FINANCE COMMITTEE

Pittsylvania County Board of Supervisors

Monday, January 13, 2020
4:30 PM
Main Conference Room, County Administration Building
1 Center Street, Chatham, Virginia 24531

AGENDA

1. CALL TO ORDER (4:30 p.m.)

2. ROLL CALL

3. REVISIONS/ITEMS TO BE ADDED TO AGENDA

4. APPROVAL OF AGENDA

5. NEW BUSINESS:

   (a) FY2020 Financial Update

   (b) FY2021 Overview
   - Revenue Forecast
   - Budget Calendar
   - Joint Meeting with School Division

   (c) Fire and Rescue Commission Stipend Consideration

   (d) Budget Amendment Request: Registrar

6. STAFF REPORTS

   (a) VEMS Ambulance Grant
   (b) Sheriff's Department Pay Study Update
   (c) PCSA Project Update

7. MATTERS FROM COMMITTEE MEMBERS

8. ADJOURNMENT

VEMS Ambulance Grant

From: Christopher C. Slemp, EFO, IAAI-CFI <Chris.Slemp@pittgov.org>
Sent: Tuesday, January 7, 2020 5:16 PM
To: David M. Smitherman <David.Smitherman@pittgov.org>
Cc: Kim Van Der Hyde <Kim.Vanderhyde@pittgov.org>
Subject: RSAF ambulance grant

Mr. Smitherman,
We were approved for an 80% funding grant for the ambulance, stretcher, power lift and defibrillator for the Hurt area. In the original grant application I asked for 100% but we only got 80%. At a 20% match the max we should need is $70,743 for these items. I'm waiting on the quote to come back on the "demo" that the Osage dealer has (being purchased off the Montgomery County contract with cooperative language). He talked like he could come under the original pricing (which was $244,623 for the ambulance). In the BOS summary I said we were going for 100% and if we didn't get it we could wait till FY21 for remainder but the grant has now changed and we have to order by February 29th. It's my understanding you set aside some funds in contingency for our part if need be. I'll share the quote as soon as I have it. This will save us $3600 a month that we pay to lease a DRT ambulance for Hurt.

Christopher C. Slemp, EFO, IAAI-CFI
Director of Public Safety
Public Safety

Business Savvy. People Friendly.
PITTSYLVANIA
COUNTY, VIRGINIA

Tel. 4344327939 | Fax.

53 North Main Street P.O. Box 426
Chatham, VA 24531

chris.slemp@pittgov.org
www.pittsylvaniacountyva.gov/e911

COUNTY OF MONTGOMERY
STANDARD CONTRACT

Contract Number: 11-03

This contract entered into this 7th day of February, 2011, by Vest's Sales + Service hereinafter called the "Contractor" and the County of Montgomery, called the "County".

WITNESSETH that the Contractor and the County, in consideration of mutual covenants, promises and agreements herein contained, agree as follows:

SCOPE OF SERVICES: The Contractor shall provide the services to the County as set forth in the Contract Documents.

CONTRACT PERIOD: The initial contract period is February 15, 2011 through February 14, 2012.

COMPENSATION AND METHOD OF PAYMENT: The Contractor shall be paid in accordance with the Contract Documents and attached pricing sheet.

CONTRACT DOCUMENTS: The Contract Documents shall consist of signed Contract, the statement of need, general terms and conditions, special terms and conditions, specifications, and other data contained in this Request For Proposal Number 11-03, dated October 22, 2010, addendum #1 dated November 17, 2010, addendum #2 dated November 19, 2010, together with all written modifications thereof, the proposal submitted by the Contractor dated December 8, 2010 the letter from the County dated January 20, 2011, the Contractor's response dated January 20, 2011, the letter from the County dated February 1, 2011, the Contractor's letter dated February 1, 2011, the email from the County dated February 4, 2011, the Contractor's response dated February 4, 2011 and the attached pricing sheet, all of which contract documents are incorporated herein.

In **WITNESS WHEREOF**, the parties have caused this Contract to be duly executed intending to be bound thereby.

CONTRACTOR:

By: _____

Title: Account Manager

COUNTY OF MONTGOMERY:

By: _____

Title: F. Craig Meadows, County Administrator

Approved as to form and legal sufficiency

County Attorney

Contract 11-03 Ambulance Contract
Vest's Sales and Service - Osage

Type I 4 x 4 152"	$166,465
Type I 4 X 4 172"	$169,400
Type III 172"	$154,735
Medium Duty Rescue Truck	No Bid

Options

Type I as 4 x 2 ILOS	($3,380)
Delete extended warranty	($4,250)
Air Dump Suspension with Switches	$7,250
Air Horns	$1,425
Warn - Transformer black push bar w/Warn 12k lb winch, w/all controls/cables, capable of "power in, power out" operation, including installation from factory on-spot chains	$4,250
60" High double doors have depth at top PPE/SCBA compartment at left rear street side	$2,695
Back board compartment on curbside right rear	n/c
Delete Zoll Auto-Pulse cabinet	($600)
Whelen TAL 85 LED Traffic Advisor	($300)
Whelen 90COENZR 24-DIODE Scene Light, Upgrade per light	$770
Price per additional drawer	$450
Smith-Works IV Warmer	$300
Zico Under Body Lights (per pair)	$575
Safety Vision Color Reverse Camera	$240
2nd camera for interior	$1,320
Compartment over wheel well with roll out drawer	$745
Drop skirt line 4" from right rear wheel to right front corner, add 2nd entry step	$1,000
Chevron Striping two colors on rear up full rear face and doors up to windows	$600
Chevron striping two colors on rear up full rear face not including doors	$1,295
Manufacturer visit	$1,000
Discount if 3 purchased at the same time (each)	$4,500
Net 10 discount	($500)
Pick up at factory	($500)
Power Door locks for compartments (each compartment)	($1,000)
Time for completion 180-210 days	$125

Performance Bond on each truck ordered delivered 10-15 days ARO PO
Price increases will occur in the 4th quarter for chassis. Held firm for 365 days.

Product Conversion Warranty - 3 years/36,000 miles
Electrical Warranty - 6 years/72,000 miles
Paint Warranty - 5 years/100,000 miles
Aluminum Module Body Structure Warranty - Lifetime
Extended Chassis Warranty - 7 year/100,000 mile

PURCHASING DEPARTMENT

HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

755 ROANOKE STREET, SUITE 2C, CHRISTIANSBURG, VIRGINIA 24073-3179

January 20, 2011

Vest's Sales and Service
Attn: Clay Fitzgerald
1157 Stonewall Rd. NE
Check, VA 24072
Trk4150@comcast.net

Dear Mr. Fitzgerald:

SUBJECT: MONTGOMERY COUNTY RFP # 11-03
Term Contract for Ambulance Purchases

Thank you for submitting a proposal to the subject RFP.

We have reached the point in the evaluation process where we are ready to negotiate as provided for in Section V.A. of the RFP. We are pleased to inform you that Vest's Sales and Service has been selected to participate in negotiations. We would appreciate your answers to the following questions:

1. Do you agree that the time for completion shall be 180 to 210 days? You have stated this with a qualifier of "barring any interruption from the chassis manufacturers." Do you agree to be in constant contact with the user department if such interruption should occur and to keep said department fully informed as to what the hold-up is and the expected delay? Yes we agree to keep the user department informed of any hold up if and when one would occur. We just have to caveat the chassis manufacture as we have no control over what they do.

2. Do you agree to provide the County with a performance bond in the full amount of the purchase EACH time we purchase a vehicle? Yes we will provide the performance bond. Once any changes or revisions are done and purchase order is issued we will hand deliver to purchasing a performance bond in ten to fifteen working days. Our bonding company asks for ten days to process bonds.

3. Do you agree that this contract can be used by other entities throughout the Commonwealth? Yes we agree and understand that any entity in the Commonwealth may purchase off of this contract.

4. Do you agree that there is no guarantee of any purchase from this contract and that the County is free to still bid out vehicles at any time? Do you further understand and agree that this contract is not an exclusive deal with one company for the County? We confirm the understanding of no purchase is guaranteed and that you may bid out vehicles at your choice and also that this would not be an exclusive contract.

PURCHASING DEPARTMENT

HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

755 ROANOKE STREET, SUITE 2C, CHRISTIANSBURG, VIRGINIA 24073-3179

5. Do you agree to present warranty information to the County at the time of order and that you will guide the County on the best application of extended warranty for each department? Yes we will provide warranty information at time of purchase and continually review and update the county on purchase of extended warranties and what the best option at time of each purchase would be.

6. Do you agree that all change orders once an order has been place by a County purchase order MUST be processed through the County Purchasing Office to be valid? Any change orders after the truck is delivered are not valid and may not be paid by the County. Yes as the County is the one purchasing the vehicle we would have to have it confirmed in writing with price changes (additional or credits) with total overall delivered price agreed to before we would ever send a change order into the factory.

7. Will you offer a discount if we purchase more than one of the same vehicle? (chassis & model body same; paint and graphics may be different) If yes, what are the parameters of this discount? i.e., must purchase at same time, within same calendar year, within same fiscal year? Please discuss. While paint and graphics could be different for vehicles to be considered the same would mean everything else would have to be exactly alike. These vehicles would have to purchased at the same time. This would start with order of 3 units at the same time with a discount of $500.00 it would increase at the 5 unit mark. Multiple unit orders of differing units at the same time do not normally apply but again at the 3 unit mark Osage is open to looking at discount depending on how much the units vary at time of order. They would provide prices on this prior to PO being issued.

8. The County would like to have a response time of 24 hours to acknowledge that we have a truck that needs service. An acknowledgement within 24 hours of the issue and to look at and have a diagnosis of the issue within 72 hours with an estimate of how long the truck will be out of service, how long parts will take to be ordered, etc. Please discuss your willingness to provide this level of service to the County. This would not be a problem. We have three mobile service trucks and a complete shop within 30 miles of Montgomery County. We think your time line for service request is very reasonable. We would establish with each delivered truck a contact list and procedure. The contacts would be consistent on our side and matched to whomever the contacts at the receiving agency is.

9. If the County elects to pick-up a vehicle rather than have you deliver to its station, is there a deduct option for this? If yes, please state how much deduct to be added to the options list. The price deduct for picking the unit up at the factory would be $1,000.00. However please note that this would require acceptance of unit at the factory and for the unit to be on the County's insurance. While this seems like an easy way to save some money it is not one that we recommend. While units are new and under warranty this would be the first time that it would be run for an extended period. These first miles are the most critical in the break in of a new unit and also while everything is under warranty

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if there is a problem it would be up to whom-ever is with the unit to deal with it. Being a breakdown or a collision.

10. The County's terms are Net 30 but discounts for Net 10 will processed. Do you have any such discounts you would like to offer? The County is prohibited for pre-payment of the chassis prior to entire vehicle being delivered. Net 10 would save $500.00 Be it net 10 or 30 we would ask what the County's preferred invoice schedule would be, and establish that. Eg. If we know unit will be delivered by the 15th of next month do you need invoice by a specific date this month to keep payment on schedule.

11. Do you agree that no amendment, change or modification to the contract is valid unless in writing signed by both the Montgomery County Administrator and the Contractor? No one else with the County, other agencies, or departments have legal authority to change the contract. Yes as the contract is with the County it alone can sign any changes.

12. In regard to the term of the contract, do you agree the initial contract period shall be one year from the date of award? We are agreeable to what would work for the County. We would like for the contract or at least the pricing to run with model year as there are so many items from chassis on down that are tied to model year changes. This most likely would keep us to one price change per model year and be fairest to all parties involved. At most manufactures the model year changes between September and November. Chassis prices change around August. For example if this is awarded say in March we will already be at least four months into the model year so at the end of this year the local dealer would be faced with absorbing 4 months or more of new model year price increase.

13. Upon completion of the initial contract period, do you agree that the contract may be renewed by Montgomery County upon written agreement of both parties for nine (9) one year periods, under the terms of the current contact? Yes we would be glad to extend the contract as the County see's fit.

14. While we appreciate your willingness to hold your increases to no more than 4.875% per model and options per year, we are concerned with the lack of our ability to be able to forecast future prices related to change in chassis prices. Do you have any suggestions for a not to exceed price increase we might use for this contract so as to best utilize County budget decisions regarding these vehicles? Do you agree to notify the County's Purchasing Department when new model pricing becomes available? Historically Ford's price increases have fallen in the 3 to 5% range. For budgeting I would think this would be a fair number. So really if you took the total price of the unit and did it by 5% each year you should be safe. Dodge has short history in the ambulance market and so it has little established history but has fallen in the same realm. The wild card would be if new EPA requirements come along and cause big changes to the price of the drive trains. This is what has really driven the last two large price increases. At this time we have not heard of any new ones of these.

PURCHASING DEPARTMENT

HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

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15. Do you agree to hold pricing of the unit and the options for 365 days from the renewal date? As stated before we will hold price of the Osage conversion and options to what ever the agreed upon schedule is with only one increase per year. Any chassis increases will be passed along at the time they occur. This was a competitively bid unit. No body builder has control over Ford or Dodge's pricing. To adsorb a price increase from either could turn a reasonably priced unit into a financial loss for you local dealer.

16. While other factors such as compatibility of proposal with regard to the minimum specified requirements, completeness of response to rfp, performance record and history of previous work provided by references, ability of vendor to provide service after delivery and completion time, the evaluation of price is an element. With this in mind, please provide your most competitive fee structure, most especially with regard to the Options pricing list. Many of these items range widely with respect to each company. We offered our most competitive prices that we could at time of bid. We worked and evaluated everything item by item. Every builder has different processes and key parts to their build. Osage has historically been in the middle of the market overall. Honesty has always been important to Osage Ambulances and Vest's Sales & Service that is why we always put the best price we can out there the first time.

Your response by Wednesday, January 26, 2011 will be greatly appreciated.

Sincerely,

Heather M. Hall

Heather M. Hall, C.P.M.
Procurement Manager

Cc: Neal Turner
Committee

PURCHASING DEPARTMENT

HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

755 ROANOKE STREET, SUITE 2C, CHRISTIANSBURG, VIRGINIA 24073-3179

February 1, 2011

Vest's Sales and Service
Attn: Clay Fitzgerald
1157 Stonewall Rd. NE
Check, VA 24072
Trk4150@comcast.net

Dear Mr. Fitzgerald:

SUBJECT: MONTGOMERY COUNTY RFP # 11-03
Term Contract for Ambulance Purchases

A few follow-up questions with regard to your responses:

1. Is your discount on 3 units at the same time $500/unit or a $500 overall discount on entire purchase? To clarify, you are not willing to offer a discount on base trucks being purchased at the same time, all options must be the same to get the discount? Would you consider lowering the requirement from 3 to 2 purchased at the same time?

2. Please clarify what you expect when a vehicle is delivered. Are you expecting a check in hand at the time of delivery? If yes, you will need to provide an invoice 30 days prior to delivery. Departments must have signed and accepted the truck for check to be processed. Certificate of Origin MUST be exchanged with check. We will not release any check without a Certificate of Origin to "Montgomery County Board of Supervisors." This will vary for other agencies purchasing off this contract.

3. In regard to the contract, do you agree the initial contract period shall be one year from the date of award? Within that year, there may be one (1) price increase during the 4th quarter of the calendar year, not to exceed 5% for the chassis and not to exceed 4.975% on the model and options of the ambulance. These prices will be held for 365 days until the next price increase in the 4th quarter of the calendar year. Do you agree to these conditions without exception? Do you agree to notify the Montgomery County Purchasing Department when this pricing becomes available?

4. We appreciate your honesty about your pricing. You are significantly higher than your competitors on the following options: Air Dump Suspension with switches,

PURCHASING DEPARTMENT
HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

755 ROANOKE STREET, SUITE 2C, CHRISTIANSBURG, VIRGINIA 24073-3179

warn-transformers black push bar, Chevron striping (both options). Would you consider looking at these prices to see if any amount of downward adjustment is possible.

5. Please provide an option quote for electronic door locks on all compartments.

Your response by Friday, February 4, 2011 will be greatly appreciated.

Sincerely,

Heather M. Hall

Heather M. Hall, C.P.M.
Procurement Manager

Cc: Neal Turner
Committee

PURCHASING DEPARTMENT

HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

755 ROANOKE STREET, SUITE 2C, CHRISTIANSBURG, VIRGINIA 24073-3179

February 1, 2011

Vest's Sales and Service
Attn: Clay Fitzgerald
1157 Stonewall Rd. NE
Check, VA 24072
Trk4150@comcast.net

Dear Mr. Fitzgerald:

SUBJECT: MONTGOMERY COUNTY RFP # 11-03
Term Contract for Ambulance Purchases

A few follow-up questions with regard to your responses:

1. Is your discount on 3 units at the same time $500/unit or a $500 overall discount on entire purchase? To clarify, you are not willing to offer a discount on base trucks being purchased at the same time, all options must be the same to get the discount? Would you consider lowering the requirement from 3 to 2 purchased at the same time? The discount would be $500 per unit with (3) ordered at the same time. We have consulted with Osage and while they will not lower the requirement from (3) to (2) they will give the discount regardless of the configuration.

2. Please clarify what you expect when a vehicle is delivered. Are you expecting a check in hand at the time of delivery? If yes, you will need to provide an invoice 30 days prior to delivery. Departments must have signed and accepted the truck for check to be processed. Certificate of Origin MUST be exchanged with check. We will not release any check without a Certificate of Origin to "Montgomery County Board of Supervisors." This will vary for other agencies purchasing off this contract. Being paid for the unit at time of delivery would be great However we know that is not always possible. We are also agreeable to the department must have signed and accepted prior to payment being processed. We do want someone to sign that the unit was delivered with no visible damage. This would not preclude the inspection and acceptance time only to verify we delivered it in good shape. MSO in hand to exchange for payment when the county calls and say's the check is ready is also very agreeable. We feel a sit down meeting could establish a mutually agreeable time line on what needs to be in the County's hand when to everything on schedule and then we can put that time line in writing.

PURCHASING DEPARTMENT

HEATHER M. HALL, C.P.M., CPPB, VCO PROCUREMENT MANAGER

755 ROANOKE STREET, SUITE 2C, CHRISTIANSBURG, VIRGINIA 24073-3179

3. In regard to the contract, do you agree the initial contract period shall be one year from the date of award? Within that year, there may be one (1) price increase during the 4th quarter of the calendar year, not to exceed 5% for the chassis and not to exceed 4.975% on the model and options of the ambulance. These prices will be held for 365 days until the next price increase in the 4th quarter of the calendar year. Do you agree to these conditions without exception? Do you agree to notify the Montgomery County Purchasing Department when this pricing becomes available? We are agreeable to this on Osage ambulance and options. We can not however agree to anything on behalf of Ford or Dodge. We have no control over them or their prices. All ambulance sales in the United States are less than one tenth of one percent of the total truck market. This puts the chassis manufactures in the position of they will do what they will do. There are many items in a ten year span that could change and Osage is willing to stand by their word on their part but in three or five years a new EPA regulation could come along or any number of other things.

4. We appreciate your honesty about your pricing. You are significantly higher than your competitors on the following options: Air Dump Suspension with switches, warn-transformers black push bar, Chevron striping (both options). Would you consider looking at these prices to see if any amount of downward adjustment is possible. Air Dump Suspension the price stands, Warn Transformers black push bar. You do not mention the winch. The Transformer alone without winch would be $1,290.00 if allowed to do the M12 winch we could get the price of complete unit down to $3,495.00, Chevron stripping we have gone to a different vender on this and can offer it at $1,000.00 and $1,295.00 respectively.

5. Please provide an option quote for electronic door locks on all compartments. The price to add power door locks to the compartment doors is $125.00 per door. X 5 doors = $625.00

Your response by Friday, February 4, 2011 will be greatly appreciated.

Sincerely,

Heather M. Hall

Heather M. Hall, C.P.M.

Heather Hall

From: TRK4150 [trk4150@comcast.net]
Sent: Friday, February 04, 2011 9:04 PM
To: Heather Hall
Subject: Re: Vest2 response

Yes we would let you know when those changes happen and if we know in advance we will let you know in advance so that you have a time frame if there are things you would like to do to avoid a price increase.

We do not believe in surprises

Clay Fitzgerald
Vest's Sales and Service
1157 Stonewall Rd
Check, Va 24172
540-588-1574

----- Original Message -----
From: "Heather Hall" <hallhm@montgomerycountyva.gov>
To: "TRK4150" <trk4150@comcast.net>
Sent: Friday, February 4, 2011 8:39:10 AM
Subject: RE: Vest2 response

One clarification on question #3 Clay. Will you notify the Purchasing Dept when the new chassis pricing becomes available? I understand what you are saying and that is fine, but I need to also know that you will let me know when that pricing does change. Thanks. I think we are ready to put some contract documents together once I have this answer.

Heather M. Hall, C.P.M., CPPB, VCO
Director of Purchasing
Montgomery County
755 Roanoke St., Suite 2C
Christiansburg, VA 24073
(540) 394-2134
(540)382-5783 fax

"Our lives begin to end the day we become silent about things that matter." Martin Luther King, Jr.

From: TRK4150 [mailto:trk4150@comcast.net]
Sent: Thursday, February 03, 2011 11:22 PM
To: Heather Hall
Subject: Vest2 response

Again we have answered in blue.

Please let us know if you need anything else.

Clay Fitzgerald
Vest's Sales and Service

Vest's Sales And Service, Inc.
1157 Stonewall Rd NE
Check, VA 24072
Toll Free: 866-225-8144

Heather M. Hall, C.P.M., CPPB, VCO
Director of Purchasing, Montgomery County
Montgomery County
755 Roanoke St., Suite 2C
Christiansburg, VA 24073-3179

January 28, 2019

Subject: Montgomery County Term contract for Ambulances #11-03

On behalf of Vest Sales & Service and Osage Ambulances, we are pleased to submit our pricing to extend our contract for another year with all of the same terms and conditions. The 2019 prices that are listed below come in under a 3% increase, which is less than allowed in our agreement. The pricing herein will hold until the fourth quarter of 2019 as per the terms and conditions in effect.

Some national, state, and Osage standards have changed in the past few years. Just to be clear, all trucks as priced, will meet the most current federal specifications for the Star-of-Life Ambulance KKK-A-1822F Change Notices (8, 9, 10, & 11) and the most current VA OEMS requirements. Along with these changes and additional safety requirements there have been price increases.

Required / New Standard Changes Include But Are Not Limited To:

- Change To Crash Rated Cot Retention System (FERNO 185 Stat Trac or Stryker 6392 Performance-LOAD System As Standard)
- Additional Driver & Passenger Module Side Impact Crash Rails
- Upgraded Crash Tested 6-Point Safety Harnesses & Upgraded Cushions On All Side Facing Seating Positions (# of Seating Positions & Size of Module May Prohibit Passenger Side Module Window w/ Sliding Dry Erase Privacy Board)
- Rollover & Impact Module Crash Testing
- Upgraded EVS Attendant Seat Rear Facing 3-Point Harness
- New Strengthened & Improved Crash Rated Cabinet Latching Mechanisms & Cabinetry
- New Osage "Easy Touch" Multiplex Push Button Electrical System (7 Year / 100,000 Mile Warranty)
- Numerous Module Construction Improvements (Ex: Integrated Painted Aluminum Protective "Hood" Over Crawl Thru / Pass Thru Area Rubber Bellows, Reinforced Metal For Rubber Bellows, Newly Redesigned Compartment Door Seals & Construction For Easier Closure, Etc.)
- New Atomic Digital Clock w/ Seconds & Date ILO Analog Clock
- Due To The Added Weight Of Additional Crash Rails, Substructure, Harnesses, Cot Retention Systems, Liquid Spring Suspension, Etc. Many Trucks Need To Be Built On Chassis With A Higher GVWR / Payload. For This Reason, We Have Included Pricing For Ford F-550 & Dodge RAM 5500 Chassis As Well.

The pricing is as follows:

2019 Model Year Prices:

TYPE I (Diesel) 148" Osage Warrior Modules:

Type I Ford F-350 XLT 4x4 148" Osage Warrior Module
$213,214.00 as bid with cot / $195,885.00 without cot

Type I Ford F-450 XLT 4x4 148" Osage Warrior Module
$215,674.00 as bid with cot / $198,345.00 without cot

Type I Ford F-550 XLT 4x4 148" Osage Super Warrior Module
$216,674.00 as bid with cot / $199,345.00 without cot

Type I Dodge RAM 4500 SLT 4x4 148" Osage Warrior Module
$217,059.00 as bid with cot / $199,730.00 without cot

Type I Dodge RAM 5500 SLT 4x4 148" Osage Warrior Module
$218,559.00 as bid with cot / $201,230.00 without cot

TYPE III (Gasoline) 148" Osage Warrior Modules:

Type III Chevy G3500 (Gasoline) 2wd 148" Osage Warrior Module
$189,159.00 as bid with cot / $171,830.00 without cot

Type III Ford E-350 (V10 Gasoline) 2wd 148" Osage Warrior Module
$191,714.00 as bid with cot / $174,385.00 without cot

TYPE I (Diesel) 152" Osage Warrior Modules:

Type I Ford F-450 XLT 4x4 156" Osage Warrior Module
$216,324.00 as bid with cot / $198,995.00 without cot

Type I Ford F-550 XLT 4x4 156" Osage Super Warrior Module
$217,324.00 as bid with cot / $199,995.00 without cot

Type I Dodge RAM 4500 SLT 4x4 156" Osage Warrior Module
$217,709.00 as bid with cot / $200,380.00 without cot

Type I Dodge RAM 5500 SLT 4x4 156" Osage Warrior Module
$219,209.00 as bid with cot / $201,880.00 without cot

TYPE I (Diesel) 156" Osage Warrior Modules:

Type I Ford F-450 XLT 4x4 156" Osage Warrior Module
$216,324.00 as bid with cot / $198,995.00 without cot

Type I Ford F-550 XLT 4x4 156" Osage Super Warrior Module
$217,324.00 as bid with cot / $199,995.00 without cot

Type I Dodge RAM 4500 SLT 4x4 156" Osage Warrior Module
$217,709.00 as bid with cot / $200,380.00 without cot

Type I Dodge RAM 5500 SLT 4x4 156" Osage Warrior Module
$219,209.00 as bid with cot / $201,880.00 without cot

TYPE I (Diesel) 168" Osage Super Warrior Modules:

Type I Ford F-450 XLT 4x4 168" Osage Super Warrior Module
$220,494.00 as bid with cot / $203,165.00 without cot

Type I Ford F-550 XLT 4x4 168" Osage Super Warrior Module
$221,464.00 as bid with cot / $204,135.00 without cot

Type I Dodge RAM 4500 SLT 4x4 168" Osage Super Warrior Module
$221,899.00 as bid with cot / $204,570.00 without cot

Type I Dodge RAM 5500 SLT 4x4 168" Osage Super Warrior Module
$223,399.00 as bid with cot / $206,070.00 without cot

TYPE I (Diesel) 172" Osage Super Warrior Modules:

Type I Ford F-450 XLT 4x4 172" Osage Super Warrior Module
$221,144.00 as bid with cot / $203,815.00 without cot

Type I Ford F-550 XLT 4x4 172" Osage Super Warrior Module
$222,114.00 as bid with cot / $204,785.00 without cot

Type I Dodge RAM 4500 SLT 4x4 172" Osage Super Warrior Module
$222,549.00 as bid with cot / $205,220.00 without cot

Type I Dodge RAM 5500 SLT 4x4 172" Osage Super Warrior Module
$224,049.00 as bid with cot / $206,720.00 without cot

TYPE I (Diesel) 174" Osage Super Warrior Modules:

Type I Ford F-550 XLT 4x4 174" Osage Super Warrior Module
$222,114.00 as bid with cot / $204,785.00 without cot

Type I Dodge RAM 5500 SLT 4x4 174" Osage Super Warrior Module
$224,049.00 as bid with cot / $206,720.00 without cot

TYPE III (Gasoline) 168" Osage Super Warrior Modules:

Type III Chevy G4500 (Gasoline) 2wd 168" Osage Super Warrior Module
$196,729.00 as bid with cot / $179,400.00 without cot

Type III Ford E-450 (V10 Gasoline) 2wd 168" Osage Super Warrior Module
$200,399.00 as bid with cot / $183,070.00 without cot

TYPE III (Gasoline) 172" Osage Super Warrior Modules:

Type III Chevy G4500 (Gasoline) 2wd 172" Osage Super Warrior Module
$197,379.00 as bid with cot / $180,050.00 without cot

Type III Ford E-450 (V10 Gasoline) 2wd 172" Osage Super Warrior Module
$201,049.00 as bid with cot / $183,720.00 without cot

All above prices include $4,500.00 travel allowance for hotel rooms, airfare, meals, rental cars, etc. for up to (4) people, including the sales representative, to travel to Linn, MO for final inspection of the units. Any unused portion of this allowance may be deducted from the total amount due at the end of the sale.

The above pricing does not include any available Ford, Dodge / Chrysler, or Chevy / GMC Fleet discounts that are available on the above chassis due to yearly changes in fleet discounts. A valid and current fleet code must be provided before ordering so that the appropriate fleet discount can be applied at the time of order.

The above pricing does not include any available extended chassis warranties.

