (1) OnScene Solutions 81 series aluminum tray base with rating of 1,000 lbs. Slide-out tray(s) base shall be approximately 47" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Slide base shall extend depth specified, less 4". Each slide base shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will lock the tray in the closed and full extension positions.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - Vertical partition(s) shall be provided on slide-out tray base dividing the tray into left and right sides. Each vertical partition shall be horizontally adjustable; mounted on aluminum Shelf Trac on tray floor. The vertical partition(s) shall be 3/16" (.188) 3003H-14 alloy smooth aluminum sheet.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be a transverse storage module which extends from the opposite side of the body (specified in opposite side compartment).
 - There shall be one (1) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.

The following components shall be located at frame level:

- 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.
- One (1) OnScene Solutions Rough-Service 9" white LED light(s) shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment. Light(s) shall be switchable but activated automatically when the park brake is set.

Secure with "P" clamp

CURBSIDE COMPARTMENT - ABOVE REAR WHEEL (C3)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 52.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) OnScene Solutions 84 series slide-out, drop-down style aluminum tray base with 90% extension, and rating of 150 lbs. Slide-out tray(s) base shall be approximately 47" deep and as wide as the compartment layout or door opening permits. It shall be located above the level of the chassis frame rails and shall be vertically adjustable in height. Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will hold the tray in the closed position.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray with an internal depth of approximately 3 1/2".

- The above component(s) shall have a smooth un-painted finish.
- Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.
- There shall be a transverse storage module which extends from the opposite side of the body (specified in opposite side compartment).
 - There shall be one (1) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- There shall be a transverse plywood storage module which extends from the opposite side of the body (specified in opposite side compartment).
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.

CURBSIDE COMPARTMENT - REAR (C4)

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

- This compartment shall have a R•O•M series IV roll-up door.
- The compartment door opening shall be approximately 63.5" wide.
- The roll-up door slats and the door track components shall be painted to match the single tone exterior color.
- The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior door track to activate compartment lighting and door ajar signal in cab when door is opened.
- A keyed 1250 cylinder lock shall be provided on bottom rail of the roll-up door.
- The roll-up doors shall be equipped with an electric power lock system.
- Electric door locks shall be actuated by the cab/chassis supplied keyless entry system.
- 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.
- Two (2) 3-1/2" x 3-1/2" black plastic louvered vents shall be provided in the lower compartment.

COMPARTMENT LAYOUT

The following components shall be located above frame level:

- There shall be vertically mounted aluminum Shelf-Trac welded to compartment walls for specified component installation. Shelf-Trac extrusion shall have side extruded channels for use in mounting or securing special ancillary items, without need for drilling into body.
- There shall be one (1) OnScene Solutions 84 series slide-out, drop-down style aluminum tray base with 90% extension, and rating of 150 lbs. Slide-out tray(s) base shall be approximately 30" deep and as wide as the compartment layout or door opening permits. It shall be located above the level of the chassis frame rails and shall be vertically adjustable in height. Each slide shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will hold the tray in the closed position.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".

- The above component(s) shall have a smooth un-painted finish.
- Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
- 3M™ Diamond Grade™ 2" wide conspicuity striping shall be provided on the front and side faces of the tray.
- This reflective stripe shall be red/white in color.

The following components shall be located at frame level:

- The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).
- There shall be a transverse storage module which extends from the opposite side of the body (specified in opposite side compartment).
 - There shall be one (1) OnScene Solutions Velcro cargo straps provided to secure the stored equipment.
- A clay absorbent (or similar weight material) storage hopper shall be provided in this compartment for approximately 150 pounds of material. The storage hopper shall be filled from an upper body compartment and funneled to a manual slide knife valve with flexible hose provided on bottom of hopper storage. The bottom of absorbent hopper and valve shall be spaced off floor to allow for a 5 gallon pail to be stored under valve.
- There shall be one (1) OnScene Solutions 81 series aluminum tray base with rating of 1,000 lbs. Slide-out tray(s) base shall be approximately 70" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Slide base shall extend depth specified, less 4". Each slide base shall have a cable operated, spring loaded latch complimented by a large hand opening and red pull handle (Pull to Release) which will lock the tray in the closed and full extension positions.
- Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray with an internal depth of approximately 3 ½".
 - The above component(s) shall have a smooth un-painted finish.
 - Any equipment mounting on slide tray shall be provided by Austin Fire Department after delivery.
 - Partition shall be bolted in position at base and top of partition.
- Two (2) OnScene Access white LED, full height compartment lights, vertically mounted.
- There shall be one (1) Blue Sea Systems ST series blade type fuse block(s) with screw type terminals for both positive and negative buss with cover provided for distribution of up to six (6) 30 amp, 12 VDC circuits.
- The fuse block shall be protected by a 40 amp maxi fuse located at the source.
- Fuse block shall be wired battery direct.
- Fuse block shall be located in the top left interior corner.
- There shall be one (1) 120 VAC outlet(s) located in 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 outlet shall be located on rearward wall, upper left area.
- One (1) OnScene Solutions Rough-Service 9" white LED light(s) shall be provided below the body. Each light shall be mounted in an extruded aluminum housing to protect against damage from personnel or equipment. Light(s) shall be switchable but activated automatically when the park brake is set.

Secure with "P" clamp

ROOF ACCESS STAIRWAY

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

UPPER BODY COMPARTMENT - STREETSIDE

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

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

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

A step shall be provided above bumper directly below compartment to assist in access to compartment storage. Step shall be fabricated from NFPA compliant aluminum treadplate with minimum 8" depth, width sized to fit space available.

The compartment will be designed to store the following equipment;

- One (1) OnScene Access PRO white LED light(s) mounted in cabinet(s).

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

Will store 2 rows of 4x4's tall and 16'D.

REAR BODY HANDRAIL

There shall be one (1) 24" vertical handrail on rear of body. Handrail 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.

CAST STEP(S)

One (1) Cast Products SP2014-1B 11" x 14" polished aluminum step(s) with hand hold shall provided and installed on completed vehicle. Step(s) shall have an LED lighting area below step be wired to the headlight circuit of the chassis. Step(s) shall have a textured stepping surface meeting NFPA standards.

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.

BODY OPTIONS AND UPGRADES

PLASTIC FLOOR AND SHELF TILE

Turtle Plastics 12" x 12" x 1/2", self-draining plastic inter-locking material shall be cut to size and cover all compartment floors, shelves, and trays.

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

ROPE ANCHOR OR PORTABLE WINCH RECEIVERS

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

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

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

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

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

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

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

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

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

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

- Two (2) 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.
- 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.

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).
- A steel 5/8" x 3" hitch pin shall be provided with each receiver tube.
 - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Ramsey portable winch. All 12 VDC cables to be sized according to Ramsey 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.

STREETSIDE LOWER BODY

- 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 streetside below body **rearward** of rear wheels for use with removable rope anchor and/or a portable electric winch (when specified).
- A steel 5/8" x 3" hitch pin shall be provided with each receiver tube.
 - 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).
- A steel 5/8" x 3" hitch pin shall be provided with each receiver tube.
 - There shall be one (1) 12 VDC plug(s) with quick connect provided to power a Ramsey portable winch. All 12 VDC cables to be sized according to Ramsey 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 LOWER BODY

- 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 below body **rearward** of rear wheels for use with removable rope anchor point and/or a portable electric winch (when specified).
- A steel 5/8" x 3" hitch pin shall be provided with each receiver tube.
 - The receiver(s) shall have one (1) rubber cover(s) provided.

REAR BUMPER

- The specified rear trailer hitch shall be compatible with the removable rope anchor point and/or a portable electric winch (when specified).
- A steel 5/8" x 3" hitch pin shall be provided with each receiver tube.
 - 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.