MUST PRICE OPTIONS (OPTIONAL ADD ONS & DEDUCTIONS):

On the must price options, we are still holding all the same prices on all of these excluding those listed below that changed from last year:

Type I Ford F-Series as 4x2 ILOS: $2,705.00 (C – Credit)

Type I Dodge RAM as 4x2 ILOS: $3,300.00 (C – Credit)

Buell Dual Air Horns: $1,700.00 (A – Add On)

WARN – Transformer Black Push Bar w/ Warn 12,000 lb winch, w/ all controls / cables, capable of "power in, power out: operation, including installation from factory: $4,250.00 (A – Add On)

On-Spot Chains w/ Front Console Switch: $3,175.00 (A – Add On)

60" High #4 Compartment w/ Double Door – Half Depth At Top For PPE / SCBA – Located At Driver / Street Side Rear ILOS: $775.00 (A – Add On)

Add #5 Curbside Rear Full Height "Backboard Compartment" On Right Rear w/ Center Divider & Strap ILOS (Does Not Totally Eliminate Behind The Wheel #6 Lower Exterior Compartment): $0.00 (NC – No Charge)

Delete Zoll Auto-Pulse Cabinet / Storage Area: $300.00 (C – Credit)

Whelen TAL 85 LED Traffic Advisor w/ Controller Mounted On Front Console: $915.00 (A – Add On)

Whelen 9SC0ENZR 24-Diode Gradient LED Opti-Scene Light w/ Chrome Flange OR Whelen M9LZC M9 Series 24-Diode Gradient LED Opti-Scene Light w/ Chrome Flange (Upgrade Per Scene Light): $400.00 (A – Add On)

Price Per Additional (Interior) Drawer: $325.00 (A – Add On)

Smithworks Medical (12V) IV Fluid Warmer: $595.00 (A – Add On)

Zico LED Round Under Body Lights w/ Flange (Per Pair): $415.00 (A – Add On)

Safety Vision Color Reverse Camera: $900.00 (A – Add On)

2nd Safety Vision Color "Patient" Camera For Interior Patient Compartment: $230.00 (A – Add On)

Compartment Over Driver Side Rear Wheel Well w/ Pullout Drawer $1,150.00 (A – Add On)

Drop Module Skirt Line 4" – 5" from Rear Wheel To Front Module Corner (Per Side), Add 2nd Entry Step Or Additional Compartment Space $600.00 (A – Add On)

Chevron (3M Scotchlite 7 Year Reflective Vinyl) 6" Wide Striping (Two Colors) On Rear Of Module (Full Rear) ILOS: $2,100.00 (A – Add On)

Chevron (3M Scotchlite 7 Year Reflective Vinyl) 6" Wide Striping (Two Colors) On Rear Of Module (Around Doors) ILOS: $1,350.00 (A – Add On)

ADDITIONAL ADD ON OPTIONS / CHANGES:

Liquid Spring CLASS Rear Suspension & Dump System w/ Controller: $9,200.00 (A – Add On)

Liquid Spring CLASS Front Axle Suspension & Kneeling (If Ordered With Rear Axle Liquid Spring CLASS Rear Suspension & Dump): $7,500.00 (A – Add On)

Change Interior Patient Module Headroom / Ceiling Height (**May effect interior cabinetry dimensions & availability**) and Overall Module Height + or – : $600.00 (A – Add On)

Add #7 In/Out Access Compartment Door: $0.00 (NC – No Charge)

Pass Thru w/ Sliding Plexiglass From Module To Cab ILOS "Crawl Thru" w/ Locking Door w/ Plexi Window (Type I Only): $1,120.00 (C – Credit)

2nd Auxiliary Easy-Touch Electrical Switch Panel On Passenger Side: $825.00 (A – Add On)

NCE Swiveling Monitor Mount: $475.00 (A – Add On)

Upgrade From Standard Stryker Manual 6392 Performance-LOAD System To Stryker 6390 Power-LOAD System w/ Inductive Charging: $22,880.00 (A – Add On)

Add Zico Electric Hydraulic O2 Lift Bracket In Exterior Compartment: $2,600.00 (A – Add On)

Go-Industries Heavy Duty Grille Guard: $900.00 (A – Add On)

Ali Arc Heavy Duty Polished Aluminum Grille Guard / Bumper Replacement: $2,850.00 (A – Add On)

Deer Slayer 2000 Ultra Heavy Duty Polished Aluminum Grille Guard / Bumper Replacement: $3,200.00 (A – Add On)

Delete Zico Retractable Automatic Side Entry Step (Type I Only): $2,070.00 (C – Credit)

Add In/Out Access To Exterior Compartment: $350.00 (A – Add On)

10" Wide Band of Chevrons On All (3) Entry Doors: $350.00 (A – Add On)

Osage Premier Package (Aluminum Cabinetry, Composite Sub Floor, Etc.): $8,000.00 (A – Add On)

Additional Sound Dampening Package In Cabinets, Compartments, & Step Well: $910.00 (A – Add On)

Osage VISTA IV Front & Rear Control Panel Upgrades: $2,500.00 (A – Add On)

Osage Turbo Cool AC System Upgrade: $5,100.00 (A – Add On)

Osage Ultra Cool AC System Upgrade: $4,080.00 (A – Add On)

Osage High Efficiency Auxiliary Condenser Upgrade: $1,550.00 (A – Add On)

Climate Controlled VA ALS Drug Box w/ Digital Control Module: $2,860.00 (A – Add On)

Upgrade VA ALS Drug Box Cabinet To Double Doors w/ Southco Latch & Handle: $60.00 (A – Add On)

Delete (2) 36" Long Dual 12V LED Check Out Lights: $560.00 (C – Credit)

Full Height Dual LED Strip Lighting In All Compartments ILOS: $1,050.00 (A – Add On)

Add Additional Full Width / Fully Adjustable Uni-Strut Pan Formed Shelf In Exterior Compt: $120.00 (A – Add On)

Tecniq LED Ground Lights w/ Flange (Per Pair): $350.00 (A – Add On)

Add (1) Pair Round Grommeted LED Running Board Lights In Front Stoneguard: $400.00 (A – Add On)

Danhardt 110V Heat / Cool Patient Module Climate Controlled Unit (w/ Separate Digital Thermostat) Installed Under Squad Bench (Or Location TBD By Customer) w/ Additional Kussmaul 20 Amp Auto Eject & LED Indicator Light: $5,000.00 (A – Add On)

PRO-AIR Digital Thermostat & HVAC Fan Control: $400.00 (A – Add On)

Norcold 1.7 Cubic Feet Refrigerator (Black) Mounted In Cabinetry: $1,110.00 (A – Add On)

CompX Electric Push Button Smart Locks On Cabinet Drawer or Door: $585.00 (A – Add On)

Whelen Howler (Only Available w/ Whelen Siren) w/ Push Button Control: $1,000.00 (A – Add On)

Whelen Pioneer Plus LED Dual Spot & Flood Combination Scene Light w/ Chrome Surface Mount Housing (PCPSM2C): $1,605.00 (A – Add On)

Add Additional Dual 110V Outlet, Dual 2.1 Amp USB, or a Single 12V Outlet: $85.00 (A – Add On)

Easy Access Recessed Glove Holder Cabinet In SS Aisle At Rear Doors w/ Plexiglass Cutouts (Boxed Into #4 Compt.): $450.00 (A – Add On)

Go-Light Wireless Remote Control Roof Mount LED Spotlight: $750.00 (A – Add On)

360 Degree (4) Camera System w/ Monitor: $3,075.00 (A – Add On)

Custom Front Console Configuration: $0.00 (NC – No Charge)

Add Plexiglass Divider To Cabinet (Each): $25.00 (A – Add On)

Delete Portable O2 Cabinet At Head Of Squad Bench: $300.00 (C – Credit)

Install Cargo Net At End of Squad Bench: $495.00 (A – Add On)

Install Custom Padded A Bar At End of Squad Bench: $900.00 (A – Add On)

Add Dri-Dek In Bottom of All Exterior Compartments: $600.00 (A – Add On)

Wet Sand & Buff Paint For High Gloss Paint Finish: $2,600.00 (A – Add On)

Half & Half Two Tone Paint Break On Cab & Module: $4,500.00 (A – Add On)

NOTE: See Attached Documents For Extended Chassis Warranty Offerings & Pricing

Please let me know if you have any questions or need additional information.

Sincerely,

Andrew J. Vest
Regional Account Manager
Vest's Sales And Service, Inc.
Office: 1-866-225-8144 ext. 104
Cell: (540) 250-6407
Email: avest@vestsales.com

MONTGOMERY COUNTY

HEATHER M. HALL, PROCUREMENT MANAGER
PURCHASING DEPARTMENT
MONTGOMERY COUNTY • VIRGINIA

755 ROANOKE ST, SUITE 2C • CHRISTIANSBURG, VA 24073
PHONE: 540.382-5784 • FAX: 540.382.5783
WWW.MONTGOMERYCOUNTYVA.GOV

January 29, 2019

Mr. Andrew J. Vest
Vest's Sales & Services, Inc
Regional Account Manager
avest@vestsales.com

Dear Mr. Vest,

Subject: **Montgomery County Contract # 11-03**
Commodity/Service: Ambulance Purchases

In accordance with the contract renewal provision contained in the subject contract, Montgomery County is renewing the contract for an additional year. The contract will now expire February 14, 2020.

As stated in your renewal letter dated January 28, 2019, and as allowed in the contract renewal provision, the 2019 Model year pricing will remain firm through the fourth quarter of 2019. All other terms and conditions will remain the same.

We look forward to working with you for an additional year.

Sincerely,

Heather M. Hall, C.P.M.
Procurement Manager

Cc: Neal Turner

Approved: _____
Mr. F. Craig Meadows, County Administrator

Seen and approved as to form and legal sufficiency: _____
Mr. Martin M. McMahon, County Attorney

MONTGOMERY COUNTY
VIRGINIA

Request for Proposal (RFP)# 11-03
for
Term Contract for Ambulance Purchases
Issue Date: October 22, 2010
Last day for written technical questions: November 19, 2010
Proposal Due Date and Hour: November 30, 2010 3:00 p.m.

Montgomery County Purchasing Department
755 Roanoke Street, Suite 2C
Christiansburg, VA 24073-3179

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Request For Proposal Number 11-03

Term Contract for Ambulance Purchases

COUNTY OF MONTGOMERY, VIRGINIA
RFP # 11-03
ISSUE DATE: OCTOBER 22, 2010

Term Contract for Ambulance Purchases

(TO BE COMPLETED AND RETURNED)

GENERAL INFORMATION FORM

QUESTIONS: All inquiries for information regarding this solicitation should be directed to: Heather M. Hall, C.P.M., Procurement Manager, Phone: (540) 382-5784; faxed to (540) 382-5783, or e-mail: hallhm@montgomerycountyva.gov Last day for written technical questions: **November 19, 2010**

DUE DATE: Sealed Proposals will be received until **November 30, 2010,** up to and including **3:00PM**. Failure to submit proposals to the correct location by the designated date and hour will result in disqualification.

ADDRESS: Proposals should be mailed or hand delivered to: **Montgomery County Purchasing Department, 755 Roanoke Street, Suite 2C, Christiansburg, Virginia 24073-3179.** Reference the Due Date and Hour, and RFP number in the lower left corner of the return envelope or package.

COMPANY INFORMATION/SIGNATURE: In compliance with this Request For Proposal and to all conditions imposed herein and hereby incorporated by reference, the undersigned offers and agrees to furnish the services and goods in accordance with the attached signed proposal or as mutually agreed upon by subsequent negotiation.

Full Legal Name (print)		Federal Taxpayer Number (ID#)	Contractor's Registration
Business Name / DBA Name / TA Name and Address		Payment Address	Purchase Order Address
Contact Name/Title		Signature (ink)	Date
Telephone Number	Fax Number	Toll Free Number	E-mail Address

COUNTY OF MONTGOMERY
RFP# 11-03
Term Contract for Ambulance Purchases

I PURPOSE: The intent and purpose of this Request for Proposal (RFP) is to establish a contract through competitive negotiation for term contract for ambulance purchases for the County of Montgomery, Virginia herein after referred to as "County."

II BACKGROUND:

Montgomery County is located in the southwestern part of Virginia in the region known as the New River Valley. This region takes its name from the New River, the nation's oldest and the world's second oldest river, and includes the counties of Floyd, Giles, Montgomery, Pulaski, and the City of Radford. The County has a land area of 393 square miles and lies in the broad picturesque area between the Appalachian Plateau and the Blue Ridge Mountains. Topography varies from gently rolling to steep mountainous terrain, with elevations varying from 1,300 to 3,700 feet above sea level. The majority of the County is at an elevation of 2,000 feet.

Today the Towns of Blacksburg and Christiansburg, the County seat, are the population centers of the County and are located approximately 35 miles southwest of the City of Roanoke. Blacksburg is home to Virginia Polytechnic Institute and State University (Virginia Tech). Founded in 1872 as a land-grant college, Virginia Tech is the largest university in Virginia and one of the country's leading research institutions. The County had a 2010 population of 91,395. (This includes two incorporated towns, Blacksburg and Christiansburg, with a combined population of approximately 60,853.)

The County is governed by an elected seven member Board of Supervisors who appoints a County Administrator.

Five (5) volunteer rescue squads provide emergency medical services to Montgomery County. Christiansburg has a full-time paid Rescue Squad Captain and Blacksburg has a full-time administrative assistant. Most departments provide ALS service. Each department elects its officers and is a member of the Countywide Fire Association. There are a total of approximately 226 rescue squad volunteers.

III STATEMENT OF NEED:

The County needs the services of a Contractor that can provide the following:
Ambulances to the County over the next ten years. The county is interested in entering into a contract with a responsible, licensed and authorized dealer to provide ambulances as budget and operational needs dictate. The resulting contract will be for a one year period with the option to renew for nine years. Your prices shall be firm for a one year period. Negotiation, changes, etc. may take place at the time of contract renewal; however, in no event shall the renewal exceed 5% of the previous year's prices.

This contract does not obligate the County or any other municipality to purchase the projected apparatus needs unless approved and budgeted by the County. The list of apparatus is a good faith estimate which may or may not be purchased over the ten year period.

This contract will assist the volunteer rescue departments with standardized, serviceable ambulances at the best possible price. The successful dealer will have in place a fully equipped service facility within 100 miles of any of the volunteer rescue departments located within Montgomery County. The dealer shall also offer mobile service to provide service at the department locations. A complete description of the service capabilities of the service center and mobile service will be provided in your proposal.

Due to safety, engineering and warranty concerns, the County is interested in purchasing from a single source manufacturer. Obviously commercial chassis would be a purchased component for all vendors. The County is interested in providing the safest and most long lasting ambulance available on the market.

A performance bond in 100% of the contract price will be due at the time of purchase of order of each piece of equipment. Failure to comply will result in default of the contract.

The following is a list of the anticipated models and quantities the departments will be purchasing over the ten year life of the contract. Actual usage may vary during the contract period. Bids are expected on all models herein.

In an effort to have a standing specification that is as comprehensive as possible we are listing here many **"Must Price Options"** Venders must respond to all and note if the option is (NC-No Charge / C-Credit / A-Add) in pricing. Also for the purpose of this RFP the notation of ILOS shall mean "In Lew of Specified"

Pricing

Type I 4x4 F-450 as specified with 152" Module	$_____
Type I 4x4 F-450 as specified with 172" Module	$_____
Type III E-450 as specified with 172" diesel preferred but gas if that's all that is available. Module unit must have all applicable chassis options. "running boards, wheel covers, Velvac heated/remote power mirrors, etc. To match the Type I spec.	$_____
Medium Duty Rescue Truck	$_____

Must Price Options

Type I as 4x2 ILOS	$_____
Delete extended warranty	$_____
Air Dump Suspension with switches	$_____
Air Horns	$_____
Warn – Transformer black push bar w/Warn 12k lb winch, w/all controls/cables, capable of "power in, power out" operation, including installation from factory.	$_____
On-Spot Chains	$_____
60" High double door have depth at top PPE/SCBA compartment at left rear street side ILOS	$_____
Back Board compartment on curbside right rear ILOS (does not totally eliminate behind the wheel lower compartment)	$_____
Delete Zoll Auto-Pulse cabinet	$_____
Whelen TAL 85 LED Traffic Advisor (tickle wire must be attached)	$_____
Whelen 90COENZR 24-DIODE Scene Light, Upgrade per light	$_____
Price per additional drawer	$_____
Smith-Works IV Warmer.	$_____
Zico Under Body Lights (Per Pair)	$_____
Safety Vision Color Reverse Camera	$_____

2nd Camera For Interior $_____

Compartment Over Wheel Well w/ Rollout Drawer $_____

Drop Skirt Line 4" from Right Rear Wheel to Right Front Corner, Add 2nd Entry Step $_____

Chevron Striping two colors on rear up full rear face and doors up to windows ILOS $_____

Chevron Striping two colors on rear up full rear face not including doors ILOS $_____

Manufacturer visits should not be included in your bid price. Please quote this separately as an alternate. These will not be factored into award of the contract.

PERFORMANCE TESTS AND REQUIREMENTS

A road test shall be conducted with the apparatus fully loaded and a continuous run of ten (10) miles or more will be made under all driving conditions, during which time the apparatus shall show no loss of power or overheating. The transmission drive shaft or shafts and rear axles shall run quietly and be **free from abnormal vibration** or noise throughout the operating range of the apparatus.

The apparatus, when loaded, shall not have less than 30% nor more than 55% of the weight on the front axle and not less than 45% nor more than 70% on the rear axle.

The service brakes shall be capable of stopping the fully loaded vehicle in 30 feet at 20 MPH on level dry concrete highway.

The contractor shall supply the final manufacturer's certification of GVWR and GAWR on a nameplate affixed to the vehicle in an accessible and sensible location.

The contractor shall supply the final manufacturer's certification of Triple "K" on a nameplate affixed to the vehicle in an accessible and sensible location.

A permanent plate shall be mounted in an accessible and sensible location in the driver's compartment to specify the quantity and type of the following fluids used in the vehicle: engine oil, engine coolant, and chassis transmission fluid, pump transmission lubrication fluid, pump primer fluid, and drive axle lubrication fluid.

A permanent plate in the driver's compartment shall be installed, specifying the height clearance of the unit plus 2 two inches

Signs that state "OCCUPANTS MUST BE SEATED AND BELTED WHEN APPARATUS IS IN MOTION" shall be provided and will be visible from each seated position.

BODY CONSTRUCTION REQUIREMENTS

The body must be built by the manufacturer in its own facilities and within the United State of America. No sub-contracted or second party constructed bodies will be allowed. The manufacturer shall by means of a statement, show that they are the sole manufacturer of the body. Failure to comply with this section shall be cause for immediate rejection of the proposal with no further explanation given.

The vehicle proposed shall be of new construction (not previously owned) and built specifically for the Department.

WARRANTIES

General build warranty – 3 year
Body warranty – Lifetime
Paint warranty – 5 years

Electrical warranty – 7 years

All warranties are to be Non-Prorated.

Copies of warranty certificates must be included with proposal.

Initiate Warranty Paperwork
The chosen vender shall be responsible for all warranty start paper work. This includes and shall not be limited to the chassis OEM delayed warranty start forms. Vender shall have the forms ready to sign and shall mail them and give agency a copy. A vender that fails to comply with this and chassis warranty is found to have started prior to delivery the vender will be responsible for any repairs during questionable time frame.

DRAWINGS
A minimum (10) view drawing of the vehicle proposed shall be submitted with the proposal.

The selected vendor shall submit to the specific department, minimum ten (10) view drawings for the vehicle agreed upon no later than thirty days from the receipt of the contract or purchase order. These drawings must be signed off on by the Department.

These drawings shall be updated or modified as required up to and during the manufacturing process. These updates or modifications shall show any changes to the vehicle or components that would significantly affect the construction or layout of the vehicle or its components.

Two (2) sets of final as-built, hard-copy drawings reflecting the vehicle's final form shall be required upon delivery/acceptance.

VEHICLE COMPLETION

Completion of the vehicle shall be stated in a separate statement in CALENDAR DAYS from the receipt of the chassis.
This statement shall also show the estimated delivery time of the chassis from the date of the contract award.
The dealer shall deliver the vehicle to the Department. The unit shall be delivered via Drive Away method driven under its own power not transported via rail or truck.
The dealer must provide a valid Virginia state safety inspection dated for the month of delivery.
The dealer shall provide temporary tags for the truck.
A chassis OEM approved service center must (at vendor's expense) change the engine oil and oil filter, and perform a front end alignment after the unit is loaded and prior to being placed into service. The receipt for the service and alignment must be included with the truck's paperwork showing the date, mileage, engine hours and truck's VIN number.
The receipt of the chassis shall be included in time for completion of entire truck.

VEHICLE PAYMENT

There will not be pre-payments of any kind made on the unit or the chassis.
The Department will have Five days from date of delivery to accept or reject the vehicle.
The Department reserves the right to reject the vehicle if it fails to meet the proposed specifications. Should the rejection take place, the department shall notify the vendor in no less than five (5) working days the reasons for the rejections and the remedies required by the vendor to make the vehicle comply or that the department will not accept the vehicle as built due to noncompliance.

The County will not release payment without original MSO's in hand. Dealer shall also supply DMV application for title.

CHANGE ORDERS

In the pricing section of the proposal, the vendor shall include a description of change order pricing, detailing any cost associated with change orders. This description will specify whether any charge is associated with change orders and if that is per change order or per line item on the change order.

Any change orders done after award of contract must state in calendar days if the change order extends the delivery time of the unit.

CONSTRUCTION PROVISIONS

The proposed vehicle shall conform to all applicable current triple "K", provisions and requirements. Vehicle must comply with VA. OEMS regulations. If there is something in conflict it shall be up to the vender to bring this to the department's attention.

Additionally, the vehicle shall conform to all FMVSS, DOT, ICC, SAE, TRA, ULI, TBEA, and State Motor Vehicle regulations.

INSPECTION TRIPS

Two (2) inspection trips shall be provided, if deemed necessary, to the manufacturer's facilities at the times designated by the department for the purpose of vehicle inspection and review.

These trips shall be attended by the designated members of the department, the designated members of the manufacturer, **and the manufacturers representative or dealer (mandatory)**

The vendor shall provide for all costs incurred with these trips including transportation, meals, lodging, vehicle rentals, or any other incurred expense.

Should the manufacturer be more than 400 miles from the department, the transportation shall be made by air.

The department shall send no more than three (3) personnel on these trips. (2) From Agency, (1) from the County.

TRAINING

Training shall be provided for department personnel, covering the overview and use of all vehicular components, proper operation of the apparatus, and other information necessary for a driver and/or attendant to properly operate and be familiar with the maintenance of the apparatus. This shall include training for one day.

DATA TO BE PROVIDED WITH THE COMPLETED VEHICLE

Base Data

The manufacturer's record of apparatus construction details, including the following information:

-Owner's name and address (County trucks shall be titled to **Montgomery County Board of Supervisors**)

-Apparatus manufacturer, model, and serial number

-Chassis make, model, and serial number

-GAWR of front and rear axles

-Front tire size and total rated capacity in pounds

-Rear tire size and total rated capacity in pounds

-Chassis weight distribution in pounds with water (if applicable) and manufacturer mounted equipment (front and rear)

-Engine make, model, serial number, number of cylinders, bore, stroke, displacement and compression ratio, rated horsepower and related speed per SAE J690, Certificate of Maximum Net Horsepower for Motor Trucks and Tractors, and no-load governed speed

-Type of fuel and fuel tank capacity

-Electrical system voltage and alternator output in amps

-Battery make and model, capacity in CCA

-Paint manufacturer and codes

-Company name and signature of responsible company representative

-Weight documents from a certified scale-showing actual loading on the front axle, rear axle(s), and overall vehicle (with the water tank full (if applicable) but without personnel, equipment, and hose)

-Written load analysis and results of the electrical system performance tests

IV PROPOSAL PREPARATION AND SUBMISSION REQUIREMENTS:

A. GENERAL REQUIREMENTS:

1. RFP Response: In order to be considered for selection, Offerors must submit a complete response to this RFP. One (1) original and four (4) copies of each proposal must be submitted to:

Heather M. Hall, C.P.M., Procurement Manager
Montgomery County Purchasing Department
755 Roanoke Street, Suite 2C
Christiansburg, VA 24073-3179

Identify on outside of envelope: **Sealed RFP # 11-03**

RFP Due date/Opening date and hour: **November 30, 2010, 3:00 P.M.**

The Offeror shall make no other distribution of the proposal.

2. Proposal Preparations:
   a. Proposal shall be signed by an authorized representative of the Offeror. All information requested should be submitted. The Procurement Manager will review all proposals to ensure required information is included. Failure to submit all information requested may result in a request to submit the missing information. Proposals which are substantially incomplete or lack key information may be rejected as incomplete. Mandatory requirements are those required by law or regulation or are such that they cannot be waived and are not subject to negotiation.

   b. Proposals will be reviewed and evaluated by a Committee as designated by the County.

   c. Proposal should be prepared simply and economically, providing a straight forward, concise description of capabilities to satisfy the requirements of the RFP. Emphasis should be placed on completeness and clarity of content.

   d. Proposals should be organized in the order in which the requirements are presented in the RFP. All pages of the proposal should be numbered. Each paragraph in the proposal should reference the paragraph number of the corresponding section of the RFP. It is also helpful to cite the paragraph number, subletter, and repeat the text of the requirements as it appears in the RFP. If a response covers more than one page. the proposal should contain a table of contents which cross references the RFP requirements. Information which the offeror desires to present that does not fall within any of the requirements of the RFP should be inserted at an appropriate place or be attached at the end of the proposal and designated as additional material. Proposals that are not organized in this manner risk elimination from consideration if the evaluators are unable to find where the RFP requirements are specifically addressed.

e. Each copy of the proposal should be bound or contained in a single volume where practical. All documentation submitted with the proposal should be contained in that single volume.

f. Ownership of all data, materials and documentation originated and prepared for the County pursuant to the RFP shall belong exclusively to the County and be subject to public inspection in accordance with the Virginia Freedom of Information Act. Trade secrets or proprietary information submitted by an Offeror shall not be subject to public disclosure under the Virginia Freedom of Information Act; however, the Offeror must invoke the protections of Section 2.2-4342D of the Code of Virginia, in writing, either before or at the time the data or other materials to be protected and state the reasons why protection is necessary. The proprietary or trade secret material submitted must be identified by some distinct method such as highlighting or underlining and must indicate only the specific words, figures, or paragraphs that constitute trade secret or proprietary information. The classification of an entire proposal document, line item prices and/or total proposal prices as proprietary or trade secrets is not acceptable and will result in rejection of the proposal.

B. SPECIFIC REQUIREMENTS: Proposals should be as thorough and as detailed as possible so that the County may properly evaluate your capabilities to provide the required services. Offerors are required to submit the following information/items as a complete proposal:

1. The return of the RFP general information form and addenda, if any, signed and completed as required.

2. Please provide four (4) recent references, similar to Montgomery County, for whom you have provided the type of services described herein. Include the date(s) services were furnished, the client name, address and the name, phone number and email address of the individual Montgomery County has your permission to contact.

3. A copy of the proposal minimum specifications completely filled out for compliance. See Attachment C.

4. A clarification and exception sheet(s). Exceptions will be allowed if they are equal to or superior to that specified.

5. Chassis specifications and literature.

6. Body specifications and literature.

7. Statistical data.

8. Warranties.

9. A delivery statement.

10. A dimensional statement.

11. Any necessary sales/marketing brochures.

12. Pricing for each type of ambulance proposed per Section III.

13. Statement regarding price increases on a yearly basis only.

14. List out separately all options for each apparatus. Both adding and deleting items from the base vehicle. Manufacturer trips should be listed as an item in this section.

15.Discuss your service center and the mobile service offered.

V. EVALUATION AND AWARD OF CONTRACT:

A. Award of Contract: Selection shall be made of two or more offerors deemed to be fully qualified and best suited among those submitting proposals on the basis of the evaluation factors included in the Request for Proposal, including price, if so stated in the Request for proposal. Negotiations shall be conducted with the offerors so selected. Price shall be considered, but need not be the sole determining factor. After negotiations have been conducted with each offeror so selected, Montgomery County shall select the offeror which, in its opinion, has made the best proposal, and shall award the contract to that offeror. Montgomery County may cancel the Request for Proposal or reject proposals at any time prior to an award, and is not required to furnish a statement of the reason why a particular proposal was not deemed to be the most advantageous. (Section 2.2-4359D, Code of Virginia.) Should Montgomery County determine in writing and in its sole discretion that only one offeror is fully qualified, or that one offeror is clearly more highly qualified than the others under consideration, a contract may be negotiated and awarded to that offeror. The award document will be a contract incorporating by reference all the requirements, terms, and conditions of the solicitation and the contractor's proposal as negotiated. See Attachment B for sample contract form.

B. Evaluation Criteria: Proposals shall be evaluated by the County using the following criteria:

	EVALUATION CRITERIA	WEIGHT
1.	Compatibility of proposal with regard to the minimum specified requirements	25
2.	Price	25
3.	Completeness of response to rfp	20
4.	Performance record and history of previous work provided by references	10
5.	Ability of vendor to provide service after delivery	10
6.	Completion time	10

VI RESERVATION OF RIGHTS:

Montgomery County reserves the right to award in part or in whole, to one or more vendors, or to reject any or all proposals, whichever is deemed to be in its best interest.

VII OPTIONAL PRE-PROPOSAL:

An optional pre-proposal conference will be held November 9, 2010 at 2:00 p.m. at 755 Roanoke Street, Suite 2C. The purpose of this conference is to allow potential Offerors an opportunity to present questions and obtain clarification relative to any facet of this solicitation.

While attendance at this conference will not be a prerequisite to submitting a proposal, offerors who intend to submit a proposal are encouraged to attend. If you plan to attend the pre-proposal, please call Jessica Hamrick by November 8, 2010 at (540) 382-5784 or email hamrickjn@montgomerycountyva.gov Directions to the Montgomery County Government Center can be found by entering this link http://www.montgomerycountyva.gov/content/1146/98/175/3053.aspx

Bring a copy of this solicitation with you. Any changes resulting from this conference will be issued in a written addendum to this solicitation.

VIII CONTRACT ADMINISTRATION:

Neil Turner, Emergency Services Coordinator, or his designee, shall be identified as the Contract Administrator and shall use all powers under the contract to enforce its faithful performance. The Contract Administrator, or his designee, shall determine the amount, quantity, acceptability, fitness of all aspects of the services and shall decide all other questions in connection with the services. The Contract Administrator, or his designee, shall not have the authority to approve changes in the services which alter the concept or which call for an extension of time for this contract. Any modifications made must be authorized by the Montgomery County Purchasing Department through a written amendment to the contract.

IX **PAYMENT PROCEDURES:** The County will authorize payment to the Contractor after receipt of Contractor's correct invoice for services rendered. Invoices shall be sent to:

Montgomery County Emergency Services
Attn: Neil Turner
755 Roanoke Street, Suite 2E
Christiansburg, VA 24073-3181

X **CONTRACT PERIOD:** The term of this contract is for one year or as negotiated. There will be an option for nine (9) one-year renewa ls or as negotiated.

ATTACHMENT A
TERMS AND CONDITIONS

GENERAL TERMS AND CONDITIONS
http://www.montgomerycountyva.gov/filestorage/1146/98/175/703/rfp_terms_and_conditions.pdf

SPECIAL TERMS AND CONDITIONS

1. **AUTHORIZED USERS**: Additional State agencies, institutions and/or other public bodies may be added or deleted to receive the goods or services resulting from this solicitation. The addition or deletion of authorized users shall be made only by written modification to the contract. Such modification shall name the specific agency added or deleted and the effective date.
2. **AS-BUILT DRAWINGS**: The Contractor shall provide Montgomery County a clean set of reproducible "as built" drawings and wiring diagrams, marked to record all changes made during installation or construction. The Contractor shall also provide Montgomery County with maintenance manuals, parts lists and a copy of all warranties for all equipment. All "as built" drawings and wiring diagrams, maintenance manuals, parts lists and warranties shall be delivered to Montgomery County upon completion of the work and prior to final payment.
3. **PERFORMANCE AND PAYMENT BONDS**: The successful Offeror shall deliver to the Montgomery County Purchasing Department executed Commonwealth of Virginia Standard Performance and Labor and Material Payment Bonds, each in the sum of the contract amount, with Montgomery County as obligee. The surety shall be a surety company or companies approved by the State Corporation Commission to transact business in the Commonwealth of Virginia. No payment shall be due and payable to the Contractor, even if the contract has been performed in whole or in part, until the bonds have been delivered to and approved by the Montgomery County Purchasing Department.
4. **QUANTITIES**: Quantities set forth in this solicitation are estimates only, and the Contractor shall supply at proposal prices actual quantities as ordered, regardless of whether such total quantities are more or less than those shown.
5. **WARRANTY (COMMERCIAL)**: The Contractor agrees that the supplies or services furnished under any award resulting from this solicitation shall be covered by the most favorable commercial warranties the contractor gives any customer for such supplies or services and that the rights and remedies provided therein are in addition to and do not limit those available to Montgomery County by any other clause of this solicitation. A copy of this warranty must be furnished with the proposal.
6. **SEVERAL LIABILITY**: Montgomery County will be severally liable to the extent of its purchases made against any contract resulting from this solicitation. Applicable departments, institutions, agencies and Public Bodies of the Commonwealth of Virginia will be severally liable to the extent of their purchases made against any contract resulting from this solicitation.

ATTACHMENT B
COUNTY OF MONTGOMERY
STANDARD CONTRACT

Contract Number:

This contract entered into this ___ day of, 200_, by _____ hereinafter called the "Contractor" and the County of Montgomery, called the "County".

WITNESSETH that the Contractor and the County, in consideration of mutual covenants, promises and agreements herein contained, agree as follows:

SCOPE OF SERVICES: The Contractor shall provide the services to the County as set forth in the Contract Documents.

CONTRACT PERIOD: The initial contract period is _____ through _____.

COMPENSATION AND METHOD OF PAYMENT: The Contractor shall be paid in accordance with the Contract Documents.

CONTRACT DOCUMENTS: The Contract Documents shall consist of signed Contract, the statement of need, general terms and conditions, special terms and conditions, specifications, and other data contained in this Request For Proposal Number, dated _____, together with all written modifications thereof, the proposal submitted by the Contractor dated _____ and the Contractor's letter dated _____, all of which contract documents are incorporated herein.

In **WITNESS WHEREOF**, the parties have caused this Contract to be duly executed intending to be bound thereby.

CONTRACTOR: **COUNTY OF MONTGOMERY:**

By: _____ By:

Title: _____ Title:

Attachment C

Type I 4 x 4
AMBULANCE SPECIFICATIONS

1.0 CHASSIS

1.1 VEHICLE AND WHEEL BASE

Current year model Ford F-450 Super Duty XLT 4X4 chassis with Ford Ambulance prep package 47A. Dual rear wheels, 164.8-inch wheel base, 84-inch cab to axle for 152" module or 189 inch wheel base, 108 inch cab to axle for 172" module.

COMPLY? ..... YES ____ NO ____

1.2 ENGINE

Current year model Ford Power Stroke Turbo Charged V-8 Diesel with OEM engine block heater wired to shoreline.

COMPLY? ..... YES ____ NO ____

1.3 AUXILIARY POWERTRAIN CONTROL (APC)

The Ford OEM APC module shall be standard. The module should be mounted under the driver seat and programmed in the " Charge Protection" mode. When the vehicle is in park, service brake disengaged and the parking brake is set, the APC module should electronically adjust the engine idle (up or down) to maintain proper electrical system voltage.

COMPLY? ..... YES ____ NO ____

1.4 GAUGES AND METERS

Speedometer, odometer, fuel gauge, temperature, oil pressure, digital voltmeter, engine hour meter.

COMPLY? ..... YES ____ NO ____

1.5 SPRINGS / AXLES RATINGS & SHOCKS

Maximum GVWR – 16,000 lbs. GVWR

Front: Moonbeam with coil springs, shock absorbers and stabilizer bar.

Rear: Non independent live axle with leaf springs and stabilizer bar.

Air-ride should not be required to comply with the allowable KKK-1822-E load height

COMPLY? ..... YES ____ NO ____

1.6 STEERING

Power steering with tilt wheel and cruise control.

COMPLY? ..... YES ____ NO ____

1.7 BRAKES

Heavy duty, power assisted 4-wheel anti-lock disc brake system.

COMPLY? ..... YES ____ NO ____

1.8 TRANSMISSION

Torqueshift ™ heavy duty 6-speed SelectShift transmission with external oil cooler.

COMPLY? ..... YES ____ NO ____

1.9 REAR AXLE

4.10 gear ratio w/ limited slip axle.

COMPLY? ..... YES ____ NO ____

1.10 FUELTANK

Single tank w/ 40-gallon capacity.

COMPLY? ..... YES ____ NO ____

1.11 WHEELS AND TIRES

Seven (7) 225/70R19.5 Steel Belted Radial tires, BSW all season tread. The spare tire should be shipped loose with the unit. Stainless steel wheel inserts with valve stem extensions will be provided. All wheels should have metal bolt in type valve stems.

COMPLY? ..... YES ____ NO ____

1.12 BATTERIES

Two 750 CCA mounted in the engine compartment and wired parallel in OEM configuration that complies with Ford QVM and KKK-A-1822-F requirements. Batteries will be wired so that both will always be used for starting and controlled by a 300 amp power cut off switch. The power cut off switch circuit shall be protected by a 250 amp fuse. The Ford ignition key activates the cut off switch. Power can be provided to the module without the engine running by turning the ignition key to accessory position.

COMPLY? ..... YES ____ NO ____

1.13 ALTERNATORS

Dual Ford OEM alternators with internal regulators.

COMPLY? ..... YES ____ NO ____

1.14 WINDOWS, CAB

Tinted safety glass is installed in all exterior windows. Ford OEM power operated windows.

COMPLY? ..... YES ____ NO ____

1.15 WINDSHIELD WIPERS

Two speed electric, with washer and adjustable intermittent cycle.

COMPLY? ..... YES ____ NO ____

1.16 SEATS, DRIVER'S COMPARTMENT

Deluxe clothe OEM High Back Captains Chairs, seat belts and shoulder harnesses.
The Ford OEM cab seats should be the seats installed and shipped with the chassis by Ford and have the correct Ford prescribed serial number. The Ford OEM seat pedestals should be located in the mounting location as determined by Ford. Any changing of the Ford OEM Seats, mounting pedestals or location thereof is absolutely prohibited.

COMPLY? ..... YES _____ NO _____

1.17 HEATER AND AIR CONDITIONER

OEM heavy duty, high output.

COMPLY? ..... YES _____ NO _____

1.18 ENGINE COOLING SYSTEM

Heavy-duty liquid system using a 50/50 mix of permanent type antifreeze and water for protection to -40 Fahrenheit.

COMPLY? ..... YES _____ NO _____

1.19 MIRRORS, OUTSIDE

OEM power, heated recreational 8" x 6" mirrors with built-in 2" x 6" convex mirrors, dual direction breakaway mounting arms with telescoping width adjustment.

COMPLY? ..... YES _____ NO _____

1.20 TRIM PACKAGE, CAB

XLT Trim Package; Full wheel covers, chrome bumpers and grill. Color keyed door trim with map pockets, color keyed headliner, padded sun visors, courtesy and dual dome lights, AM/FM Stereo Radio w/ CD & Clock w/ dual cab speakers. Power door locks, cruise control, tilt steering wheel. The chassis shall have Ford carpet delete. The OEM stereo shall be wired to two speakers in the rear of the module with a volume control located in the action area.

COMPLY? ..... YES ____ NO ____

1.21 RUNNING BOARDS AND MUD FLAPS

Heavy-duty aluminum grip strut running boards installed from the back of the front wheel opening to the front of the module box. They include mudguards to protect the chassis and module. Rubber mud flaps to be installed behind the dual rear wheels.

COMPLY? ..... YES ____ NO ____

1.22 MISC. CHASSIS ITEMS

Dual pitch horn, reduced sound level exhaust, OEM tow hooks, OEM standard undercoating, stepwell pad dual air bags. Per-Lux fog lights mounted under the front bumper

COMPLY? ..... YES ____ NO ____

2.0 A MODULE CONVERSION

152" Module

2.1A DIMENSIONS, EXTERIOR

Overall vehicle length	284.0 inches
Overall vehicle height	109.0 inches
Overall module body length	152.0 inches
Overall module body height	87.0 inches
Overall module body width	96.0 inches

COMPLY? ..... YES ____ NO ____

2.2A DIMENSIONS, INTERIOR

Length forward door to rear door	141.0 inches
Width interior wall to wall	90.0 inches
Width of aisle	49.0 inches
Height floor to ceiling	72.0 inches

Loading height	34.5 inches (air-ride not required)

COMPLY? ..... YES _____ NO _____

2.0 B MODULE CONVERSION

172" Module

2.1B DIMENSIONS, EXTERIOR

Overall vehicle length	303.0 inches
Overall vehicle height	109.0 inches
Overall module body length	172.0 inches
Overall module body height	87.0 inches
Overall module body width	96.0 inches

COMPLY? ..... YES _____ NO _____

2.2B DIMENSIONS, INTERIOR

Length forward door to rear door	161.0 inches
Width interior wall to wall	92.0 inches
Width of aisle	49.00 inches
Height floor to ceiling	72.0 inches
Loading height	34.5 inches (air-ride shall not be required)

2.3 GENERAL CONSTRUCTION

The entire body should be a welded and **SEAMLESS** one-piece body. The entire perimeter and around all openings of the body should be fully welded and ground smooth thus eliminating any joints or seams. The use of tongue and groove method of construction that requires the use of a seam sealer is not acceptable. This is to prevent the cracking of paint at these areas resulting in a buildup of road dirt and grime and the eventual development of corrosion along the tongue and groove seams.

COMPLY? ..... YES _____ NO _____

The aluminum skin, the roof and side panels, shall be permanently fastened to the framework using Lord 406/19 Acrylic Adhesive. Adhesive is applied to the sidewall skin to prevent warp age, oil canning and metal deflection associated with the welding of the sidewall skin to the structural framework. The use of double back adhesive tape is prohibited to eliminate the possibility of the adhesive tape failing to maintain a bond to the external skin.

COMPLY? ..... YES _____ NO _____

The body wall skin shall be of prime commercial quality .125" thick 3003 H14 corrosion resistant aluminum or greater. All side and roof panels shall be .125" thick or greater. The use of side and roof panels that are of a lesser thickness is strictly prohibited.

COMPLY? ..... YES _____ NO _____

All side panels and the roof panel should be a single sheet of aluminum. Covering the sidewall, front, rear or roof of the exterior body with sectional pieces of aluminum panels is prohibited. This is to eliminate the necessity for joints or seams where these panels join.

COMPLY? ..... YES _____ NO _____

The wall and roof support framework should be .125" 6061-T6 extruded aluminum box beams or greater, and extrusions spaced on 12" centers or less. There should be no frame members spaced at a distance in excess of 12" . The roof support framework willll additionally include .125" 6061-T6 extruded 1" x 2" aluminum box beams (or greater) running the full length of the roof. The frame and skin will be fully welded with no rivets.

COMPLY? ..... YES _____ NO _____

The exterior of the body will be finished smooth with 45-degree SEAMLESS beveled extruded corners presenting a modern and dynamic appearance. The outer wall thickness of the extruded corners will be .250(or greater) to provide additional protection at all corners. The body will be designed and built to provide impact and penetration resistance, with appropriate channel reinforcing to assure rigidity.

COMPLY? ..... YES ____ NO ____

All parts of the body and attachments should be fastened together with rust resistant fasteners in a manner that will preclude loosening of any bolts and screws, and the cracking of welded joints. The exterior body panels should be made of not less than 0.125" thick metal and be reinforced at all points where equipment will be attached.

COMPLY? ..... YES ____ NO ____

The body should be a bolted and welded structure. Welding should not however, be employed in the assembly of the body in a manner that will prevent the ready removal of any component part for service or repair.

COMPLY? ..... YES ____ NO ____

In the assembly of the body, areas where steel is in contact with aluminum, there should be butyl rubber isolator pads installed. This pad provides corrosion and water resistance.

COMPLY? ..... YES ____ NO ____

All fasteners, bolts, screws, etc used in the assembly of the body and all attachments should be coated with the " ECK" brand corrosive protectant. Additionally, all exterior door hinges, both entry and compartment, should be coated with " ECK" protectant prior to the installation of the door. This " ECK" coating is to be used in lieu of a gasket material behind the hinge to prevent the problems of gasket retention and deterioration.

COMPLY? ..... YES ____ NO ____

2.4 ROOF

The roof surface shall be **SEAMLESS** and **CROWNED** and of **ONE PIECE** of .125" aluminum (3003-H14). The use of any type of sealer or caulking material is strictly forbidden. There should not be a lip or protrusion on the roof that could result in the entrapment of any water or moisture.

COMPLY? ..... YES ____ NO ____

The perimeter of the roof should be constructed of 45-degree **SEAMLESS** beveled extrusions that eliminate any lip or protrusion providing a smooth finish. The outer wall thickness of the roof perimeter extrusions should be .250" (or greater) to provide additional protection at all perimeter corners.

COMPLY? ..... YES ____ NO ____

The roof under structure should be fabricated from extruded aluminum box beams (6061-T6). The under structure should be constructed by welding 1" x 2" x .125" box beams lengthwise and by welding 2" x 2" x .125" box beams, spaced on 12" centers or less, crossways forming a cross sectional grid roof support framework. The complete roof should be treated with a sound-deadening barrier. The roof panel should be fully perimeter welded and adhesive bonded to the roof under structure with Lord 46/19 Acrylic Adhesive. The use of skip or intermittent welding of the roof perimeter is unacceptable.

COMPLY? ..... YES ____ NO ____

2.5 SIDE WALLS

The body sidewall skin should be constructed of.125" aluminum (3003 H14 or greater). The sidewall under structure should be fabricated by welding 2" x 2" x .125" extruded aluminum box beams vertically (or greater), spaced no further than on 12" centers. The vertical tubing should join and be welded to roof supports (2" x 2" x .125" extruded aluminum box beams) to form an interlocking grid between the sidewall and the ceiling. The complete sides should be treated with a sound-deadening barrier. The body sidewall skin should be fully welded around the entire perimeter and all body openings and adhesive bonded to the sidewall frame work with Lord 406/19 Acrylic Adhesive.

COMPLY? ..... YES ____ NO ____

All body openings should be seamless. Body openings framed with tongue and groove style extrusions requiring the use of seam sealer may not be acceptable.

COMPLY? ..... YES ____ NO ____

2.6 FLOOR SUB-STRUCTURE

The floor should be at the lowest level permitted but not more than 35 inches from the ground with **NO MODIFICATION TO THE FORD OEM CHASSIS SUSPENSION.**

COMPLY? ..... YES _____ NO _____

The floor sub-structure should consist of two (2) 1/4" walls 2" x 2" aluminum tubes running at the outer edge for the full length of the floor and the chassis frame rails. There should then be sixteen (16) 1 ½" x 1 ½" x ¼" walls 1 ½" x 2" aluminum tubes running the width of the floor and fully welded to the outer tubes. This sub-structure frame is to mount on top of the Chassis frame rails via the 12 OEM Pucks. 2 Full-Length Plates measuring ¾" x 6" should be welded to the under side of the 1 ½ x 1 ½ tubes, one left and one right. The outer edges of these plates welded to the 2 x 2 primary box beams. These plates bolted, via OEM rubber mounts, to gusseted steel brackets bolted to the OEM frame. Twelve (12) rubber mounts attaching the body to the frame.

COMPLY? ..... YES _____ NO _____

2.7 EXTERIOR COMPARTMENT CONSTRUCTION

Compartments provided on the unit constructed as follows: The compartment floor fabricated of .125 diamond plate aluminum (3003-H14) and the ceiling and bulkheads of .100 diamond plate aluminum (3003-H14). All compartment floors reinforced with two 1x2 aluminum bars on the underside of the floor.

COMPLY? ..... YES _____ NO _____

All exterior compartments - sweep out style to provide for ease of cleaning. Drain holes are not desirable. All exterior compartments vented to provide for the displacement of air when closing doors. Vent louvers installed on the vertical walls of the exterior compartments.

COMPLY? ..... YES _____ NO _____

All exterior compartments lighted when the compartment door is opened. Compartment lights

flush mounted with wiring routed through the body eliminating any exposed wiring.

COMPLY? ..... YES _____ NO _____

All exterior compartment shelving " Pan" style aluminum shelves mounted on two (2) sets of uni-strut tracks at each end of the shelf providing infinite adjustment. Rubber matting is to be installed on the topside of all shelving.

COMPLY? ..... YES _____ NO _____

The corner of each door frame ¼" Cast Aluminum inserted & welded to horizontal & vertical extrusions. This Cast part should ensure superior strength as well as uniform fit & finish.

COMPLY? ..... YES _____ NO_____

The door(s) of each compartment - flush type (being on the level with adjacent body surface) and of **PAN FORMED / EXTRUSION DOUBLE BREAK** construction. The weather seal is to be mounted on the outer flange of the door with the latches and strikers mounted on the extruded second break inside the door opening. This door design eliminates exposure of the latches to the elements and prevents moisture from corroding the latch mechanisms.

COMPLY? ..... YES _____ NO _____

All doors constructed of. 125 aluminum and 2 ½" thick or greater.

COMPLY? ..... YES _____ NO _____

The inner panel on all exterior compartment and entry doors fastened to the extruded door-frame and recessed into the door frame extrusion for a flush finish. Surface mounting of any interior door panels is not allowed. All fasteners used for the mounting of the interior panels are should have a rubber grommet affixed to the underside of the screw head to prevent the fastener screws from loosening and backing out of the extrusion. The interior door panels readily removable for access to the interior of the door and the latching mechanism.

COMPLY? ..... YES ____ NO ____

All doors reinforced and cross-braced inside for increased strength allowing for the mounting of equipment on the door.

COMPLY? ..... YES ____ NO ____

In order to facilitate adjustment and routine maintenance of door linkage rods and latches, all patient compartment entry doors should have access ports. There is to be an access port above and one below each interior entry door handle of sufficient size to allow for the adjustment of the door linkage rods. Access ports - provided for the lubrication of the slam latches located at the top and bottom of each entry door. All ports are to be covered with a friction type " plug-in" plastic cover that is readily removable.

COMPLY? ..... YES ____ NO ____

The door latch assembly of each compartment will be paddle handle, two (2)-point slam lock (206 rotary latch), of stainless steel construction. Door latch assemblies " blind mounted" eliminating any exposed mounting hardware on the exterior side of the latches. Rubber gasket installed between the exterior stainless steel latch assembly and the aluminum door to ensure the isolation of the two dissimilar metals.

The door linkage rods' connecting the door handles and the rotary latches are to be 5/32 steel rods threaded on the turn buckle end. Straight direct pull rods with no bends built into the rods allowed. Adjustments to the entry door linkage rods are to be provided by a turnbuckle located above and below and adjacent to each interior door handle.

COMPLY? ..... YES ____ NO ____

All exterior doors are to be lockable via an " automotive style" lock with all compartment and patient compartment entry doors being keyed alike. The key should be double sided for ease of insertion into the lock.

COMPLY? ..... YES ____ NO ____

Door strikers installed on the vertical compartment flanges, with the exception of double doors. There are to be two (2) pins per door, with the exception of the battery compartment door. All striker pins fully adjustable from the exposed side. They will be grade 8.0 cadmium plated steel strikers with a " captive nut" for adjustment and so located as not to interfere with the sweep-out design of the compartment itself.

COMPLY? ..... YES _____ NO _____

All compartment and entry doors one-piece Stainless Steel doorsill protectors that will cover both surfaces of the body opening.

COMPLY? ..... YES _____ NO _____

Each compartment and entry door is to have a full width aluminum drip rail mounted above each door. All drip rails are to be attached using double back adhesive tape. The use of screws, rivets, or any other form of metal attachment is not acceptable.

COMPLY? ..... YES _____ NO _____

All compartment doors equipped with a gas strut door stay that holds the door at 90 degrees to the body when open. All gas struts mounted in such a way as to allow for easy access in the event that replacement or repair is required.

COMPLY? ..... YES _____ NO _____

There should be a " dampening" devise installed within each gas strut for the purpose of preventing the " shock" that can occur when a gas strut is fully extended.

COMPLY? ..... YES _____ NO _____

Each compartment door should be mounted with a continuous stainless steel hinge with a minimum pin diameter of (.250). Hinge Pin diameter of less than (.250) is unacceptable to ensure the long-term performance of the hinge in this extreme use application.

Each compartment opening sealed with full perimeter 5/8″ wide by 1/2″ thick hollow core wiper seal. The seal mounted on the doorframe out board of the striker pins and the door latches. This seal insures that each compartment will be dust and waterproof and that the striker pins and door latches will remain dry and clean.

COMPLY? ..... YES _____ NO _____

All exterior compartment and patient compartment entry doors insulated with a single layer of R-14.5 reflectics insulation. Additionally there should be a single layer of 2″ polystyrene insulation installed in each door.

COMPLY? ..... YES _____ NO _____

Rear patient compartment doors equipped with Cast Products "Grabber" hold-open devices. Side patient compartment door equipped with Gas Strut door opening device.

COMPLY? ..... YES _____ NO _____

Rear and side patient compartment doors should have dark tinted safety glass windows encased in extruded aluminum frames. Each rear door shall have an 18.5" x 17.5" fixed window. All doors to have an 18.5" x 17.5" slide opening window with screen and window lock.

COMPLY? ..... YES _____ NO _____

Right side entry door opening: 68"H X 30" W
Rear entry door opening (double door): 57"H X 48″ W

COMPLY? ..... YES _____ NO _____

All module entry doors tied into the OEM power door lock system and have power door locks. There should be a switch for the door locks located inside all entry doors as indicated.

COMPLY? ..... YES ____ NO ____

3.0 ELECTRICAL SYSTEM

3.1 ELECTRICAL SERVICE PANEL

All circuits shall be rated to carry at least 125% of its maximum load. Each circuit shall be protected by a manual reset circuit breaker. Each circuit that is rated more than three (3) amps shall be switched by use of a relay.

Circuit breakers and relays mounted in plug-in, pull out sockets that are permanently mounted in a printed circuit board for durability, as well as weight and space savings. Relays should be a type that is readily accessible at any auto parts store. All circuit breakers shall be interchangeable with standard ATC automotive fuses so that system can be quickly returned to service.

COMPLY? ..... YES ____ NO ____

3.2 ELECTRICAL SERVICE PANEL ACCESS

The electrical service panel should be mounted behind the hinged action wall and shall be easily accessible by activating a single latch allowing the switch panel section to swing down.

COMPLY? ..... YES ____ NO ____

3.3 LOAD MANAGEMENT SYSTEM

The distribution panel should include a solid state programmable load management system designed to sense when the charging system is not keeping up with the electrical demand. When this situation exists, the load manager will automatically shut down warning lights, one at a time in a programmed sequence until the electrical load is being sustained without discharge. This system only functions when the unit is in park.

COMPLY? ..... YES ____ NO ____

3.4 SEQUENTIAL SWITCHING

A solid state Sequential Switching System shall be installed that will turn emergency lighting on/off in a staggered 1/2 second interval. This is designed to avoid dumping a sudden load on the alternator.

COMPLY? ..... YES ____ NO ____

3.5 ELECTRICAL WIRING

All of the vehicle's electrical equipment should be served by circuits separate and distinct from the chassis electrical system. All electrical wiring should be run in grease, oil, heat and moisture resistant looming. Harnesses should be fastened with vinyl-clad clamps and grouted at any area they contact a metal edge.

Every load carrying wire shall be a minimum of 12 gauge, and shall be color-coded and heat embossed with its function every 4 to 6 inches.

There should be at least a six-inch service loop of wire at the point of attachment to each component. All electrical connections should be machine crimped; the use of Scotch-locks is strictly prohibited.

COMPLY? ..... YES ____ NO ____

3.6 12V DC OUTLETS

Three (6) cig. style 12VDC outlets, one located in the action area, and two in the right front bulkhead compartments,3 on passenger side of front console near floor, as indicated. These are to be hot at all times.

COMPLY? ..... YES ____ NO ____

3.7 11OV AC SYSTEM

There should be a weatherproof 11OV- 125V male receptacle rated at 20 amps with a spring-loaded cover assembly located on the front left corner of the module body for incoming 110-volt power. This receptacle should be labeled. Wired through one 15-amp circuit breaker. The circuit shall include four (4) 110-volt interior receptacles, one located in the action wall area, two located in the bulkhead as indicated and one at the monitor shelf. All outlets shall illuminate per KKK-A-1822. as part of this system shall be a " Vanner" inverter/conditioner. The Vanner shall provide 12V charging and condition of the vehicle OEM batteries when the shore-line is attached and 110V power to all 110V outlets on

demand when the unit is in operation. There should be an LED indictor light on the exterior of the unit at the shore-line to indicate the system is hot, there should also be an alpha indicator of the console that reads " Shore-Power" when the shore-line is attached and the system is hot.

COMPLY? ..... YES ____ NO ____

3.8 LIGHTING, EMERGENCY

The unit to be equipped with Whelen Smart Linear LED warning lights as follows:

15) Whelen Series 900 lights as follows:

- 7) Facing forward upper red/red/red/clear/red/red/red
- 2) Facing rearward upper red
- 2) Facing rearward lower red (with brake-light over-ride)
- 2) Facing right red
- 2) Facing left red

1) Whelen Series 600 amber light installed top center rearward.

Other Whelen lights as follows:

- 4) TIR-6 Mounted in the grille (2-red, 2-clear) mixed level.
- 2) 400 Series Mounted in the front fenders red/clear.
- 2) 700 Mounted in the rear fenders red/clear

A 3M Opticom shall be mounted under the center clear 900 series. It shall come on with the warning lights and automatically disengage and reengage when the parking brake is applied or released.

All body lights in this and any other section of this specification shall have chrome flanges.

Circuit shall have a dual mode switch. "Primary" shall flash all lights. "Secondary" shall flash top red lights only. LED warning lights shall flash in a random pattern off of internal Flasher.