- Four (4) warning lights shall be provided in lower rub rail, evenly distributed per side of apparatus; Warning light models, colors and etc. are specified in warning lights section.

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

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 MULTIPLEX CONTROL CENTER

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

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

WELDON CERTIFICATION

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

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

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

MULTIPLEX SYSTEM INTERFACE DISPLAY

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

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

BATTERY SYSTEM

Any body builder supplied battery connections 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.

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.

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.

SHORE POWER INLET

The shore power inlet for battery conditioner shall be supplied and installed by the cab chassis manufacturer.

- The shore power inlet shall be located on the streetside rear of the body.

REAR VIEW CAMERA

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

- The camera image shall be displayed on chassis supplied display located within the driver's range of view.

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 furnished;

- Two (2) Whelen M6 Series M6T amber LED turn lights
- Two (2) Whelen M6 Series M6BTT red LED stop/tail lights
- Two (2) Whelen M6 Series M6BUW clear LED back-up lights with clear lens

Stop/Tail Light will have clear lenses
Turn signals will be programmed to match chassis.

Each light shall have a chrome flange.

MIDSHIP TURN SIGNAL

Two (2) Tecniq S17 series amber LED midship turn signal lights shall be provided and installed, one (1) light on each side of forward rear wheel well area. Midship turn lights shall be wired to the turn signal circuit of the cab and chassis.

Each light shall have a chrome flange.

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.

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.

FRONT CAB MOUNTED SCENE LIGHT(S)

Floodlight(s) shall be provided on the front of the cab by the cab/chassis manufacturer.

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

SIDE LED SCENE LIGHTS

There shall be four (4) HiViz Guardian Elite model FT-GESM, 9" x 7" surface mounted scene light(s) provided on the upper body. Light quantity shall be divided equally per side. The Guardian series light shall have 12,290 useable lumens each. Each light shall have a chrome flange. T

Two (2) switches shall be provided, one (1) for the streetside scene lights, and one (1) for the curbside scene lights.

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

REAR LED SCENE LIGHTS

Two (2) HiViz Guardian Elite model FT-GESM, 9" x 7" surface mounted scene lights shall be provided on the upper rear body to light the work area immediately behind the vehicle. The Guardian series light shall have 12,290 useable lumens each. Each light shall have a chrome flange.

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

The lights shall be controlled at the multiplex display(s) in the cab and at switch panel at the rear of the body.

Rear body switch panel shall include a kneeling switch.

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

TRAFFIC ADVISOR LIGHTS

A traffic advisor system shall be provided on rear of vehicle using;

- Eight (8) Whelen Wide-angle ION series amber Super-LED lights with clear lens.
- Chrome flanges.
- Lights shall be individually mounted and evenly distributed.

The lights shall be controlled by the multiplexing system and provide; Left Arrow, Right Arrow, Center Out, and Wig-Wag patterns. The wig-wag light pattern shall be activated with the E-Master and can be switched to the other patterns at any time through the "TRAFFIC ADVISOR" menu on the Multiplex display.

DAVID CLARK INTERCOM SYSTEM

A David Clark intercom system shall be provided and installed by **Metro Fire Apparatus Specialist** prior to delivery. System shall improve the safety of firefighters and rescue professionals through enhanced communication and hearing protection.

Above Passenger Seat



- **David Clark Dual Radio Interface Module (U3816)**

INTERCOM JACK CABINET (REAR BODY)

There shall be one (1) recessed cabinet located in the streetside exterior rear panel. The cabinet door shall be vertically hinged on outward side, and fabricated from brushed stainless steel. A small LED lights shall be provided to light the interior.

Cabinet shall be large enough to house; David Clark 3801 intercom headset jack, and rear scene light switch. **The David Clark remote radio junction box will be located in this box, and SVI will run cable from cab to the rear of body for Metro to install the rest of system.**

Provide the Chevron over the intercom door.

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.

Control System: Whelen

No CORE System

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

See Chassis Modification section for cab mounted warning lights.