COMPLY? ..... YES ____ NO ____

3.9 SCENE LIGHTS

Four (4) Whelen Series 900 with 13 gradient tilt built into the lenses mounted two (2) lights on the left

side and two (2) lights on the right side. Two (2) Whelen Series 900 with gradient tilt built into the lenses mounted on the rear. A separate switch on the driver' s switch panel shall control each pair. In addition, the right side and rear scene lights should activate when the right side or rear doors, respectfully, are open. All with chrome flanges

COMPLY? ..... YES ____ NO ____

3.10 SIREN AND SPEAKERS

Siren should be a Whelen single piece dual tone with Wail, Yelp, and phaser sounds and hands – free function. Dual Cast Products SAD-4302 speakers mounted in the front bumper in cast aluminum housings.

COMPLY? ..... YES ____ NO ____

3.11 SPOTLIGHT

A "300,000 candle power" spotlight, with eight foot coiled cord and momentary switch, permanently wired into front console. A " Mic" style storage clip provided.

COMPLY? ..... YES ____ NO ____

3.12 LIGHTS, PATIENT COMPARTMENT

The ceiling headliner should contain eight (8) Whelen High - LED dome lights. The left and right banks of lights should be switched separately. In addition, the left bank high mode can be switched from the drivers switch panel and activated by opening of the side or rear entry doors.

There should be two (2) 38" inch fluorescent " Checkout Light" fixtures installed in the headliner, each with two 36" bulbs and be switched independently via a single switch on each fixture or in common via a single on/off/timer switch located in the action area. The " Check Out" lights wired in such a manner to allow them to be operational when the master switch is in the on or off position. In addition, a 10" fluorescent light located in the action area.

COMPLY? ..... YES ____ NO ____

3.13 CLOCK, PATIENT COMPARTMENT

A Itellitech Time Manager to be mounted in the action area.

COMPLY? ..... YES ____ NO ____

3.14 SUCTION - ON BOARD

Suction provided by an Impact model 324 self-contained suction system.

COMPLY? ..... YES ____ NO ____

3.15 VENTILATION

A 138-CFM exhaust fan to be mounted near the ceiling to the rear of the curbside patient compartment door and activated by a switch on the action wall.

COMPLY? ..... YES ____ NO ____

3.16 SWITCH CONSOLE, DRIVER'S

A one-piece switch console mounted in the center of the cab floor between the seats in such a way as to not interfere with access to the dash yet easily accessible to the driver. The console designed as per the specification with three (3) 12V cig style outlets in the right side as indicated. All switches back-lit with an Indi-Glow blue similar lighting Space provided for the installation of radios below the switches and gauges. The switch panel should be asthetically appealing and incorporate modern switches and gauges as follows:

Master Switch
Load Manager/Sequencer
Primary/Secondary
Siren/Horn
Left Scene
Rear Scene
Right Scene
Rear Dome Lights
Back up Alarm Disable
Silent Intercom Lights

Door Ajar Light (alpha display)
Compartment Open Light (alpha display)
Voltmeter (digital)
Ammeters (digital)
Shore-Power (alpha display)

COMPLY? ..... YES _____ NO _____

3.17 SWITCH CONSOLE, PATIENT COMPARTMENT

The following switches should be in the rear control panel, which is hinged for easy access to components:

Left Dome High/Low
Right Dome High/Low
Silent Intercom Switches
Driver Buzzer
Exhaust Fan
Electric Suction
Thermostat Control for Heat/A.C.
Heat/A.C. Fan Control, 3 speed.
Rear Stereo Volume Control

COMPLY? ..... YES _____ NO _____

All switches in front and rear panels to be positive contact rocker type switches that are permanently marked by function, illuminate when activated and backlit for night visibility.

COMPLY? ..... YES _____ NO _____

4.0 PATIENT COMPARTMENT

4.1 FLOOR, PATIENT COMPARTMENT

The subfloor shall consist of .090" thick 3003 H14 corrosion resistant aluminum (or greater) sealed watertight. Over the subfloor, 3/4" exterior grade plywood which is caulked and sealed. The floor is

then covered with a single piece of commercial-grade, color impregnated, linoleum which rolls up the left wall and the squad bench approximately 3". Flooring to be sealed at all edges to prevent water from seeping between the floor and cabinets. A formed 6", full width stainless steel floor protection strip to be installed forward of the rear patient compartment door seal.

COMPLY? ..... YES ____ NO ____

4.2. CABINET'S, INTERIOR

All interior cabinets to be built using wood screws and constructed of 3/4" exterior grade, solid core plywood and Wilsonart laminate. All cabinets and counter tops to be caulked and sealed. Cabinets incorporate 1-inch aluminum radius corners throughout and have generous padding to lessen the chance of injuries in the event of an accident. Sliding Plexiglas windows to be 1/4" thick with full height extruded aluminum handles mounted in full perimeter slide track. Door catches to be flush-mount slam-type positive latching. All cabinets to have tilt-out speed load feature as indicated in the drawings.

COMPLY? ..... YES ____ NO ____

4.2.1 CABINETS, LEFT WALL

Cabinets should be designed as per drawings with one-piece molded Corian countertops for the attendant in the action area and the monitor shelf. Storage cabinets should be located in the left rear, above the CPR seat, and above the action area.

The action wall to house the technician's console, two oxygen outlets, vacuum outlet, aspirator collection bottle, climate control thermostat and fan control, one 12 volt connection and one lighted 11OV duplex outlet. The upper action wall area, which holds the switch panel and oxygen and vacuum outlets, to be hinged for ease of access. The Monitor shelf to rear of CPR seat to have one lighted 110V duplex outlet.

COMPLY? ..... YES ____ NO ____

4.2.2 BULK HEAD CABINETS

Cabinets designed per drawings. The driver side cabinet to incorporate a floor mounted climate control unit. Unit to drain directly through the floor and the air in-take to be at floor level, while output

to be ducted overhead, across the bulkhead cabinets. The return air to be filtered. Directly above the climate control unit should be a storage area.

A horizontal cabinet to be located above the walk-thru at ceiling level. The right side to have a cabinet at ceiling level and Two cabinets below with a six inch drawer in between as indicated. Each cabinet to have one adjustable shelf. All doors in the bulkhead configuration to be framed with PLEXI inserts for viewing of contents and locking as indicated.

The bulkhead should incorporate a crawl through opening from the rear patient compartment to the front cab. This opening should be sealed and weather proof via a flexible rubber boot connection between the cab and the modular body and sliding door.

COMPLY? ..... YES ____ NO ____

4.2.3 SQUAD BENCH CABINETS

Two cabinets shall be mounted at the ceiling level directly over the entire length of the squad bench. They shall have a top hinged PLEXI door with Southco latch on the bottom.

COMPLY? ..... YES ____ NO ____

4.2.4 REAR DOOR CABINETS

A cabinet to be mounted at the ceiling level directly over the rear entry doors. It' s to have sliding PLEXI door with tilt-up speed load feature.

COMPLY? ..... YES ____ NO ____

4.2.5 SQUAD BENCH

The squad bench base to be constructed of " .075 gauge stainless steel for strength and ruggedness" (or greater). The lid to be split into two sections. Each lid will have a gas strut hold open device and paddle style latches. The squad bench cover to be equipped with wheel and post cups to accept a Ferno-Washington Model 11 cot. The interior to be lined with white Wilsonart laminate. There should not be less than 76 usable inches on the squad bench. At the head of the squad bench should be a cabinet for portable O2 storage and to act as a head board on the bench. One bottle would have a regulator attached. At foot end of bench there is to be an open storage area towards the aisle to hold a Zoll Auto-Pulse an open shelf at the top area.

COMPLY? ..... YES ____ NO ____

4.2.6 SQUAD BENCH WINDOW

There is to be a solid fixed window of the squad bench. This window is to have a vertical sliding privacy panel. This panel should also be a dry erase type marker board.

COMPLY? ..... YES ____ NO ____

4.3 SEAT, EMT / ATTENDANT

An attendant seat to be located at the head of the primary cot. It should be a high back deluxe seamless vinyl captain' s chair mounted on a cabinet. Seat is to incorporate an approved child safety seat conversion built in. Seat belt is to be included for attendant safety.

COMPLY? ..... YES ____ NO ____

4.3.1 SEAT, CPR

A side wall seat mounted in the center of the left wall with lift up seat for storage below and a fold down backrest for added counter space when not in use. A seat belt is to be provided for attendant safety. Cushions are to be vacuum-formed seamless.

COMPLY? ..... YES ____ NO ____

4.4 UPHOLSTERY

All door panels, seat cushions, and protective pads to be constructed of fire-retardant foam, covered with minimum 40 ounce vinyl. Seat cushions to be 60 ounce vinyl vacuum-formed seamless.

COMPLY? ..... YES ____ NO ____

4.5 HEADLINER

The headliner is to be constructed of padded white vinyl in three sections, with the center section being removable to gain access to wiring.

COMPLY? ..... YES ____ NO ____

4.6 PANELING, INTERIOR

Walls are to be covered with Wilsonart laminate material. Exposed surface is to be mar, dent and scratch resistant, high pressure Pionite laminate.

COMPLY? ..... YES ____ NO ____

4.7 GRAB RAIL, OVERHEAD

Two, full-length stainless steel handicap style 1 1/2" diameter grab rails should be installed on patient compartment ceiling. Each rail should be capable of supporting a minimum of 300 pounds.

Each Rail is to be treated with Agion Anti-Bacterial Coating.

COMPLY? ..... YES ____ NO ____

4.8 STAINLESS STEEL WALL

The lower left aisle wall is to be .060 stainless steel from action shelf down to floor.

The stainless steel to be installed after the coven floor is in place. The stainless steel will be installed over the edge of the rolled floor. This will eliminate the seam and possibility of fluid retention.

COMPLY? ..... YES ____ NO ____

4.9 GRAB HANDLES, DOORS

All entry doors will have a matching heavy duty stainless steel handicap style 1 1/2" "V" bar grab handle that will be securely mounted slightly below the window and these bars treated with Agion Anti-Bacterial Coating

COMPLY? ..... YES ____ NO ____

4.10 COT / COT MOUNT

A Stryker cot fastener with dual position floor plates is to be installed. A Stryker MX-Power Pro cot with three batteries is to be provided and installed and delivered with the unit. The proper safety equipment is to be provided.

COMPLY? ..... YES ____ NO ____

4.11 INSULATION

The entire patient compartment, walls and ceiling, are to be blanketed with two layers of reflectics insulation. Each layer is to be R-14.5 for a combined total of R-29 to provide exceptional insulation and sound deadening qualities. To make certain the insulation stays in place, all insulation in the vertical walls is to be glued in place. There is to be a single layer in the floor for additional sound deadening.

COMPLY? ..... YES ____ NO ____

4.12 CLIMATE CONTROL

Rear climate control is to be floor mounted in driver side bulkhead cabinet to shorten refrigerant and anti-freeze hoses and eliminate vertical circulation. Condensation from high humid conditions is to drain directly through floor. Air intake is to be at floor level; output to be at ceiling level with return air at floor level for increased airflow. Return air to be filtered.

COMPLY? ..... YES ____ NO ____

The unit should be a Pro-Air with 32,000 BTU cooling capacity and a 35,000 BTU heating capacity. The blower motor should have permanent magnets and be capable of delivering 630 CFM of airflow. It must be removable without removing entire heat/cool unit and without disconnection of any coolant lines.

COMPLY? ..... YES ____ NO ____

A thermostat should control both heating and cooling with 3-speed manual fan control. The thermostat is to be located on the action wall.

COMPLY? ..... YES ____ NO ____

4.13 SHARP'S / TRASH CONTAINER

A lockable Sharp' s container and a trash container is to be mounted in the action area countertop.

It' s to be removable via the L-2 exterior compartment. It shall hold the crews designated sharps container & trash can. The crew will supply samples for sizing.

COMPLY? ..... YES _____ NO _____

4.14 OXYGEN OUTLETS

Oxygen system should be plumbed with conductive hose from oxygen compartment to two Puritan-Bennett Ohio style oxygen outlets in the action area, one over the cot mounted in the ceiling, and a fourth over head of squad bench. This should be dual bottle system with solenoid controls and remote gauges and regulators with bypass valves for each bottle. They should be controlled by a single three way switch. B1/off/B2 located on the rear switch panel in the action area.

COMPLY? ..... YES _____ NO _____

5.0 EXTERIOR BODY

5.1 REAR WHEEL WELL TRIM

The wheel wells are to be trimmed with one piece polished aluminum fenderettes that attach to the body with stainless steel fasteners.

COMPLY? ..... YES _____ NO _____

5.2 RUB RAILS

There should be bolt on clear anodized extrusion rub rails with a wall thickness of (.187) that run the full length of the body and be mounted at the base of each side of each side of the body. The rub rails should be spaced 1/4 inch from the body with Delrin spacers. These are to have a 2 3/4" reflective insert in them. There is then be two large 1 1/2" X 3" located one each in center of side of unit as indicated.

COMPLY? ..... YES _____ NO _____

5.3 BUMPER, REAR STEP

The rear step assembly should be constructed of 2" X 2" tubular steel frame bolted to the chassis

frame. The center " Flip – Up" section is to be non-skid grip strut, which will allow mud and snow to fall through the step. The ends are to be constructed of diamond plate end caps with 18" X 4" X 4" heavy-duty rubber dock bumpers.

COMPLY? ..... YES ____ NO ____

5.4 DOOR STEP, SIDE

The side doorstep formed of aluminum diamond tread and to be flush sweep out style. Antiskid tape, 2 inch wide, is to be laid the full width of the step just inside the entry door. Additionally there should be a formed 3-inch, full width stainless steel floor protection strip installed over the flooring at the top of the step. An LED step well light is to be installed on the forward vertical wall of the step well with the wiring to be pulled through the backside of the step well. The lower side of the step well should be covered with Hush Mat to reduce road noise. There is to be a Zico automatic step located at this door. It should operate whenever the door is opened. It should have an override switch located inside the door.

COMPLY? ..... YES ____ NO ____

5.5 STONE SHIELDS

Diamond plate stone shields should be installed on the front edge of the module body directly behind the cab at skirt level. These shields should extend up the front of the box approximately 16 inches.

COMPLY? ..... YES ____ NO ____

5.6 OXYGEN COMPARTMENT

The left front exterior compartment is to contain two triple, steel collar bracket sets to house two " M" size oxygen cylinders they are to fit side by side on the back wall. This compartment is to have a shelf over the oxygen bottles. Compartment is to be vented to the exterior. There is also to be an interior access door to allow the attendant to turn oxygen on and off.

COMPLY? ..... YES ____ NO ____

5.7 LIGHTING, DOT

The vehicle is to be equipped with Halogen headlights and two amber park/turn lights on the front. The Module Body is to have at least 11 LED clearance lights with " each light having two (2) LED' s and grounded via a ground wire" . Each top front corner is to have amber lights mounted on the front and side of each corner. There should be three red lights at the top rear center of the module. Each top rear corner is to have red lights mounted on the rear and side of each corner. There are to be three amber lights mounted on the center front of the cab roof.

The rear of the module box should have two Whelen 900 series LED amber arrow turn lights, two Whelen 900 series LED (max intensity) red tail/brake lights, two Whelen 900 series halogen reverse lights. They will be mounted in chrome flanges on the modular body above the diamond plate in the above listed order top to bottom. There is to be one Whelen 500 series LED red max intensity brake-light in chrome flange mounted over the rear entry doors. The front of the module box is to have two Whelen 900 series LED amber arrow turn lights in chrome flange mounted below the light bar, There are to be two, one each side Zico angled back-up lights in white ABS housing mounted in the rear of the rear fender area. These are to activate when unit is placed in reverse.

All lights should be as per I.C.C. requirements.

COMPLY? ..... YES _____ NO _____

6.0 BODY FINISH

6.1 PAINTING PROCEDURE

An extensive 12-step painting process is to be followed and strictly adhered to as follows:

Prior to paint all doors, chrome trim, lights, handles, steps, and all other attached equipment to be removed to assure the paint process covers the entire body. No Weather-stripping to be attached to the body during the paint process.

COMPLY? ..... YES _____ NO _____

The entire outside of the body to be sanded with a minimum of 180 grit sandpaper and cleaned and deburred of all rough edges. The entire body then be wiped clean with DuPont " Prep-Sol" wax and grease remover prior to painting.

COMPLY? ..... YES ____ NO ____

The body to then be coated with (2) coats of DuPont 615S " VARIPRIME" aluminum conversion primer followed by (2) coats of DuPont 1120S " URO" Urethane Primer. Once the primer has been applied the entire unit to be baked at 150 degrees for a minimum of 30 minutes. The primer is to then be sanded prior to the application of the top coat.

COMPLY? ..... YES ____ NO ____

Once the application of the primer has been completed, a topcoat consisting of (2) coats of DuPont " Chromabase" is applied followed by (2) coats of DuPont " Chromaclear" for a durable long lasting high gloss finish. The entire unit is to then be baked a second time at 160 degrees for a minimum of (45) minutes.

COMPLY? ..... YES ____ NO ____

The final step is then to apply Rubberized undercoating to the underside of the cab and the body in strict adherence to Ford QVM guidelines and the KKK-1822-E Specification just prior to delivery.

COMPLY? ..... YES ____ NO ____

Warranty shall be a full 5-year / 100,000 mile **NON-PRORATED** Modular Paint Warranty or greater.

COMPLY? ..... YES ____ NO ____

6.2 DECALS, STAR-OF LIFE / STRIPING / LETTERING

The unit to be striped and lettered as directed by the customer as needed to match their current units and to comply with VA OEMS regulations at date of delivery. The unit should have an 8" colored

SCOTCHLIGHT stripe that shall be outlined with a 1/4" pinstripe of a different color. All lettering shall be reflective and the following DOT approved decals be provided and installed as part of the lettering package as directed by the crew.

2)	6"	Star-Of-Life
2)	12"	Star-Of-Life
2)	16"	Star-Of-Life
1)	36"	Star-Of-Life (roof top installed at factory)
1)	4"	Mirror-Image "AMBULANCE"
3)	6"	AMBULANCE"

COMPLY? ..... YES _____ NO _____

Vender must be able to provide proofs via electronic media for approval by crew prior to stripes and lettering. Media shall be off photos of the actual unit and be as true a representation as possible.

COMPLY? ..... YES _____ NO _____

7.0 PAYLOAD

7.1 PAYLOAD

There shall be a minimum of 3,650 lbs. of usable payload. Weight determination is to be made with standard unit, full complement of fuel, fluids and spare tire. Any optional equipment is to be deducted from payload.

COMPLY? ..... YES _____ NO _____

8.0 MISCELLANEOUS EQUIPMENT

8.1 DECALS, NO SMOKING & OXYGEN EQUIPPED

There should be two NO SMOKING, OXYGEN EQUIPPED signs, one in the cab and one in the patient compartment.

COMPLY? ..... YES ____ NO ____

8.2 I.V. HOLDERS

There is to be two recessed, swing-up dual I.V. bag holders mounted in patient compartment headliner. The holders should be cast # IV-2008 (KKK-E Approved) and four button type IV holders in the ceiling as indicated.

COMPLY? ..... YES ____ NO ____

8.3 ANTENNA / RADIO PRE-WIRES

Five radio antenna coaxial cable, power/ground sets installed as directed by the crew. Installation of radios is very important to the crew this aspect must be very clearly defined and agreed upon before construction.

COMPLY? ..... YES ____ NO ____

8.4 WIRING SCHEMATIC

There should be a complete **SPECIFIC** wiring schematic showing all circuits, including optional equipment included in the owner's manual.

COMPLY? ..... YES ____ NO ____

9.0 WARRANTY / DOCUMENTS / SERVICE / DELIVERY

9.1 WARRANTY (Provide Warranty Certificate with Details)

Three year / 36, OOO mile Product Conversion Warranty.

Six-year / 72,000 mile Electrical System Warranty.

Five-year / 100,000 mile **NON-PRORATED** Modular Paint Warranty.

LIFETIME Modular Body Structure Warranty.

Seven year / 100,000 mile or as close as possible chassis extended protection plan shall be included.

COMPLY? ..... YES ____ NO ____

9.2 KKK-A-1822-E CERTIFICATION

This unit shall meet all KKK-A-1822-E specifications and the manufacturer shall have current

documentation of compliance with all KKK-A-1882-E standards provided by a third party testing facility. Document should be provided with the bid

COMPLY? ..... YES ____ NO ____

9.3 FORD QVM PROGRAM

This unit is to meet all Ford QVM Program requirements and the manufacturer is to be a current member in good standing of the Ford QVM Program. Document is to be provided with the bid

COMPLY? ..... YES ____ NO ____

9.4 AMD MEMBERSHIP

The manufacturer should be a current member in good standing of the Ambulance Manufacturers Division (AMD) of the National Truck & Equipment Association (NTEA). Document should be provided with the bid. The unit is to be built in compliance with all AMD " Standards" .

COMPLY? ..... YES ____ NO ____

9.5 COMPLY SPECIFICATION RETURNED

This bidder comply specification are to be returned with the bidders complete build spec of the unit they are offering. This comply specification to be marked yes/no for compliance. Any place a bidder does not fully meet the specification is to be marked with a **NO.** Any exceptions to this specification shall be listed on a separate sheet and shall be in order with and noted by section number in this specification for the squads ease of comparison. Failure to return comply specification properly marked is grounds for rejection. If a bidder makes a blanket " No exceptions" statement the squads published specification shall be the ruling spec. and the unit shall be built 100% by it.

COMPLY? ..... YES ____ NO ____

9.6 DRAWINGS

The manufacturer is to provide a complete set of build drawings for each unit they are offering. (152" & 172" Type I and 172" Type III) Like type, demo unit or base model drawings are not acceptable

COMPLY? ..... YES ____ NO ____

9.7 SERVICE CENTER

The dealer is to have a full service center within a 45 mile radius of the squad. This service center should maintain a reasonable inventory of parts on hand for speedy repair of any incidents that may occur. Use of third party service centers is not acceptable. The dealer is to have the proper Virginia dealer' s license.

COMPLY? ..... YES ____ NO ____

9.8 INSURANCE

The manufacturer should carry a minimum of four million dollars of liability coverage. This is to insure adequate coverage for the crew form the manufacturer. The dealer shall have adequate coverage so that in the event that the dealer has to perform any repairs to the unit, the unit and crew would be protected. Must provide current copy of certificate of insurance.

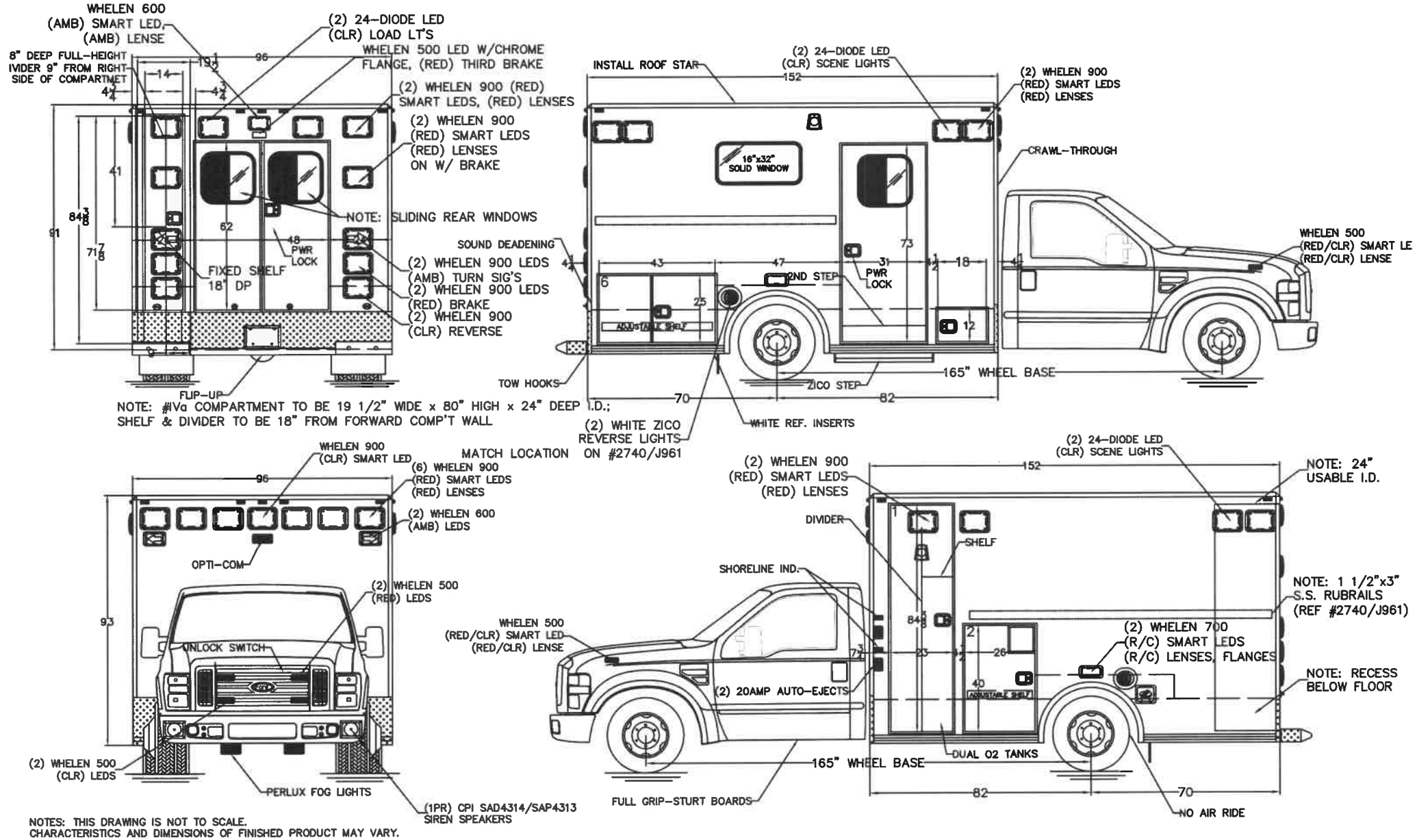
COMPLY? ..... YES ____ NO ____

9.9 DELIVERY

The unit is to be delivered to the squad via drive-away method. **IT SHALL NOT BE USED TO TOW ANOTHER VEHICLE AT ANY TIME.** This unit is to be prepped and inspected by the dealer prior to delivery. Unit is to be delivered with Va. temporary tags. And a valid Va. state safety inspection supplied by a third party other than the manufacturer or dealer. Unit should also have a fresh oil change from a Ford dealer. A copy of service ticket is to be provided with unit at time of delivery.

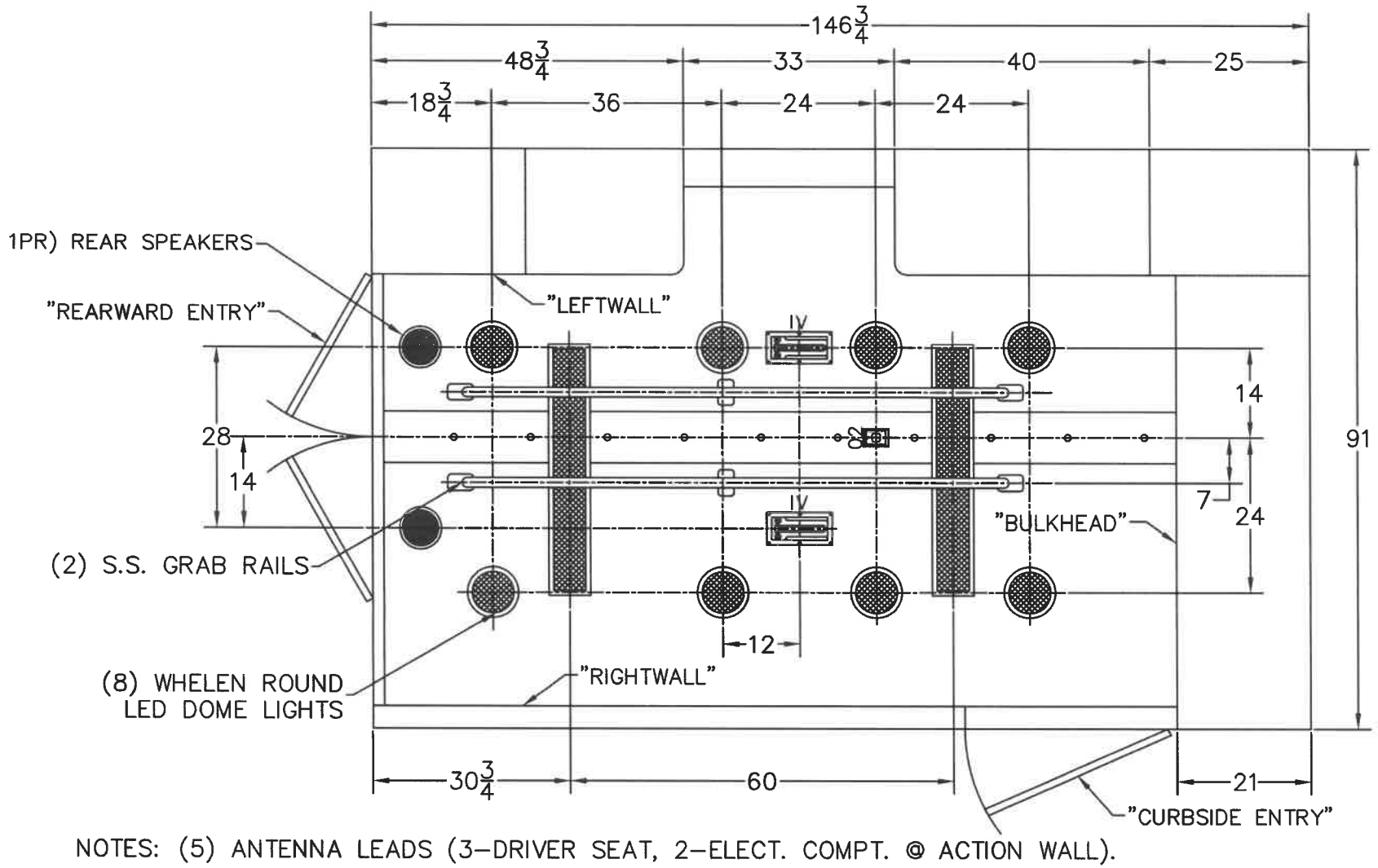
COMPLY? ..... YES ____ NO ____

The unit will meet ALL VA OEMS Regulations at time of delivery to the Squad.