ZONES B AND D - SIDE WARNING LIGHTS

UPPER REAR CORNER WARNING LIGHTS

There shall be two (2) Whelen M9 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:

- Clear Lens

Each light shall have a chrome flange.

- Blue Light Streetside / Red Light Curbside
 - Flash Pattern shall be (factory default) Action Scan.
- The Low Power option will be provided for the above lighting group.
 - Flash Pattern shall be DVI Single Flash 75 Lo Intensity all on (default)

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

UPPER FORWARD CORNER WARNING LIGHTS

There shall be two (2) Whelen M9 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:

- Clear Lens

Each light shall have a chrome flange.

- Red Light Streetside / Blue Light Curbside
 - Flash Pattern shall be (factory default) Action Scan.
- The Low Power option will be provided for the above lighting group.
 - Flash Pattern shall be DVI Single Flash 75 Lo Intensity all on (default)

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

ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen M9 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:

- Clear Lens

Each light shall have a chrome flange.

- Red Light Streetside / Blue Light Curbside
 - Flash Pattern shall be (factory default) Action Scan.
- The Low Power option will be provided for the above lighting group.
 - Flash Pattern shall be DVI Single Flash 75 Lo Intensity all on (default)

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, LOWER

See Chassis Modification section for cab mounted warning lights.

ZONES B AND D - BODY LIGHT (BODY AUXILLARY - RUBRAIL)

FIRST PAIR FRONT RUB-RAIL LIGHTS

There shall be two (2) Whelen surface mount TLIR Series LED light(s) with wide angle optic provided, one (1) each side.

Each light shall have:

- Red LEDs
- Clear Lens
- Chrome Flange

Low Power Mode

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

FIRST PAIR REAR RUB-RAIL LIGHTS

There shall be two (2) Whelen surface mount TLIR Series LED light(s) with wide angle optic provided, one (1) each side.

Each light shall have:

- Red LEDs
- Clear Lens
- Chrome Flange

Low Power Mode

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

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

There shall be two (2) Whelen M6 V-series combination 180° red linear Super-LED warning lights with 45° perimeter scene lights (**M6V2C**) provided, one (1) each side. Perimeter scene lights will be turned on with specified scene lighting. Each light shall have a red lens over warning light and clear lens over perimeter light and chrome flange.

Note: Light will be programmed with turn signal, ground lights, and reverse activation.

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 M6 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:

- Clear Lens

Each light shall have a chrome flange.

- Blue Light Streetside / Red Light Curbside

- Flash Pattern shall be (factory default) Action Scan.
- The Low Power option will be provided for the above lighting group.
 - Flash Pattern shall be DVI Single Flash 75 Lo Intensity all on (default)

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

LINE VOLTAGE ELECTRICAL SYSTEM

LINE VOLTAGE ELECTRICAL SYSTEM

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

Receptacle Label

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

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

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

Wiring Schematics

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

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

EQUIPMENT PAYLOAD WEIGHT ALLOWANCE

In compliance with NFPA 1901 standards, the special service vehicle shall be designed for an equipment loading allowance of 6,000 lbs. of Austin Fire Department provided equipment based on a 40,001 - 50,000 pound gross vehicle weight rating.

EQUIPMENT

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

- 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.
 - The wheel chock(s) shall be the responsibility of Austin Fire Department after delivery of completed apparatus.
- One (1) Alco-Lite model **CJL-16, 16'** A frame type combination ladder(s) shall be provided with the completed unit. Ladder is 20.5" wide x 6.38 thick, and weighs 29 lbs.
 - The ladder(s) shall be located in specified ladder compartment.
- One (1) **Duo-Safety 775A series 14' aluminum roof ladder(s) with DR** dual hooks shall be provided with the completed unit.
 - The ladder(s) shall be mounted on side wall of walkway.
One (1) ladder each side with one (1) pac trac tool mount strap at the rear of each ladder , and forward facing angle bracket to secure front rungs.

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 Austin Fire Department before the unit is placed in emergency service.