NOTES: THIS DRAWING IS NOT TO SCALE.
CHARACTERISTICS AND DIMENSIONS OF FINISHED PRODUCT MAY VARY.

NOTES:
1.) COMPARTMENT DIMENSIONS REFLECT OPENING CLEARANCE.
2.) APPROXIMATE COMPARTMENT DEPTH=20 1/2"DEEP.
3.) MODULE DIMENSIONS=152"L x 96"W x 93"H
4.) INTERIOR MODULE HEAD ROOM=72"H.
5.) ALL 9x7 LIGHTS TO BE WHELEN 900 SERIES LIGHTS, W/ CHROME FLANGES.
6.) DOUBLE STAINLESS THRESHOLDS.



NOTES: (5) ANTENNA LEADS (3–DRIVER SEAT, 2–ELECT. COMPT. @ ACTION WALL).

NOTES: THIS DRAWING IS NOT TO SCALE.
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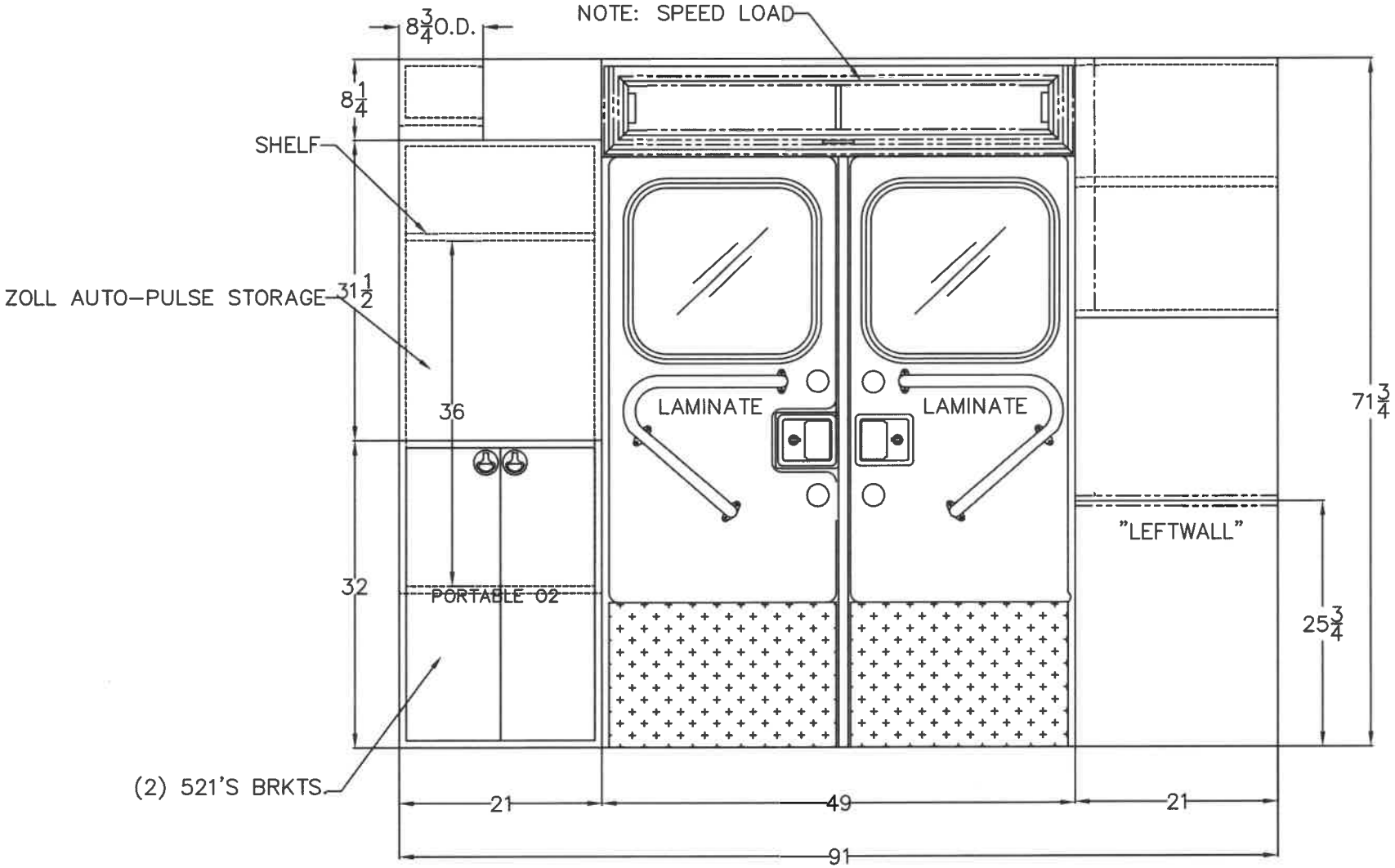
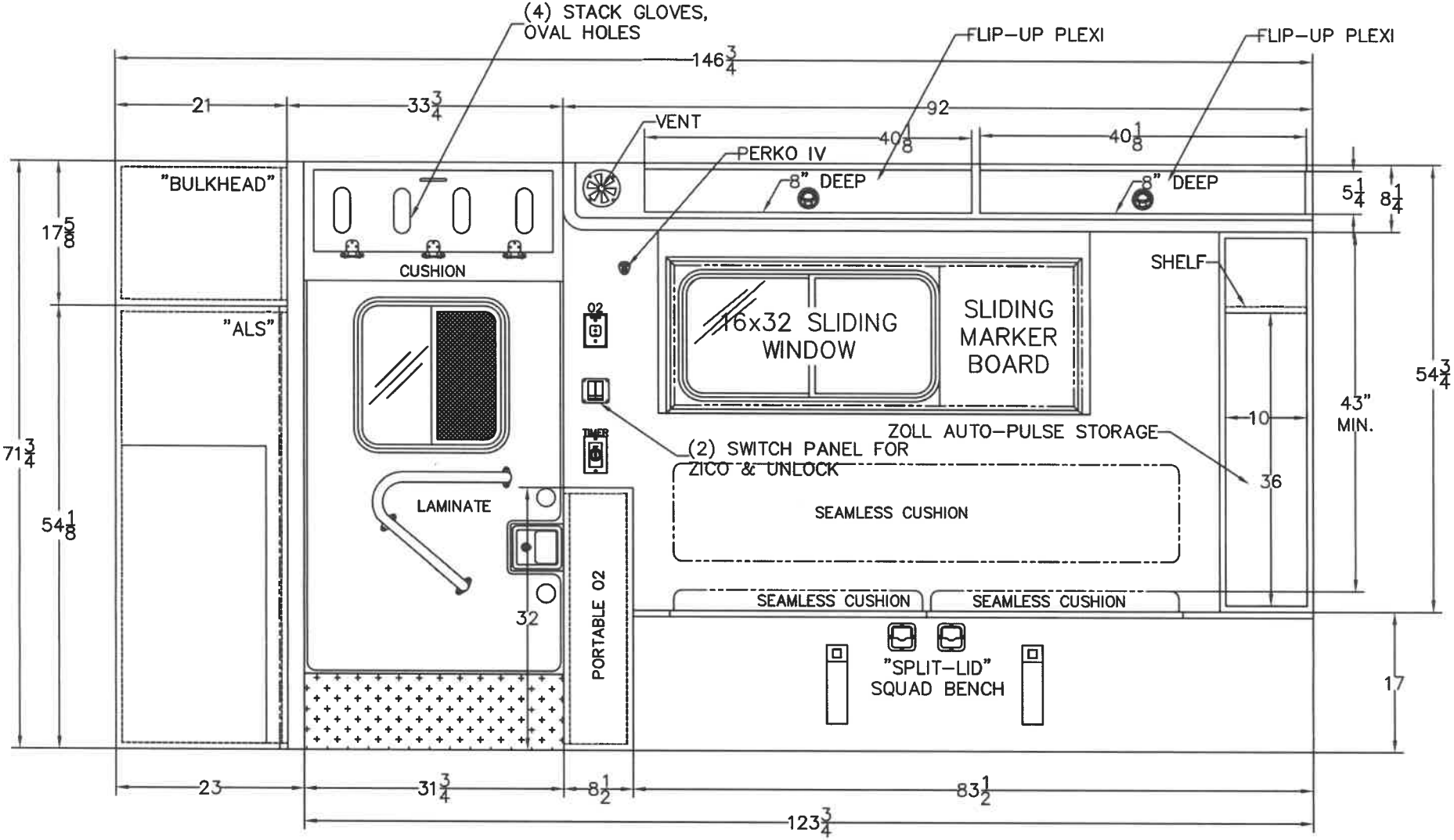
PRODUCT MAY VARY.



NOTES: THIS DRAWING IS NOT TO SCALE.
CHARACTERISTICS AND DIMENSIONS OF FINISHED PRODUCT MAY VARY.

NOTES: CABINET DEPTHS REPRESENT DIMENSION FROM INSIDE REAR TO FRONT FACE OF CABINETS, WITHOUT TRIM. ACTUAL WORKING DEPTH WILL BE LESS THAN DIMENSION SHOWN UNLESS OTHERWISE SPECIFIED.



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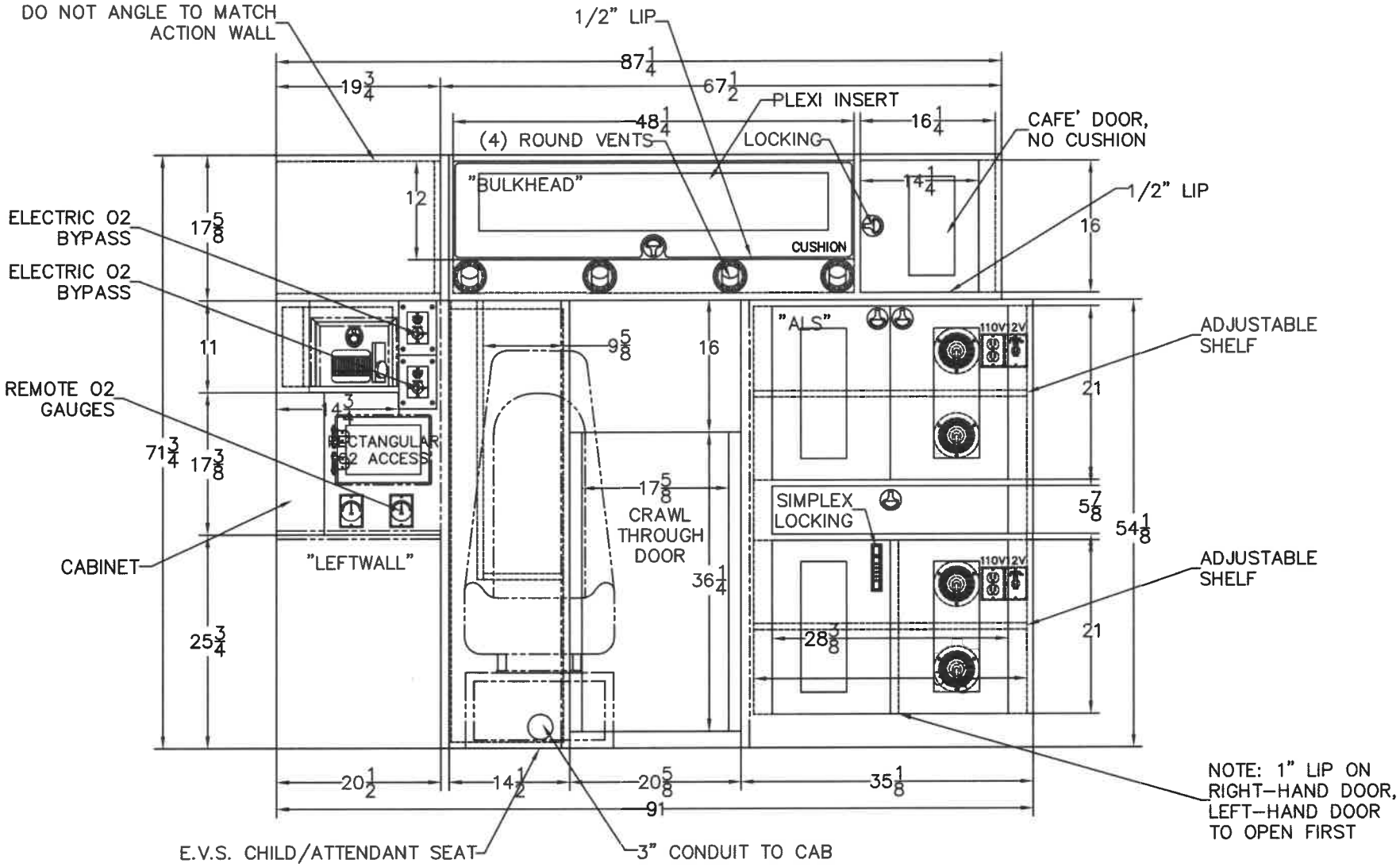

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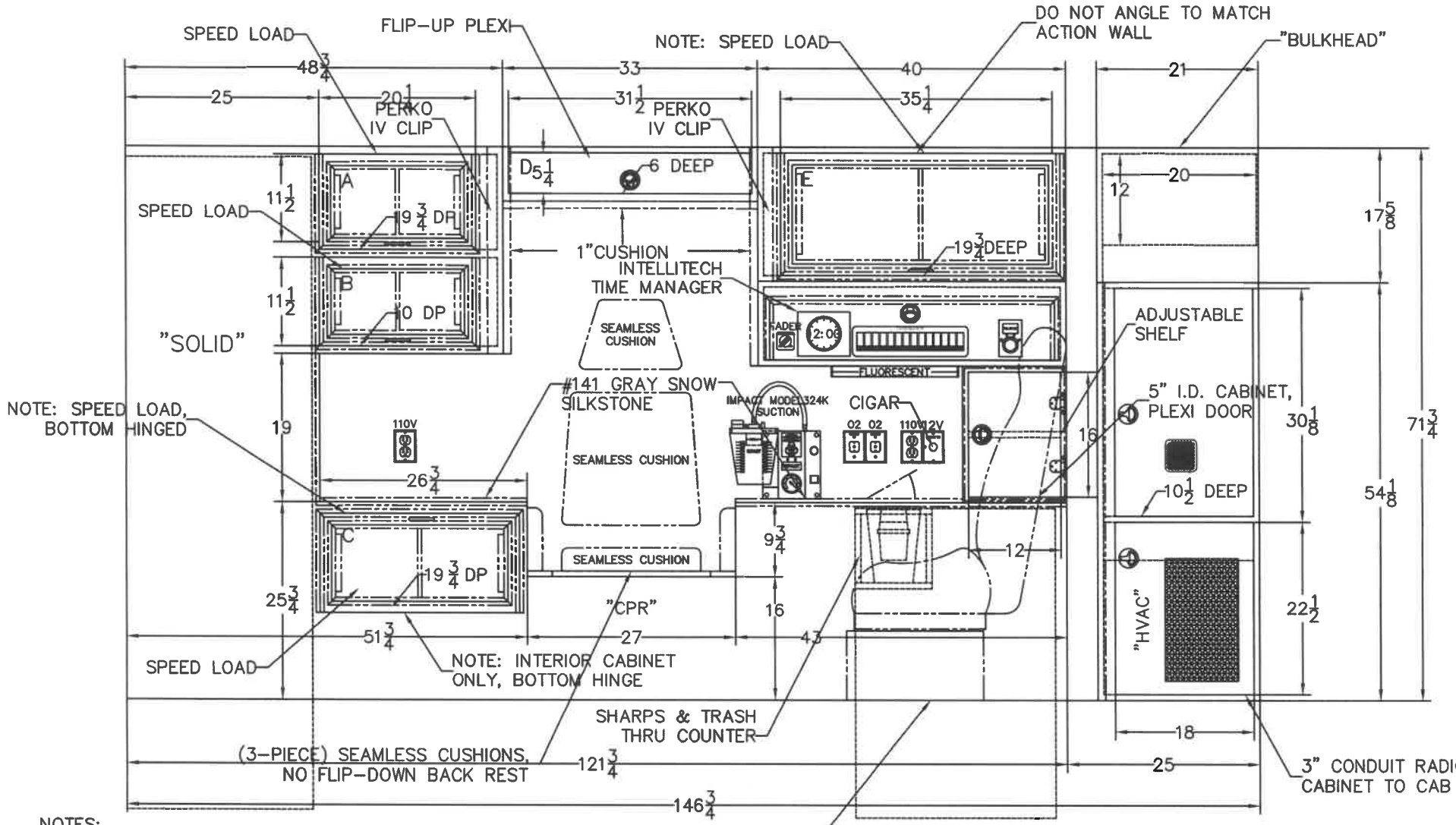

NOTES:
1.) GRAY GLACE LAMINATE.
2.) STAINLESS SOUTHCO LATCHES.

NOTES: THIS DRAWING IS NOT TO SCALE.
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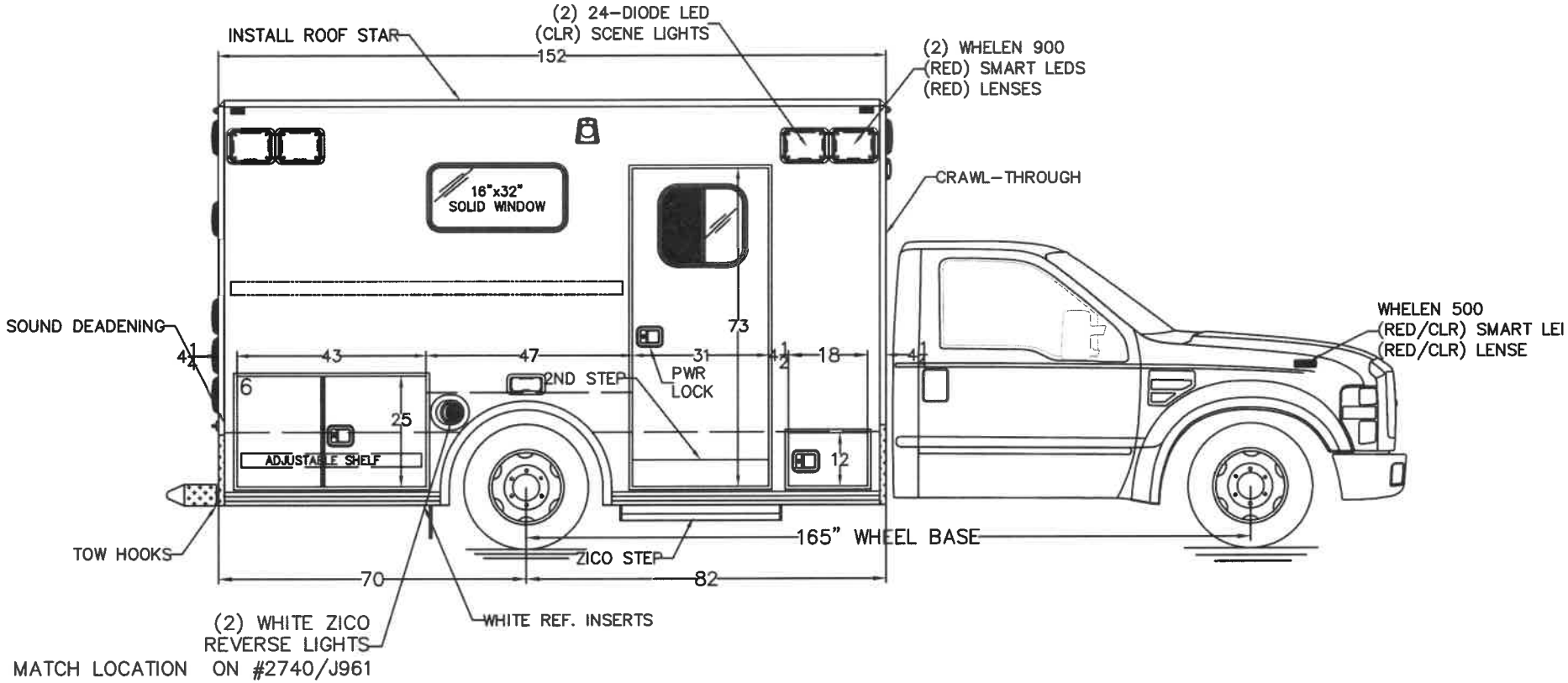

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4.) INTERIOR MODULE HEAD ROOM=68"H.
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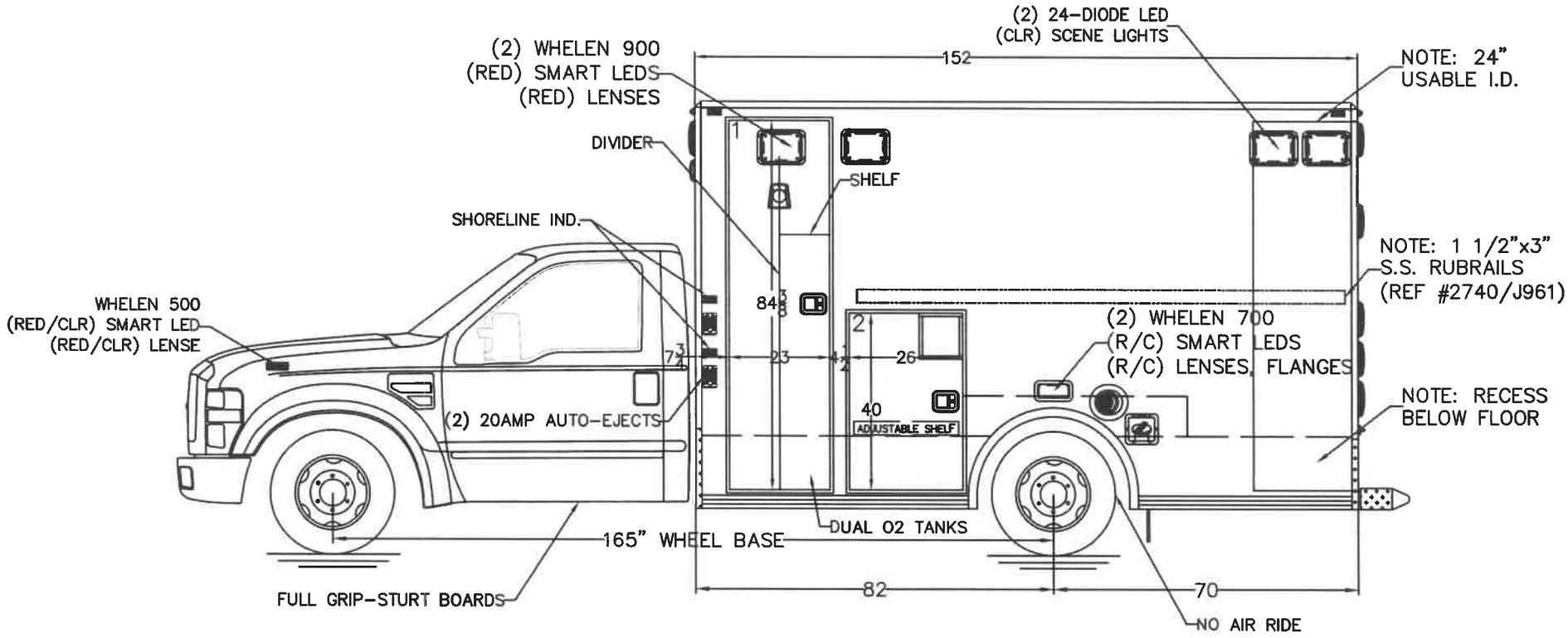

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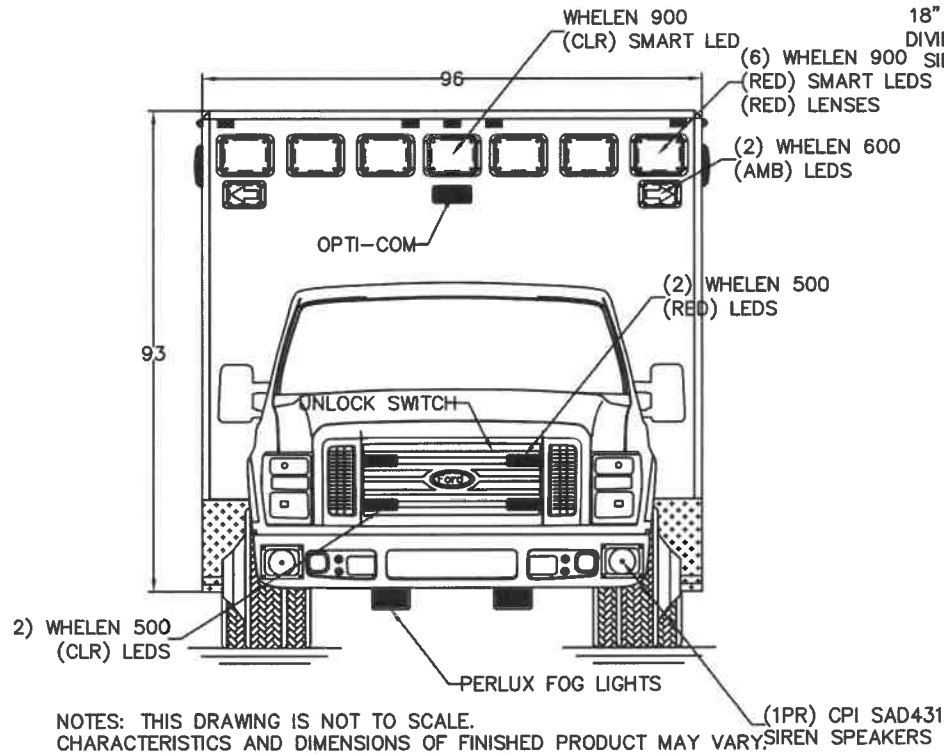

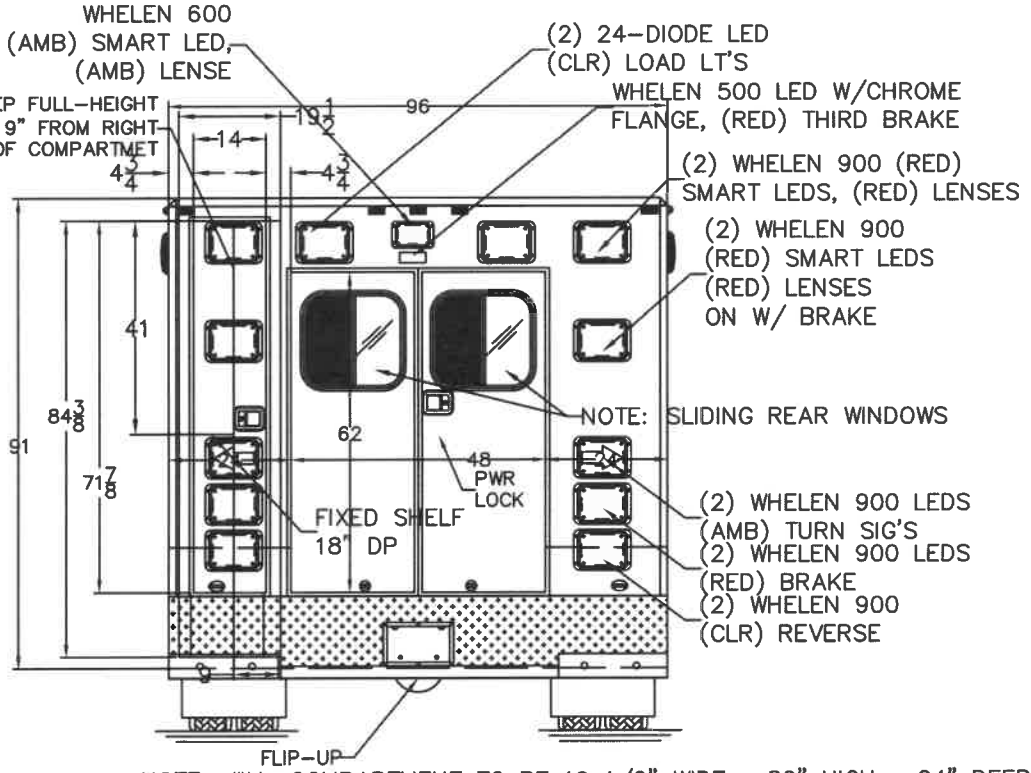

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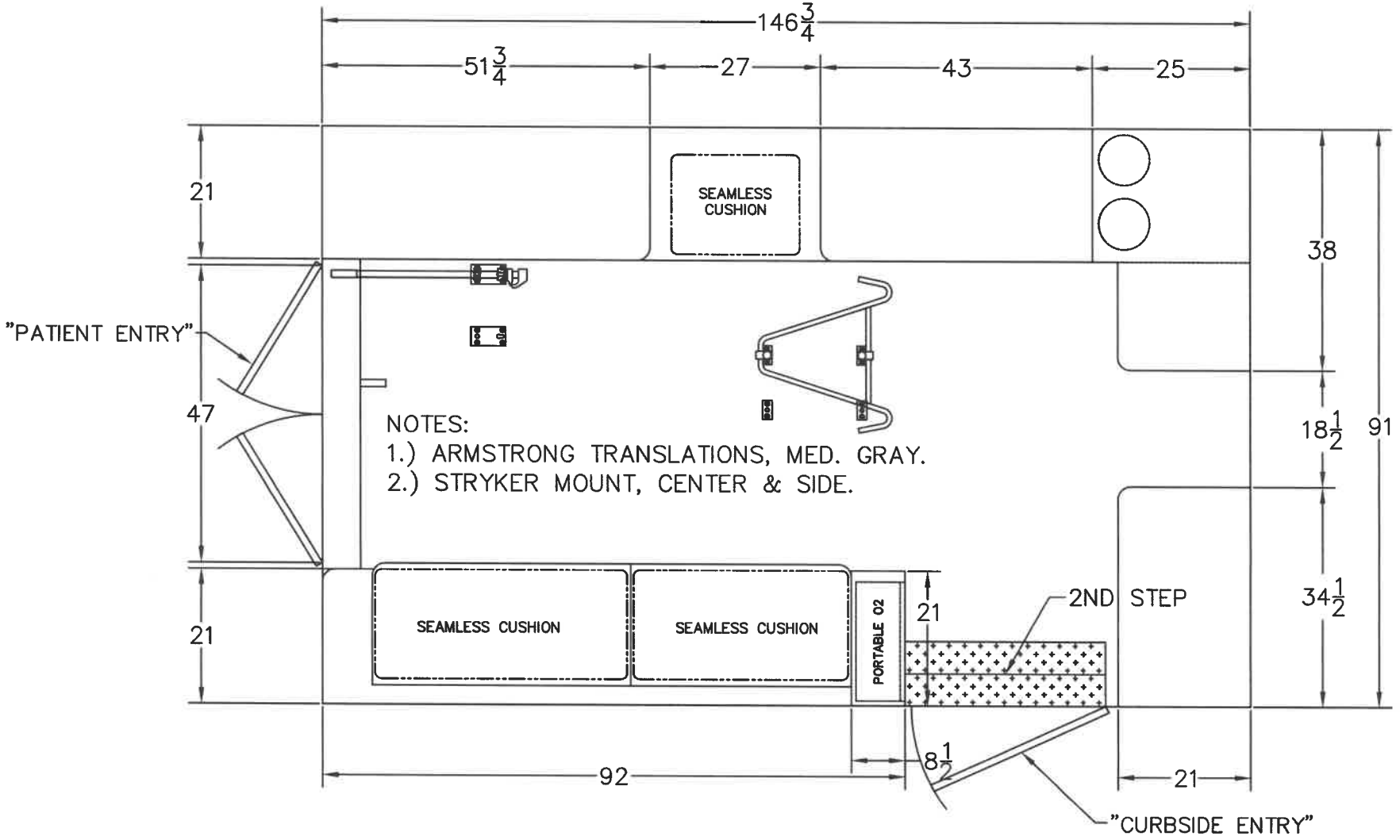

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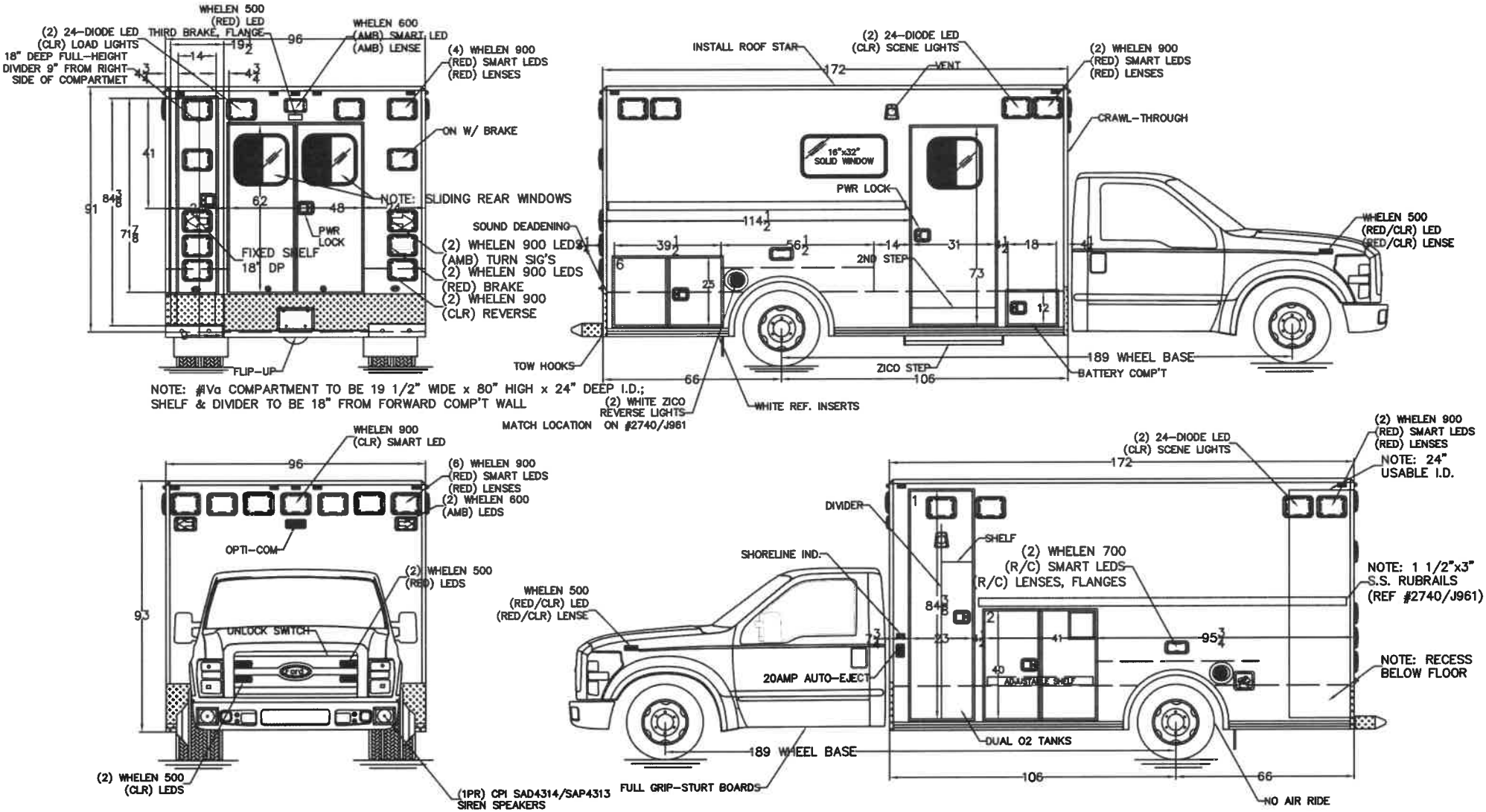

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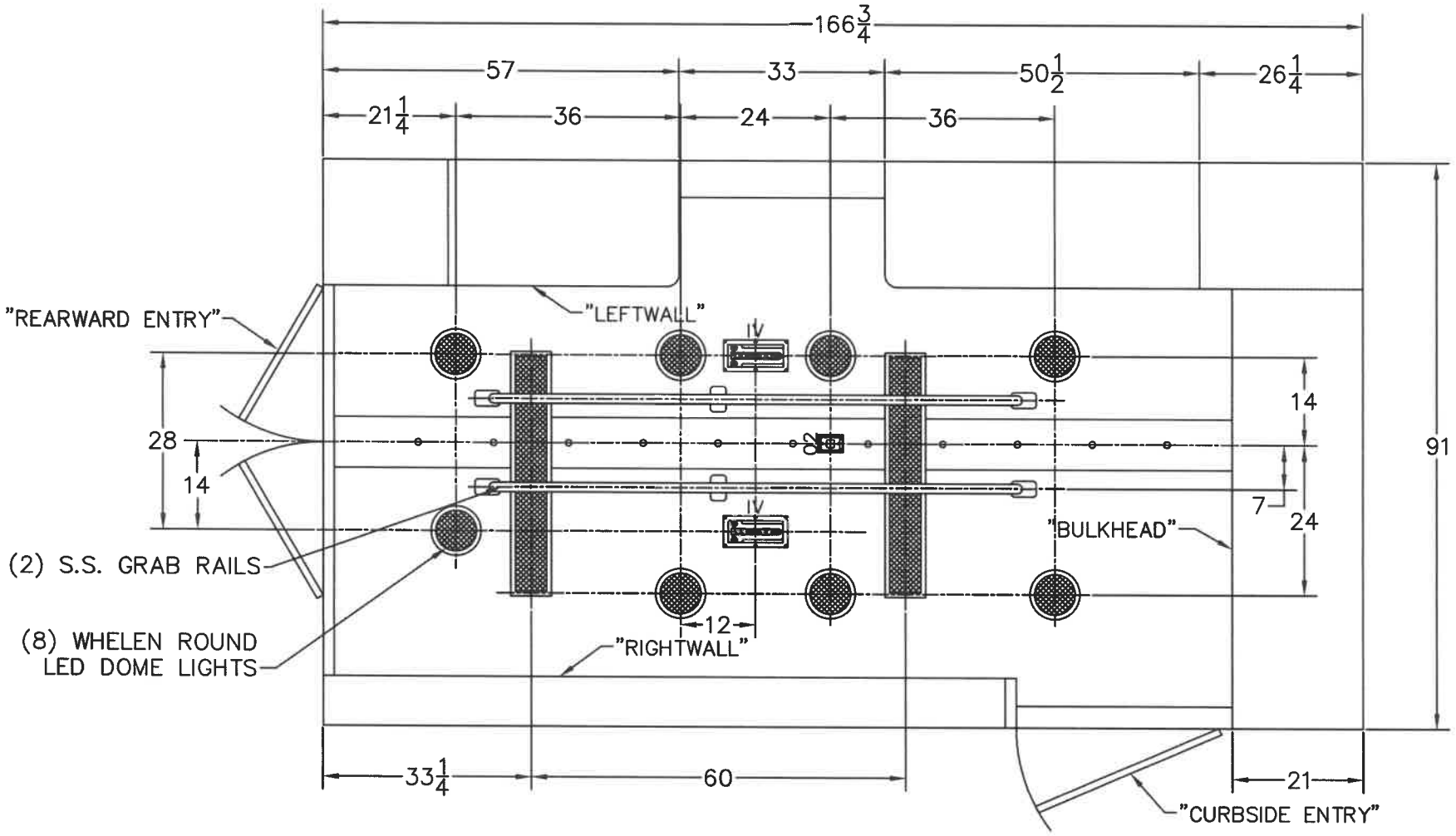

NOTES: (5) ANTENNA LEADS (3–DRIVER SEAT, 2–ELECT. COMP. @ ACTION WALL).

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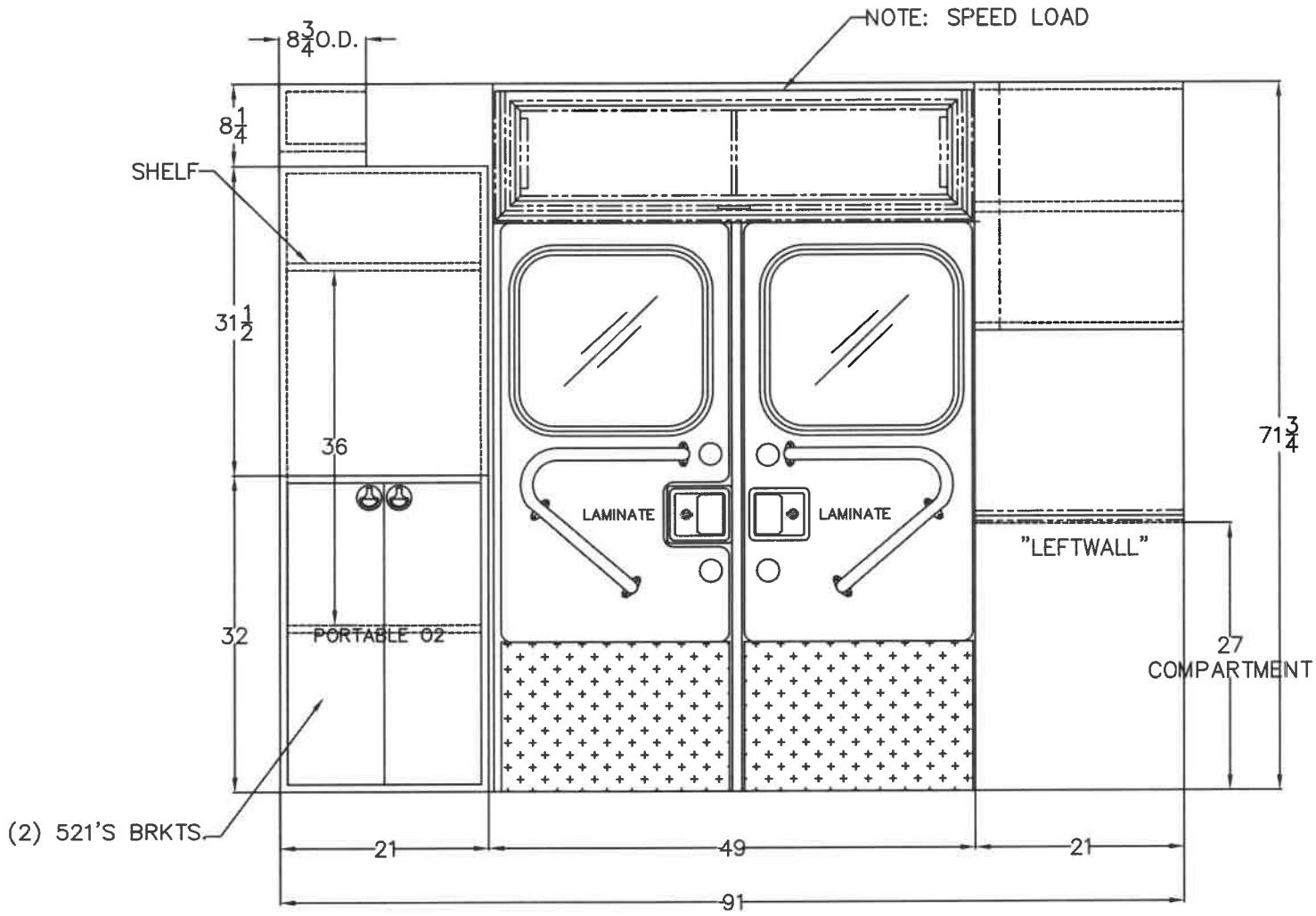

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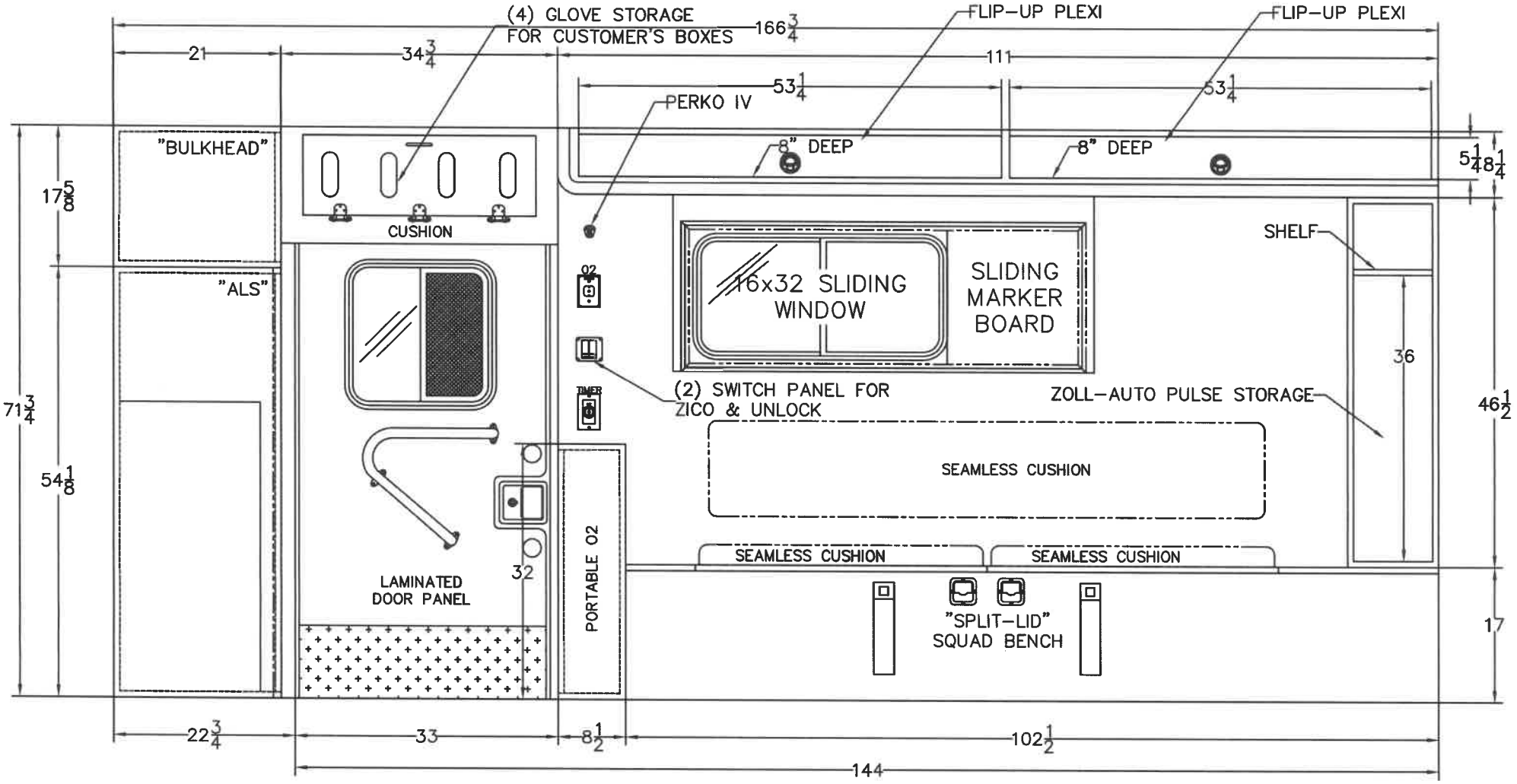

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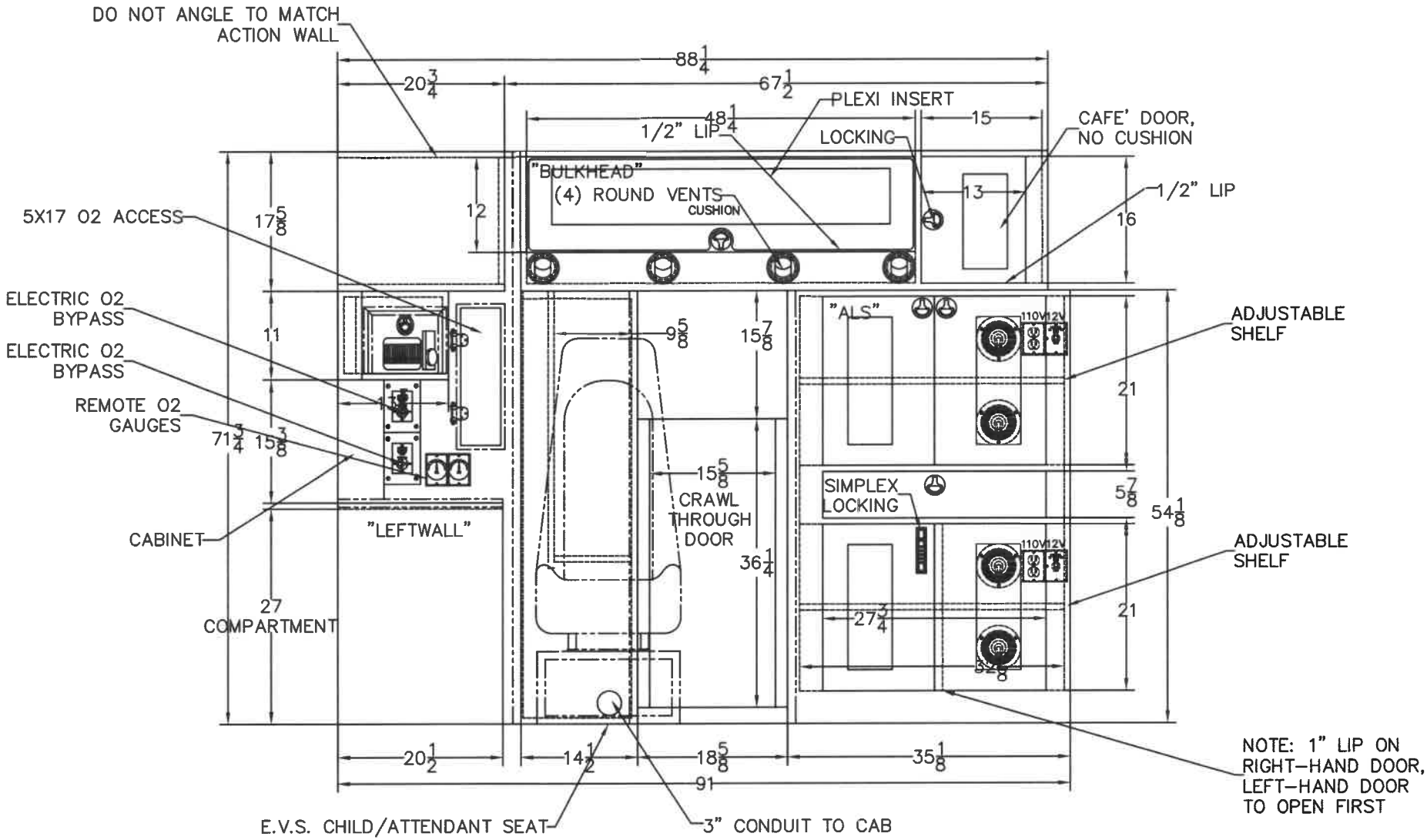

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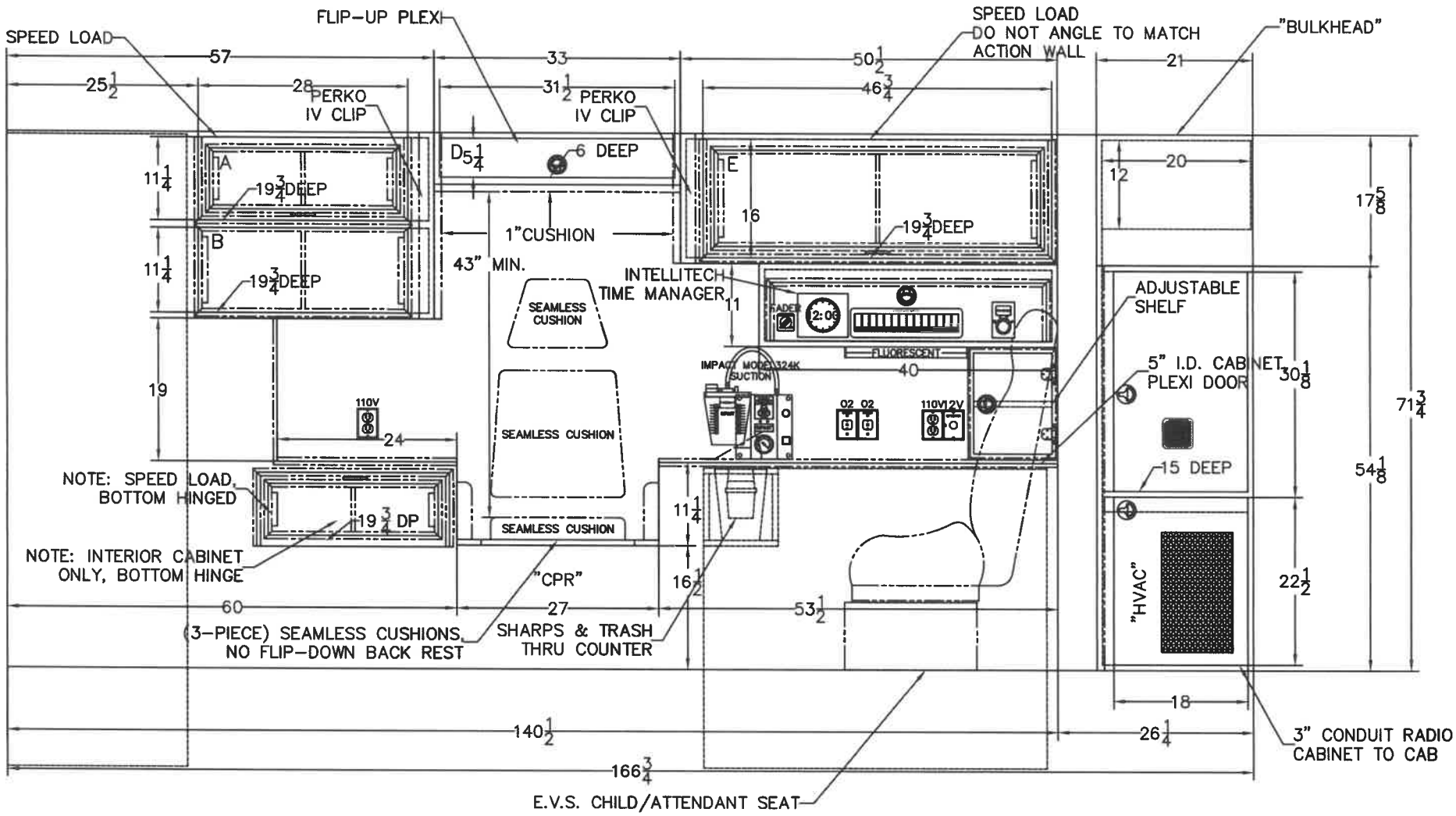

NOTES:
1.) GRAY GLACE LAMINATE.
2.) STAINLESS SOUTHCO LATCHES.

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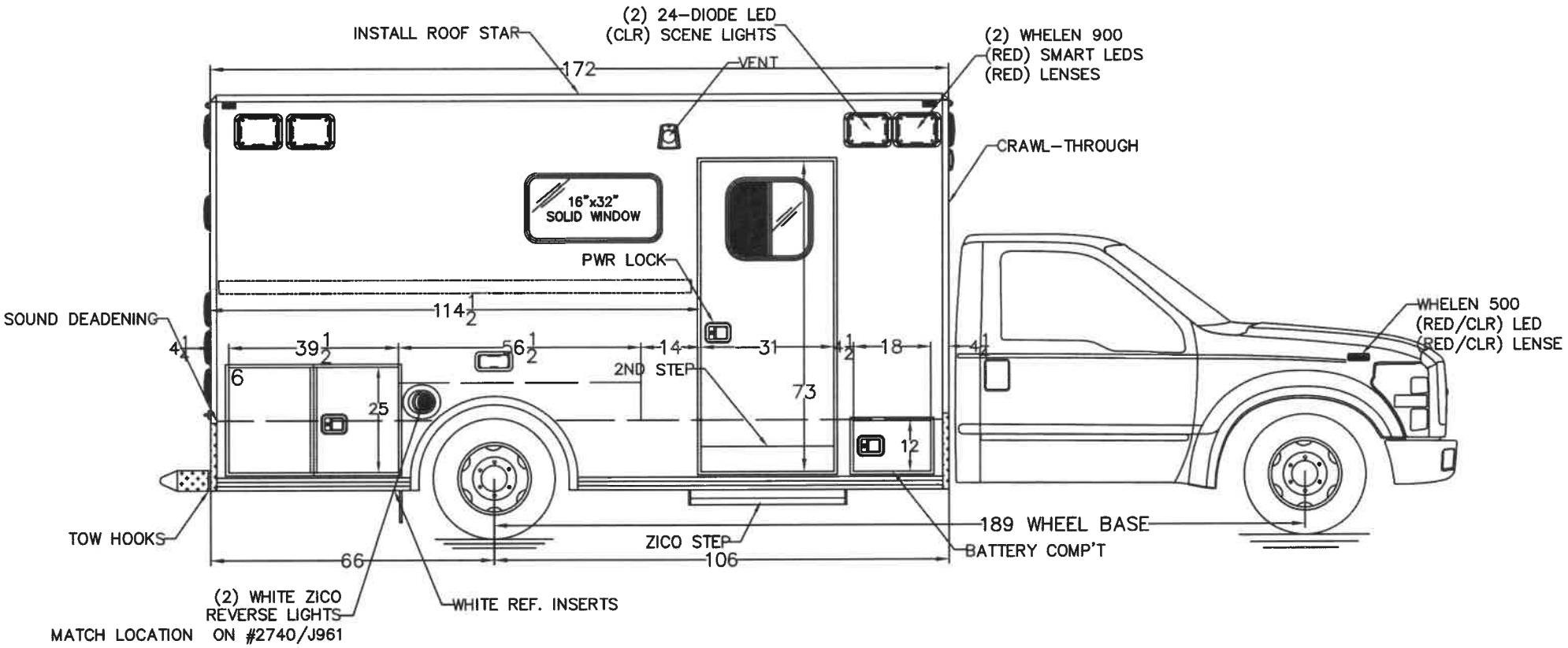

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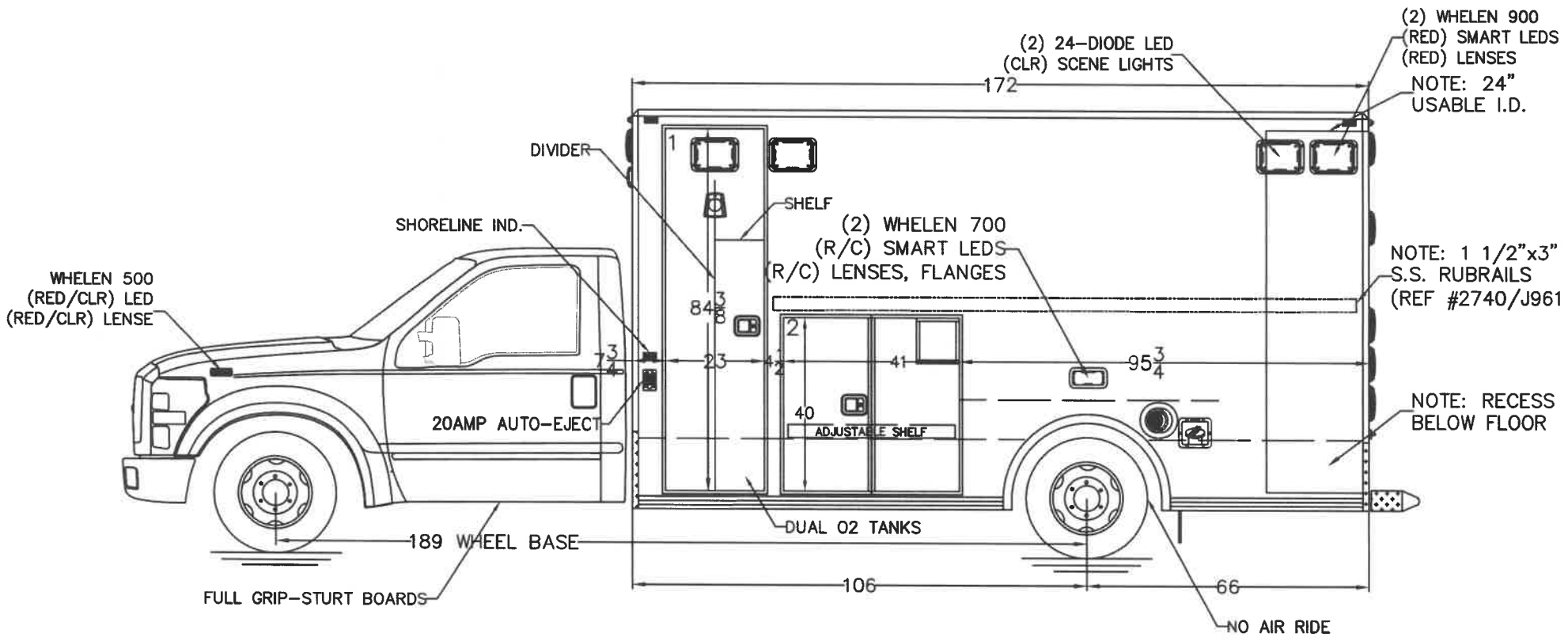

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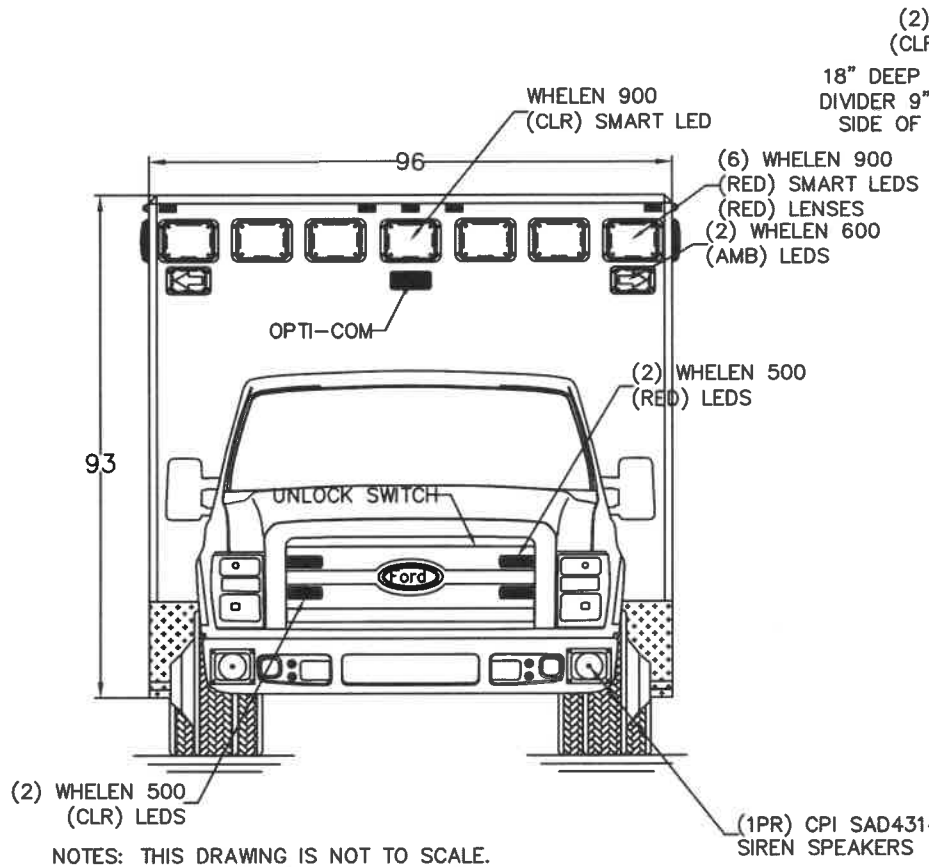

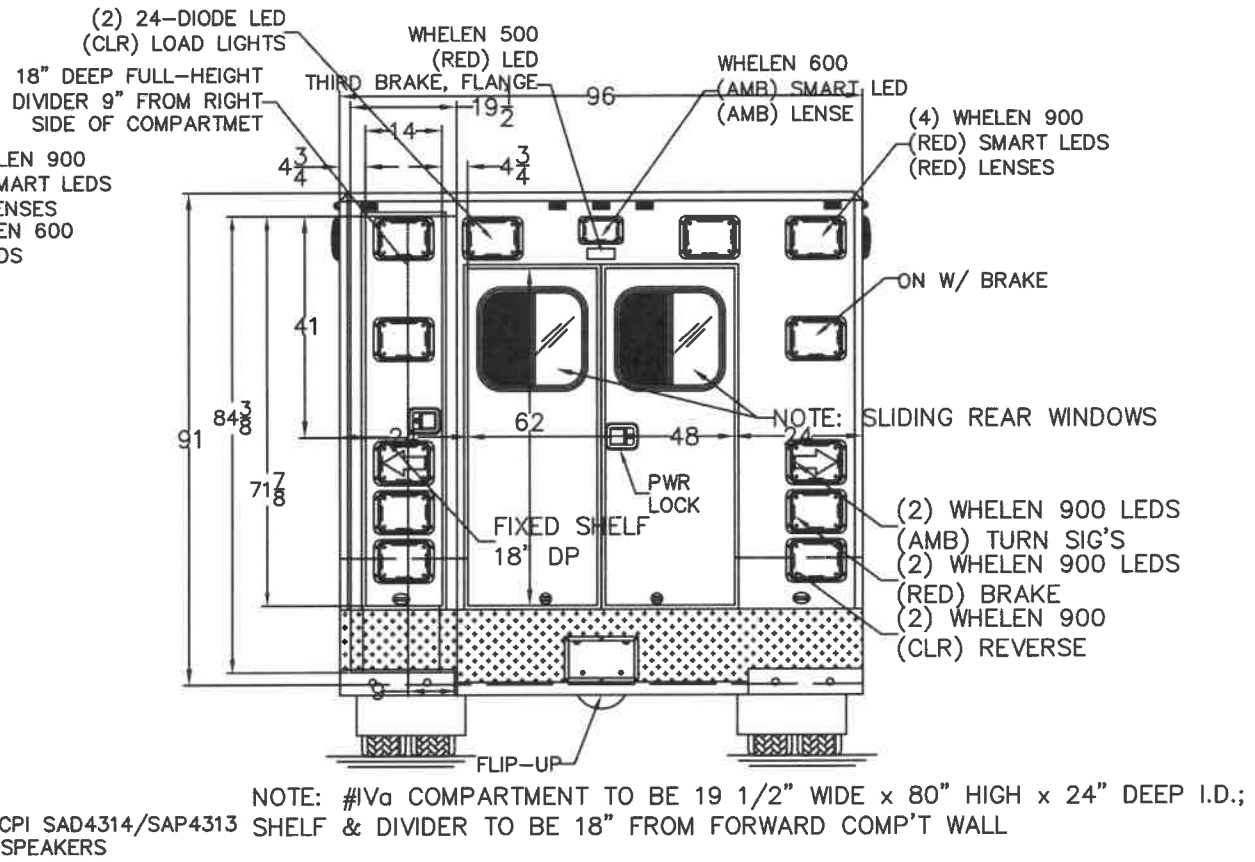

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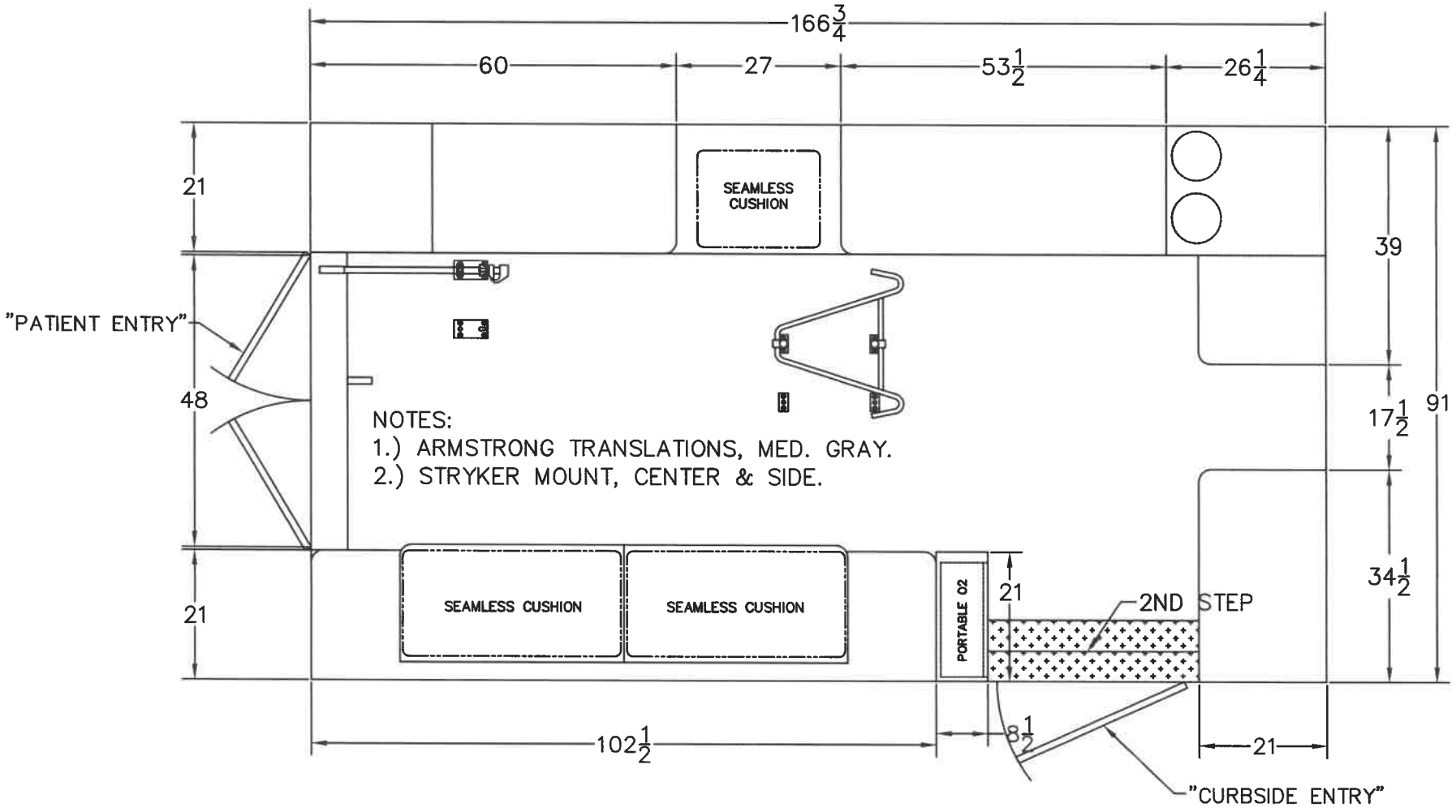

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Medium Duty Rescue Truck Specifications

INFORMATION
The manufacturer will supply at time of delivery, complete operation and maintenance manuals covering the completed apparatus as delivered. A permanent plate will be mounted in the driver's compartment which specifies the quantity and type of fluids required including engine oil, engine coolant, transmission and drive axle.

SAFETY VIDEO
At the time of delivery, provide one 39-minute, professionally-produced apparatus safety video, in DVD format. This video will address key safety considerations for personnel to follow when they are driving, operating, and maintaining the apparatus, including the following: vehicle pre-trip inspection, chassis operation, and safety during maintenance.

PERFORMANCE TESTS
A road test will be conducted with the apparatus fully loaded and a continuous run of no less than ten miles. During that time the apparatus will show no loss of power nor will it overheat. The transmission drive shaft or shafts and the axles will run quietly and be free of abnormal vibration or noise. The apparatus will meet NFPA 1901 acceleration requirements and NFPA 1901 braking requirements. The apparatus when fully loaded will not have less than 25% nor more than 50% on the front axle and not less than 50% nor more than 75% on the rear axle.

COMMERCIAL GENERAL LIABILITY INSURANCE
Certification of insurance coverage will be enclosed.

NFPA CERTIFICATION
The apparatus will be third-party, independent bumper-to-bumper audit certified through Underwriters Laboratory (UL) to the current edition of NFPA 1901 standards. The certification includes: all design, production, operational and performance testing of the apparatus.

NFPA 2004 STANDARDS
This unit will comply with the NFPA standards effective January of 2004.

Certification of slip resistance of all stepping, standing and walking surfaces will be supplied with delivery of the apparatus.

A plate that is highly visible to the driver while seated will be provided. This plate will show the overall height, length, and gross vehicle weight rating.

Designate, in writing, who is qualified to witness and certify test results.

NFPA COMPLIANCY
Apparatus proposed by the bidder will meet the applicable requirements of the National Fire Protection Association (NFPA) as stated in current edition at time of contract execution.

TOTAL VEHICLE ASSESSMENT CERTIFICATION
The apparatus will be third-party, independent, audit-certified through Underwriters Laboratory (UL) to the current edition of NFPA 1901 standards. The certification includes: all design, production, operational and performance testing of the apparatus.

GENERATOR TEST
If the unit has a generator, the generator will be tested, approved, and certified by Underwriters Laboratories at the manufacturer's expense. The test results will be provided to the Fire Department at the time of delivery.

BREATHING AIR TEST
If the unit has breathing air, Underwriters Laboratories will draw an air sample from the air system and certify that the air quality meets the requirements of NFPA 1989, *Standard on Breathing Air Quality for Fire and Emergency Services Respiratory Protection*.

APPROVAL DRAWING
A drawing of the proposed apparatus will be prepared and provided to the purchaser for approval before construction begins. The finalized and approved drawing will become part of the contract documents. This drawing will indicate the chassis make and model, location of the lights, siren, horns, compartments, major components, etc.

A "revised" approval drawing of the apparatus will be prepared and submitted by bidder to the purchaser showing any changes made to the approval drawing.

CHASSIS
The chassis will be a GMC 5500, supplied with the following equipment:

SEATING CAPACITY
The seating capacity in the cab will be five (5).

WHEELBASE
The wheelbase of the vehicle will be 194".

GVW RATING
The gross vehicle weight rating will be 21,500 lbs.

FRAME
The frame rails will be single channel type, 8mm thickness, 80,000 PSI yield strength.

FRONT AXLE
The front axle will be a driving type, with a 8,000 pound capacity rating at the ground. The front axle hubs will be manually operated.

TRANSFER CASE
An electrically operated, two (2) speed transfer case will be provided.

FRONT SUSPENSION
- Taypered Leaf Spring Type.

- Capacity at Ground: 8,000 pounds

- Front Stabilizer Bar

Shock absorbers will be provided on the front axle.

REAR AXLE
The single reduction limited slip rear axle will have a ground rating capacity of 13,500 pounds.

The rear brakes will be hydraulic disc type.

PARKING BRAKE
The parking brake will be located on the rear axle service brake.

REAR AXLE RATIO
The ratio of the rear axle will be provided by the chassis manufacturer.

REAR SUSPENSION
The rear suspension will be a leaf spring type, with a capacity at ground level of 15,000 pounds.

The rear stabilizer bar will be included.

ANTI-LOCK BRAKE SYSTEM

The vehicle will be equipped with an anti-lock braking system. The ABS will provide anti-lock braking control on both the front and rear wheels. It is to be a digitally controlled system that utilizes microprocessor technology to control the anti-lock braking system. Each wheel is to be monitored by the system. When any particular wheel begins to lockup, a signal is to be sent to the control unit. This control unit then will reduce the braking of that wheel for a fraction of a second and then reapply the brake. This anti-lock brake system will eliminate the lockup of any wheel thus helping to prevent the apparatus from skidding out of control.

FRONT BRAKES

The front brakes will be hydraulic disc type.

ENGINE

There will be a 2007 emission compliant Duramax Diesel engine provided.

- Number of Cylinders: Eight (8), "V" configuration

- Rated Brake Horsepower: 330 at 3000 rpm

- Peak Torque: 620 at 1600 rpm

- Displacement: 6.6 liters

- Oil Level Sensor

- Automatic engine shutdown with alarm

AIR INTAKE EMBER SEPARATOR

The air inlet will be equipped with a stainless steel mesh to separate water and burning embers from the air intake system such that particulate matter larger than 0.039 in. (1.0 mm) in diameter cannot reach the air filter element.

This will comply with NFPA 1901 and 1906 standards.

EXHAUST SYSTEM

The exhaust will exit on the right side ahead of the rear wheels.

A heat deflector shield will be provided where the tail pipe is routed under any side compartmentation.

HIGH IDLE

A high idle setting will be provided inside the cab. It automatically maintain a preset engine rpm. This controller will be designed and provided by the chassis manufacturer.

COOLANT LINES

Premium rubber hose will be used for all engine coolant lines installed by manufacturer.

Hose clamps will be the "constant torque type" to prevent coolant leakage. They will expand and contract according to coolant system temperature thereby keeping a constant clamping pressure on the hose.

FUEL TANK

The fuel tank provided will be 40 gallon capacity and mounted behind the rear axle by the chassis manufacturer. It will comply with all DOT regulations. It will be designed and installed so that it does not interfere with the mounting of the pump, plumbing or other components.

A minimum of one auxiliary fuel tap will be provided.

TRANSMISSION

An Allison, model EVS 1000, electronic torque converting automatic transmission will be provided.

One (1) PTO opening will be located on left side of converter housing (positions 9 o'clock).

A transmission temperature gauge will be installed on the cab dash.

TRANSMISSION COOLER
An external transmission oil cooler will be provided.

TRANSMISSION WARRANTY
The transmission shall have a **five (5) year/Unlimited mileage** warranty covering 100% parts and labor. The warranty to be provided by Allison Transmission and not apparatus builder.

DRIVELINE
The driveline will be a heavy duty metal tube type. A splined slip joint will be provided in each driveshaft.

STEERING
The steering will consist of a hydraulically driven steering system.

The steering wheel will be tilt type.

TIRES, FRONT
The front tires will be 245/70R19.50, radial M&S tread.

WHEELS, FRONT
Wheels for the front axle will be 19.50" x 6.75" polished aluminumdisc, eight (8)-hole pattern.

TIRES, REAR
Rear tires will be Goodyear 245/70R19.5, 14-ply radial mud and snow tread.

WHEELS, REAR
The rear wheels will be 19.50" x 6.75" polished aluminum disc with an eight (8)-hole pattern.

WHEEL CHOCKS
There will be one (1) sets of Ziamatic AC-32, aluminum alloy, Quick-Choc wheel blocks, with QCH-32-H horizontal mounting brackets provided. The chocks will be mounted on the Under D3. **COVERS, LUG NUT, CHROME**
Chrome lugnut covers will be supplied on front and rear wheels.

MUD FLAPS
Mud flaps installed behind the front and rear wheels.

CAB
Type: Conventional (engine forward) Four (4) Door Crew Cab

Construction: Welded steel

Accessories:
- Tinted Glass in all Windows

- Dark Pewter Vinyl Upholstery

- Molded Vinyl Floormats

- Dual Sun-Visors

- Fresh Air Heater and Defroster

- Painted Grille

- Dual Electric Horns

- AM/FM Stereo Radio & Digital Clock & 4 Speakers

- Storage Compartment with Hinged Door, each cab step area

- Single Halogen Headlights

- Daytime Running Lights

- Front and Rear Dome Lamp s

- Door Armrest, Upper Vinyl Insert & Map Pocket w/Cup holder and reflector

- Dual 12V power source in Dash

- Dark Pewter Vinyl Upholstery

CAB ACCESS STEPS
The cab access steps will be provided by the apparatus manufacturer. The steps will be a single step design fabricated from bright aluminum treadplate. The step assembly will enclose the area under the cab.

MIRRORS
The mirrors will be black, electric remote control, heated, foldaway type. The mirrors will have an integral convex mirror.

BUMPER
A one (1) piece, 10.00" high, stainless steel bumper, will be attached to the front of the frame.

A 9.00" channel will be mounted directly behind the bumper for additional strength.

The bumper will be extended 22.00" from front face of cab.

GRAVEL PAN
A gravel pan, constructed of bright aluminum treadplate, will be furnished between the bumper and cab face. The gravel pan will be properly supported from the underside to prevent flexing and vibration of the aluminum treadplate.

TOOL BOX
The front bumper extension will have an aluminum tool/chain box installed on the left side. The box will be raised 1.50" above the gravel pan.

TOOL BOX COVER
A bright aluminum treadplate cover will be provided.

The cover will be attached with a stainless steel hinge.

A lift and turn latch will secure the cover in the closed position and a pneumatic stay arm will hold the cover in the open position.

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The front bumper extension will have an aluminum tool/chain box installed on the right side. The box will be raised 1.50" above the gravel pan.

TOOL BOX COVER
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TOW EYES
Two (2) painted steel tow eyes will be installed under the bumper and attached to the front frame members. The tow eyes will be designed and positioned to allow up to a 6,000 pound straight horizontal pull in line with the centerline of the vehicle. The tow eyes will not be used for lifting of the apparatus.

The inner and outer edges of the tow eyes will have a minimum 0.25" radius.

The tow eyes will be painted job color.

SEATING
Seating inside the cab will consist of one (1) vinyl bucket SCBA seat for the officer side and one (1) air ride high-back vinyl bucket seat on the driver side. Shoulder belts will be provided for each seat position.

SEATING (crew cab)
Three (3) individual Bostrom SCBA style seats shall be provided for the crew cab positions.

ENGINE COMPARTMENT LIGHTS
Two (2) engine compartment lights will be installed under the engine hood, of which the switches are an integral part.

CREW CAB INTERIOR LIGHTING
Auxiliary lights will be provided in the cab and consisting of five (5) dome lights, one (1) red at front, one (1) clear at front, and three (3) red in crew cab. The three (3) rear lights will be controlled by automatic door switches and the two (2) front lights will be controlled by a switch on the light.

STEP LIGHTS
There will be four (4) Ri-Tar, Model M27, clear LED step lights provided. There will be one (1) light installed at each cab and crew cab door, one (1) light per doorstep.

The lights will be activated when the adjacent door is opened.

AIR CONDITIONING
Air conditioning with integral heater and defroster.

CAB INSTRUMENTATION
Instrument panel controls and switches will be identified to function by imprinted word(s) adjacent to each item. Actuation of the headlight switch will illuminate ("back-lite") wording for after dark operation. Turn signal and high beam headlight indicator lights will also be provided.

To avoid confusion, warning indicators will be (where possible) the "dead front" type, meaning the waming light and word identification of the same, does not show up unless it is necessary. The built-in emergency light switch panel will have a master switch plus individual switches for selective control.

Switches will be rocker type containing an indicator light, which is an integral part of the switch. Instrument panel gauges, vehicle lights and other electrical accessories will have proper size wiring to accommodate the expected current load. Wiring will meet SAE J-1128 specifications for high temp erature (250 degrees Fahrenheit minimum) conditions and will be color, number and function coded.

Cab instruments and controls will be conveniently located within the forward cab section. Gauges and emergency vehicle switches will be installed on removable panels for ease of service. The following gauges and controls will be furnished:

CAB INSTRUMENTS
- Engine Temperature Gauge

- Engine Oil Pressure Gauge

- Speedometer

- Odometer

- Engine Tachometer

- Engine Hourmeter

- Fuel Level Gauge

- Voltmeter

- Transmission Temperature Gauge (Automatic Transmission)

- Air Restriction Indicator

EMERGENCY SWITCH PANEL
An emergency switch panel will be provided in the cab.

- Two (2)-speed Individual Windshield Wiper Controls with Intermittent Feature

- Windshield Washer Controls.

STORAGE CONSOLE
There will be a console located in the cab with room for emergency switches, siren and map storage. The console will be constructed out of smooth aluminum and painted black.

FRONT WINCH
A 12,000 pound electric winch will nest below the top aluminum treadplate surface of the front bumper. A large aluminum treadplate door for maintenance and access to the winch direction control lever and remote control plug will be provided.

Winch will be mounted on a surface that will not flex when the winch is in use, since it could bind working parts of the winch.

Winch will be braced by a three (3) point mount, as recommended by the winch manufacturer.

Winch will have 125 feet of 3/8" galvanneal wire rope with hook, prespooled on drum (14,400 pound rating).

Winch will have planetary gearing. Electric motor will have a thermal overload protection switch.

Wire cables to battery will be two (2)-gauge or larger. Speed and amperage draw of winch will be variable depending on winch load.

Winch will have a remote control cable 30 feet long.

A four (4)-way roller fairlead will be supplied of sufficient strength to accommodate the winch capacity.

A label will be placed on or near the mount that states the maximum winch load rating and the maximum rope load rating that the mount can support.

BATTERY SYSTEM
A single starting battery system will be provided consisting of two (2) 12 volt, 700 CCA, maintenance-free, group 31 batteries.

The battery system will have a total of 1400 CCA.

MASTER BATTERY SWITCH
A master battery switch, to activate the battery system, will be provided inside the cab within easy reach of the driver.

The master battery disconnect switch will be wired between the starter solenoid and the remainder of the electrical loads on the apparatus.

A green "battery on" indicator light, visible from the driver's position will be provided.

BATTERY CHARGER
A Kussmaul Autocharge 1200, model 091-53-12-Remote battery charger will be provided. A bar graph display indicating the state of charge will be provided.
The charger will have a maximum output of 40 amps and a fully automatic regulation.

The battery charger will be wired to the 120-volt shoreline to activate automatically when power is connected.

Battery charger will be located in the front left body compartment, mounted In crew cab as space allows.

The battery charger indicator will be located on the driver's seat riser.

ELECTRIC POWER FOR WINCH
Electric power provisions will be furnished for the portable winch from the chassis battery system.

The receiver plug will be located Front bumper.

A total quantity of one (1) receptacle will be provided.

JUMPER STUDS
One (1) set of battery jumper studs with plastic color coded covers will be located under the front bumper.

ELECTRICAL SYSTEM
- Alternator: Dual 150 amp, Delco Remy internally regulated, with a minimum capacity of 12-volt 210 amperes.

AM/FM RADIO
There will be an AM/FM stereo radio provided in the passenger's compartment in the cab. The radio will be mounted in the dash and will have an externally mounted antenna.

RADIO ANTENNA MOUNT
An antenna mounting base, Model MA with 17 feet of coax cable and weatherproof cap will be provided for a two way radio. The mount will be located on the cab roof just to the rear of the front cab seats. The cable will be routed to On cab roof, to the rear of the lightbar, with enough cable for the customer to route to the instrument panel if needed.

N/A will be provided.

SPARE CIRCUIT
There will be one (1) pair of wires installed.

The above wires will have the following features:
Wires will be connected directly to the battery switched power.
Wires will be protected to 30 amps.
Power and ground will end in the cab console.
Termination will be with 3/8" studs and plastic covers.
Wires will be sized to 125% of the protection.

SECOND SPARE CIRCUIT
There will be one (1) pair of wires installed.

The above wires will have the following features:

Wires will be connected directly to the battery power.
Wires are protected to 20 amps.
Power and ground will end in the cab console.
Termination is with 3/8" studs and plastic covers.
Wires will be sized to 125% of the protection.

ELECTRONIC LOAD MANAGEMENT

A Kussmaul Load Manager 2 will be provided on the apparatus. The device is an electronic load management (ELM) system that monitors the vehicles 12-volt electrical system, and automatically reduces the electrical load in the event of a low voltage condition and by doing so, ensures the integrity of the electrical system.

The ELM will monitor the vehicle's voltage while at the scene (parking brake applied). It will sequentially shut down individual electrical loads when the system voltage drops below a preset value. Two (2) separate electrical loads will be controlled by the load manager. The ELM will sequentially re-energize electrical loads as the system voltage recovers.

AMP DRAW REPORT

The bidder will provide, at the time of bid and delivery, an itemized print out of the expected amp draw of the entire vehicle's electrical system.

The manufacturer of the apparatus will provide the following:

1) Documentation of the electrical system performance tests.

2) A written load analysis, which will include the following:
   A) The nameplate rating of the alternator.

   B) The alternator rating under the conditions specified per:
   Applicable NFPA 1901 or 1906 (Current Edition).

   C) The minimum continuous load of each component that is specified per:
   Applicable NFPA 1901 or 1906 (Current Edition).

   D) Additional loads that, when added to the minimum continuous load, determine the total connected load.

   E) Each individual intermittent load.

All of the above listed items will be provided by the bidder per the applicable NFPA 1901 or 1906 (Current Edition).

EXTERIOR LIGHTING

Exterior lighting will meet or exceed Federal Department of Transportation, Federal Motor Vehicle Safety Standards and National Fire Protection Association requirements in effect at this time.

Front headlights will be halogen type and comply to all FMVSS requirements.

Five (5) clearance/marker lights will be installed across the leading edge of the cab.

WARNING LIGHTS (Cab Face)

A pair of flush mounted, Whelen model 60*02F*R, flashing Super LED lights will be provided on the cab face.

The color of these lights will be red Super LED/clear lens.

These lights will meet or exceed the NFPA required optical light output for the front lower zone.

A switch will be provided inside the cab on the switch panel for actuation.

These lights will be installed with a flange.

BACK-UP ALARM
An ECCO, Model SA917-PM2, solid state electronic audible back-up alarm that actuates when the truck is shifted into reverse will be provided. The device will sound at 60 pulses per minute and automatically adjust its volume to maintain a minimum five (5) dBa above surrounding environmental noise levels .

MANUAL, BODY PARTS ONLY
Two (2) custom parts manuals for the manufacturer installed parts only will be provided in hard copy with the completed unit.

The manual will contain the following:

- Job number
- Part numbers with full descriptions
- Table of contents
- Parts section sorted in functional groups reflecting a major system, component, or assembly
- Parts section sorted in Alphabetical order
- Instructions on how to locate a parts

The manual will be specifically written for the body model being purchased. It will not be a generic manual for a multitude of different bodies.

SERVICE PARTS INTERNET SITE
The service parts information included in this manual should also available on a website. The website offers additional functions and features not contained in this manual, such as digital photographs and line drawings of select items. The website also features electronic search tools to assist in locating parts quickly.

MANUALS, SERVICE
Two (2) service manual supplements containing parts and service information on installed components will be provided with the completed unit.

The manual will be specifically written for the unit being purchased. It will not be a generic manual for a multitude of different units.

MANUAL, CHASSIS OPERATION
One (1) chassis operation manual will be provided with the completed unit.

ELECTRICAL WIRING DIAGRAMS
Two (2) electrical wiring diagrams, prepared for the mo del of chassis and body, will be provided.

ENCORE RESCUE BODY CONSTRUCTION
The rescue body will consist of individual compartment modules, that are welded together to form the body. Welders, that are certified to the standards of AWS , will perform all welding on the modules and body assembly.

Module Fabrication
Compartment modules will be built in a fixture that will ensure correct tolerances. The design of the module will allow all welding to be performed, in areas that are not visible, after the body is assembled. All compartments will be supported on the top, sides and bottom. All modules will be designed to provide maximum storage space. Each module will have side walls that are not common with any other compartment. The compartment floors will be a sweep out design, with the floor higher than the compartment door frame.

Body Assembly
The modules will be coupled, in a fixture, and welded together to form the body. The body will be built as a separate component prior to being mounted on to the substructure.

All primary, load bearing structures will be welded. All secondary, non load bearing body panels will be fastened to the primary structure, with the use of an elastic adhesive.

Body Panel Installation

Body panels that are non load bearing will be bonded with an elastic adhesive. The use of an adhesive will reduce the possibility of corrosion, provide sound deadening and increase the torsional strength of the assembly over conventional methods of fastening. All surfaces that require bonding will be sanded or painted. A cleaner will be applied to all mating surfaces. An industrial adhesive will be applied and the panels will be installed on to the body framework. Documented installation procedures, approved by the adhesive manufacturer, will be followed to ensure a good bond.

BODY WARRANTY

Limited Warranty

Except as provided below, and provided the vehicle will have been placed in service within 60 days after delivery to the original purchaser as established by our original invoice, for a period of **ten (10) years** after delivery to the original purchaser **or the first 100,000 miles** of use, whichever first occurs. This limited warranty will apply only if the vehicle is properly maintained and used in service which is normal to the particular vehicle. Normal service means service which does not subject the vehicle to stresses or impacts greater than normally result from the careful use of the vehicle or chassis

RESCUE BODY CONSTRUCTION AND SUPPORT STRUCTURE

The rescue body will be of all aluminum construction. The body will use .12" (3 mm) and .18" (5 mm) 5052 aluminum alloy with a tensile strength of 38,000 psi and yield strength of 31,000 psi. The structural support framing used will be 1.00" (25 mm) x 2.00" (51 mm), .12" (3 mm) wall thickness aluminum alloy tubing and 2.00" (51 mm) square, .12" (3 mm) wall thickness 6061 aluminum alloy tubing. The body will be properly welded into a unitized construction. Proper reinforcing and supports will be utilized throughout all construction to ensure strength and rigidity.

Side and Rear Compartment Support

The substructure for the body will not be integral with the body but be a separate assembly.

An underslung steel angle grid will support the bottom of each lower compartment floor. The underslung support will be constructed of a minimum .38" (10 mm) x 2.00" (51 mm) x 2.00" (51 mm) steel angle vertical support. The horizontal members will be a minimum .25" (6 mm) x 2.00" (51 mm) x 3.00" (76 mm) and .25" (6 mm) x 2.00" (51 mm) x 3.00" (76 mm) steel angle. The compartment floors will be bolted to the underslung substructure. The support will transfer major stress to the chassis frame and not through the body.

The complete substructure will be washed, primed and finish painted before being bolted to the chassis frame. The substructure will be bolted to the chassis frame rails with grade 8 bolts.

A .75" x 3.00" rubber pad will be fastened to the substructure in all areas that contact the body. The rubber will serve as an isolator between the substructure and body. The rubber will also allow body flex without damage.

The body will be secured to the sub structure in a minimum of six (6) locations with .38" (10 mm) diameter bolts.

Compartment Loading

The 51.00" (1295 mm) compartment module, ahead of the rear wheels, will be capable of holding 600 pounds (272 kg) on each side of the truck or 1,200 pounds (544 kg) total. The 51.00" (1,295 mm) compartment module, over the rear wheels, will be capable of holding 600 pounds (272 kg) on each side of the truck or 1,200 pounds (544 kg) total.. The 42.00" (1,067 mm) compartment module, behind the rear wheels, will be capable of holding 600 pounds (272 kg) on each side of the truck or 1,200 pounds (544 kg) total. Strain gauge test documentation of the compartment loading capacities will be provided upon request.

Roof Construction

The roof will be .12" (3 mm) 3003 bright aluminum alloy treadplate. The roof will be supported with 1.00" (25 mm) x 2.00" (51 mm) aluminum alloy tubing, .12" (3 mm) wall thickness and 2.00" (51 mm) square, .12" (3 mm) wall thickness 6061 aluminum alloy tubing welded in place approximately 16.00" (406 mm) on center. The roof perimeter will be covered with a 2.00" treadplate trim panel to provide a protective edge.

Body Size

The overall length of the body will be 154.26" (3,918 mm). The height of the body will be 76.00" (1,930 mm). The total

storage space available in the body will be 412 cubic feet (11.67 cubic meters).

ROLL-UP DOORS

Six (6) compartment doors will be installed on the side compartments that are painted one color to match the lower portion of the body.

Lath sections will be an interlocking rib design and will be individually replaceable without complete disassembly of the door.

Between each slat at the pivoting joint will be a PVC inner seal to prevent metal to metal contact and prevent dirt or moisture from entering the compartments. Seals will allow door to operate in extreme temperatures ranging from plus 180 to minus 40 degrees Fahrenheit. Side, top and bottom seals will be provided to resist ingress of dirt and weather and be made of Santoprene.

All hinges, barrel clips and end pieces will be nylon 66. All nylon components will withstand temperatures from plus 300 to minus 40 degrees Fahrenheit. Hardened plastic will not be acceptable.

A polished stainless steel lift bar shall be provided for each roll-up door. The lift bar will be located at the bottom of door and have latches on the outer extrusion of the doors frame. A ledge will be supplied over lift bar for additional area to aid in closing the door.

The doors will be constructed from an aluminum box section. The exterior surface of each slat will be flat. The interior surfaces will be concave to provide strength and prevent loose equipment from jamming the door from inside.

To conserve space in the compartments, the spring roller assembly will not exceed 3.00" in diameter.

The header for the roll-up door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of the interior compartment lights and the "open compartment door" warning light in the cab.

All mechanical components of the door will be warranted to be free from defects in materials and workmanship for the lifetime of the vehicle. All parts covered under this warranty will be to the original owner.

Except as provided below, and provided the vehicle has been placed in service within 60 days after delivery to the original purchaser as established by our original invoice, for a period of six (6) years after delivery to the original purchaser, Manufacturer warrants to the user that its roll up doors (if painted) are free of blistering, peeling, bubbling, or any other adhesion defect caused by defective manufacturing methods or paint material selection for exterior surfaces of the roll up doors. This limited warranty will apply only if the vehicle is properly maintained and used in service which is normal to the particular vehicle. Normal service means service, which does not subject the vehicle to stresses or impacts greater than normally result from the careful use of the vehicle.

In addition, the door shall also be warranted against corrosion perforation for a period of ten (10) years.

LEFT FORWARD COMPARTMENT

Located behind the cab will be the first compartment. The compartment dimensions will be 51.00" wide x 69.75" high x 26.0(floor level. The area over the frame rails will be 51.00" wide x 56.75" high and will extend through to the right side of th compartment clear door opening will be 48.50" wide x 52.75" high.

Mounting Tracks

Installed in all of the compartments on the vehicle will be mounting tracks for accessories such as trays and shelves.

LEFT OVER WHEEL COMPARTMENT

Located above the rear wheels will be a compartment. The compartment dimensions will be 51.00" wide x 44.75" high. The depth will extend through to the right side of the body. The compartment clear door opening will be 48.50" wide x 26.75" high. The compartment will have support structure to provide 1,500 pounds per side for a total compartment load rating of 3,000 pounds

Wheel Well Area
The rear fender will be an integral part of the body and compartment modules. The inside of the fender will be fitted with a full circular inner fender liner constructed of aluminum.

LEFT REAR COMPARTMENT
Located behind the rear wheels will be a compartment. The compartment dimensions will be 42.00" wide x 69.75" high. The compartment will be transverse with the exception of a lower forward area in the compartment that covers the chassis frame. This area over the frame will be 20.00" wide x 50.00" deep x 13.00" high. The compartment clear door opening will be 39.50" wide x 52.75" high.

REAR COMPARTMENT
Rear compartment access will be provided in between the left rear compartment and right rear compartment. The compartment clear door opening will be 37.50" wide x 52.75" high.

RIGHT FORWARD COMPARTMENT
Located behind the cab will be the first compartment. The compartment dimensions will be 51.00" wide x 69.75" (high x 26.00" deep at the floor level. The area over the frame rails will be 51.00" wide x 56.75" high and will extend through to the left side of the body. The compartment clear door opening will be 48.50" wide x 57.75" high.

RIGHT OVER WHEEL COMPARTMENT
Located above the rear wheels will be a compartment. The compartment dimensions will be 51.00" (1295 mm) wide x 44.75" (1137 mm) high. The depth will extend through to the left side of the body. The compartment clear door opening will be 48.50" (1232 mm) wide x 26.75" (679 mm) high.

Wheel Well Area
The rear fender will be an integral part of the body and compartment modules. The inside of the fender will be fitted with a full circular inner fender liner constructed of aluminum.

RIGHT REAR COMPARTMENT
Located behind the rear wheels will be a compartment. The compartment dimensions will be 42.00" wide x 69.75" high. The compartment will be transverse with the exception of a lower forward area in the compartment that covers the chassis frame. This area over the frame will be 20.00" wide x 50.00" deep x 13.00" high. The compartment clear door opening will be 39.50" wide x 52.75" high.

TOOL BOX
A tool box 10.00" wide x 22.00" long x 10.00" deep will be furnished.

Construction will consist of .50" thick UPF plastic, with a cut out carrying handle on each end.

The tool box(es) will be held in place to prevent movement while the vehicle is in motion. There will be a plastic edge provided at the front of the storage location providing a sliding surface for box removal.

A total of eight (8) will be provided Ship loose.

AIR BOTTLE STORAGE
An air bottle compartment will be provided. The compartment dimensions will be 7.75" wide x 7.75" high x 26.00" deep and will accommodate one (1) air bottle. Flooring will be rubber lined and be furnished with a drain hole. A stainless steel door with a chrome plated latch will be provided between the door and the hinge. A dielectric barrier will be provided between the door hinge, hinge fasteners and the body sheet metal.

A total of three (3) will be provided Two on PS, fore and aft of rear wheels, one on DS forward of rear wheels.

SLANTED FLOOR
A false floor fabricated with a slight downward slant towards the rear of a compartment
to retain wood cribbing, will be installed onto the floor of compartments one (1).
The false floor will be made of .12" aluminum 4-way.

ROOF FAIRING

A three (3) sided fairing will be provided on the roof of the body that will be flush with the sides and the front of the body. The fairing will be angled at the front. The fairing will extend the length of the body.

The fairing will have a double break along the top edge and will be painted the same color as the body. It will be fastened to the roof with mechanical fasteners and a vinyl molding trim strip will be supplied on all sides at the point where the fairing and the body meet.

STONE GUARDS ON FRONT OF BODY

An aluminum treadplate stone guard will be installed on the lower front corners of the body. Each guard will be 17.00" wide x 19.00" high. One (1) guard will be provided on each front corner for a total of two (2).

REAR STONE GUARD

An aluminum treadplate stone guard will be installed on the lower rear portion of the body. The guard will be 12.00" high and the width of the body wide.

RETENTION NETTING

A net(s) will be provided to retain compartment equipment from laying against the compartment door. The net(s) will be located P1, from floor to ceiling, to restrain cribbing.

Each compartment door opening will be provided with a heavy black nylon webbing made of 1.00" nylon strap with a 2.00" box pattern. The nylon webbing will be fastened to one side of the compartment in a fixed manner. The opposite opening side will be provided with seat belt style buckles to hold the web closed. Hook and loop closure material will be fastened to the bottom and a rod through the top to hold the web tight to the compartment.

AIR BAG RACK

A rack constructed of .125" aluminum will be provided for the storage of air bags. The rack will be designed to fit the specific size of the air bags for the Fire Department.

The rack will hold one (1) bags and be installed Compartment D2, stored vertically with largest bag against forward wall, 3" wide on each bag slot.

The size of the air bags will be 14", 17", 22", 26" square, 3" wide.

BACKBOARD STORAGE RACK

A storage rack 74.00" long x 18.00" high x 2.00" wide will be provided for a backboard.

Construction will be of .12" thick aluminum.

Access to the backboard will be from either end of the rack if possible. A hook and loop strap will be provided on each end of the rack to keep the backboard in place.

There will be a total of one (1) provided Roof, 2x2 rack, for 4 backboards, under stokes basket and little giant racks.

OPEN ROOF LADDER STORAGE COMPARTMENT

An open roof ladder storage compartment will be provided on the left side of the roof. The compartment will be 16' long x 28" wide x 10" high. The sides and the end of the compartment will be constructed of .125" bright finish aluminum tread plate.

A roller guide assembly will be installed on the edge of the roof at the rear of the compartment to facilitate the loading and unloading of the ladder.

STOKES BASKET STORAGE RACK

A storage rack will be provided for a stokes basket. The rack will be designed to fit a stokes basket with dimensions of Size: 87" long x 50" W x 7.5" H, on top of backboard rack.

Construction will be of .12" thick aluminum.

Access to the stokes basket will be from either end of the rack if possible. A hook and loop strap will be provided on each end of the rack to keep the stokes basket in place.

There will be a total of one (1) provided on the body roof on the left side, on top of backboard rack.

LITTLE GIANT LADDER STORAGE RACK
A storage rack, with inside dimensions of 86.00" long x 26.00" wide x 9.00" deep, will be provided for a Little Giant Ladder.

The construction will be of .12" thick aluminum.

Access to the ladder will be from either end of the rack if possible. A hook and loop strap will be provided on each end of the rack to keep the ladder in place.

There will be a total of one (1) provided On roof, between stokes and extension ladder.

SHELF, 38" x 40"
A shelf will be provided in a compartment. The shelf will be constructed of .18" thick aluminum, formed to provide a 2.00" high wall around the perimeter. The corners will be welded, to provide a rigid unit.

The shelf will be secured within the compartment by means of adjustable threaded fasteners. The fasteners will slide in an extruded aluminum track to provide height adjustment.

The shelf interior dimension will be 37.87" wide x 39.62" long.

A total of one (1) will be provided Located in rear compt R1.

SHELF, 40" x 22"
A shelf will be provided in a compartment. The shelf will be constructed of .18" thick aluminum, formed to provide a 2.00" high wall around the perimeter. The corners will be welded to provide a rigid unit.

The shelf will be secured within the compartment by means of adjustable threaded fasteners. The fasteners will slide in an extruded aluminum track to provide height adjustment.

The shelf interior dimension will be 39.87" wide x 21.62" long.

A total of three (3) will be provided One in P1 and two in D1..

SHELF
A fixed shelf will be provided in a compartment. The shelf will be constructed of .18" thick aluminum, formed to provide a downward lip for strength in addition to side gussets. The corners will be welded, to provide a rigid unit.

The shelf will be secured within the compartment by means of threaded fasteners.

The shelf interior dimension will be sized to accommodate a compressor.

A total of one (1) will be provided Front wall of compartment D2/P2, up high.

SLIDE-OUT TOOLBOARD, 23.50" x FULL LENGTH
A slide-out aluminum toolboard will be provided. The tool board will be a minimum of .18" thick with .20" diameter holes in a pegboard pattern, on 1.00" centers.

The board dimensions will be 23.50" high x 85.50" deep.

A 1" x 1" aluminum square tubing will be welded around the perimeter of the board for strength.

The board will be mounted on a small sliding tray. The construction of the tray will consist of 6061-T6 aluminum extrusions for the sides with a .18" thick aluminum floor. The corners will be welded to form a rigid unit.

The capacity rating will be 500 pounds minimum in the extended position. The slide assemblies will be manufactured with 6061-T6 aluminum extrusions. The tray will be supported by a minimum of eight (8) roller bearings each rated for a 500 pound load.

The board will slide-out of the compartment in both directions two thirds of its length. Positive locks for the stowed and extended position will be provided.

The board will be mounted to an aluminum track to allow sideways adjustment of the tool board.

There will be a total of two (2) provided Transverse area rear of the compt divider in D2/P2..

SLIDE-OUT TOOLBOARD

A slide-out aluminum toolboard will be provided. The tool board will be a minimum of .18" thick.

The board dimensions will be 69.00" high x 42.00" deep

A 1" x 1" aluminum square tubing will be welded around the perimeter of the board for strength.

The board will be mounted on a small sliding tray. The construction of the tray will consist of 6061-T6 aluminum extrusions for the sides with a .18" thick aluminum floor. The corners will be welded to form a rigid unit.

The capacity rating will be 500 pounds minimum in the extended position. The slide assemblies will be manufactured with 6061-T6 aluminum extrusions. The tray will be supported by a minimum of four (4) roller bearings each rated for a 500 pound load.

The board will slide-out of the compartment two thirds of its length. Positive locks for the stowed and extended position will be provided.

The board will be mounted to an aluminum track to allow sideways adjustment of the toolboard.

There will be a total of two (2) provided Either side of floor mounted tray.

SLIDE-OUT ADJUSTABLE HEIGHT TRAY, 31" x 38"

A sliding tray will be provided. The construction will consist of 6061-T6 aluminum extrusions for the sides with a .18" thick aluminum floor. The corners will be welded to form a rigid unit.

The capacity rating will be 500 pounds minimum in the extended position. The slide assemblies will be manufactured with 6061-T6 aluminum extrusions. The tray will be supported by a minimum of four (4) roller bearings each rated for a 500 pound load.

An automatic lock will be provided for both the in and out tray positions. The lock trip mechanism will be located at the front of the tray and will be easily operated with a gloved hand. The tray will slide-out of the compartment two thirds of its depth.

Each tray will be adjustable up and down within the compartment.

The tray will have an inside dimension of 30.93" wide x 37.62" long x 3.00" deep.

There will be a total of two (2) provided Bottom of rear compt R1, midway up R1, trays cut short to house slide out tool boards on either side.

SLIDE-OUT ADJUSTABLE HEIGHT TRAY, 33" x 22"

A sliding tray will be provided. The construction will consist of .18" thick aluminum formed to provide a 2.00" high wall around the perimeter. The corners will be welded to form a rigid unit.

The capacity rating will be 500 pounds minimum in the extended position. The slide mechanisms will have ball bearings for ease of operation and years of dependable service. The slide assembly will be manufactured by Johnathon Slides.

An automatic lock will be provided for both the in and out tray positions. The lock trip mechanism will be located at the front of the tray and will be easily operated with a gloved hand.

Each tray will be adjustable up and down within the compartment.

The tray will have an inside dimension of 32.93" wide x 21.62" long.

There will be a total of one (1) provided Bottom of compt D1..

SLIDE-OUT, TILT DOWN ADJUSTABLE HEIGHT TRAY, 33" x 22"

A slide-out, tilt down tray will be provided. The construction will consist of 6061-T6 aluminum extrusions for the sides with a .18" thick aluminum floor. The corners will be welded to form a rigid unit.

The capacity rating will be 200 pounds minimum in the extended position. The slide assemblies will be manufactured with 6061-T6 aluminum extrusions. The tray will be supported by a minimum of four (4) roller bearings each rated for a 500 pound load.

Approximately two thirds of the tray will slide-out from its stored position and will tip 30 degrees down from horizontal. Each tray will be adjustable up and down within the compartment.

An automatic lock will be provided for the in position. The lock trip mechanism will be located at the front of the tray and will be easily operated with a gloved hand. Rubber padded stops will be provided for both the in out tray position.

The tray will have an inside dimension of 32.38" wide x 21.62" long.

There will be a total of four (4) provided In compt D3 and P3 up high.

REAR BUMPER

A rear bumper will be provided that is a an integral part of the rear body substructure.

The bumper will be approximately 13.00" deep x 90.00" wide.

The bumper will have an aluminum treadplate deck with a 3.00" radius on each of the two outside corners. The horizontal standing area will have Grip-Strut welded between the treadplated areas.

TOW HOOKS

Two (2) painted steel tow hooks will be installed under the tailboard of the truck.

When force is applied to the tow hooks, it will be transmitted to the frame rail.

The tow hook assembly will be designed and positioned to allow up to a 30 degree upward angled pull of 17,000 pounds, or a 20,000 pound straight horizontal pull in line with the centerline of the vehicle.

The tow hook design will have been fully tested and evaluated using strain gauge testing techniques.

DOOR GUARD

Seven (7) compartment doors will include a guard/drip pan designed to protect the roll-up door from damage when in the retracted position and contain any water spray. The guard will be fabricated from stainless steel and installed All rollup doors.

RUB RAIL

Bottom edge of the side compartments will be trimmed with a bright aluminum extruded rub rail.

Trim will be 2.12" high with 1.38" flanges turned outward for rigidity.

The rub rails will not be an integral part of the body construction, which allows replacement in the event of damage.

BODY FENDER CROWNS
Stainless steel fender crowns will be provided around the rear wheel openings.

A rubber welting will be installed between the body and the crown to seal the seam and restrict moisture from entering.

A dielectric barrier will be provided between the fender crown fasteners (screws) and the fender sheet metal to prevent corrosion.

HARD SUCTION HOSE
Hard suction hose will not be required.

Knurled aluminum handrails with chrome stanchions will be installed near each crew cab door opening. The front cab doors will be equipped with GM hand grips installed on the inside of the door opening.

- Two (2) handrails will be provided mounted TBD at final.

- Two (2) handrails will be provided mounted TBD at final.

20' EXTENSION LADDER
One (1) 20', two (2) section, aluminum, Series 900-A Duo-Safety extension ladder will be provided Left roof.

DISCHARGE CAPS
Chrome plated, rocker lug, caps with chains will be furnished for all side discharge outlets.

GAUGES, VACUUM and PRESSURE
The pump vacuum and pressure gauges will be silicone filled and manufactured by Class 1, Inc.

The gauges will be a minimum of 4.00" in diameter and will have white faces with black lettering, with a pressure range of 30.00"-0-600#.

Gauge construction will include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

The pump pressure and vacuum gauges will be installed adjacent to each other at the pump operator's control panel.

Test port connections will be provided at the pump operator's panel. One will be connected to the intake side of the pump, and the other to the discharge manifold of the pump. They will have 0.25 in. standard pipe thread connections and polished stainless steel plugs. They will be marked with a label.

This gauge will include a 10 year warranty against leakage, pointer defect, and defective bourdon tube.

PRESSURE GAUGES
The individual "line" pressure gauges for the discharges will be Class 1 interlube filled.

They will be a minimum of 2.00" in diameter and have white faces with black lettering.

Gauge construction will include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

Gauges will have a pressure range of 30"-0-400#.

The individual pressure gauge will be installed as close to the outlet control as practical.

This gauge will include a 10 year warranty against leakage, pointer defect, and defective bourdon tube.

ELECTRICAL

All 12-volt electrical equipment installed by the apparatus manufacturer will conform to modern automotive practices. All wiring will be high temperature crosslink type. Wiring will be run in loom or conduit where exposed and have grommets where wire passes through sheet metal. Automatic reset circuit breakers will be provided which conform to SAE Standards. Wiring will be color, function and number coded. Function and number codes will be continuously imprinted on all wiring harness conductors at 2.00" intervals. Exterior exposed wire connectors will be positive locking, and environmentally sealed to withstand elements such as temperature extremes, moisture and automotive fluids. Electrical wiring and equipment will be installed utilizing the following guidelines:

(1) All holes made in the roof will be caulked with silicon. Large fender washers, liberally caulked, will be used when fastening equipment to the underside of the cab roof.

(2) Any electrical component that is installed in an exposed area will be mounted in a manner that will not allow moisture to accumulate in it. Exposed area is defined as any location outside of the cab or body.

(3) Electrical components designed to be removed for maintenance will not be fastened with nuts and bolts. Metal screws will be used in mounting these devices. Also a coil of wire will be provided behind the appliance to allow them to be pulled away from mounting area for inspection and service work.

(4) Corrosion preventative compound will be applied to all terminal plugs located outside of the cab or body. All non-waterproof connections will require this compound in the plug to prevent corrosion and for easy separation (of the plug).

(5) All lights that have their sockets in a weather exposed area will have corrosion preventative compound added to the socket terminal area.

(6) All electrical terminals in exposed areas will have silicon (1890) applied completely over the metal portion of the terminal. All emergency light switches will be mounted on a separate panel installed in the cab. A master warning light switch and individual switches will be provided to allow preselection of emergency lights. The light switches will be "rocker" type with an internal indicator light to show when switch is energized. All switches will be properly identified and mounted in a removable panel for ease in servicing.
Identification of the switches will be done by either printing or etching on the switch panel. The switches and identification will be illuminated.

All lights and reflectors, required to comply with Federal Motor Vehicle Safety Standard #108, will be furnished. Rear identification lights will be recessed mounted for protection. Lights and wiring mounted in the rear bulkheads will be protected from damage by installing a false bulkhead inside the rear compartments.

An operational test will be conducted to ensure that any equipment that is permanently attached to the electrical system is properly connected and in working order.

The results of the tests will be recorded and provided to the purchaser at time of delivery.

STEP LIGHTS

Two (2) Ri-Tar, Model M27HW2 LED, step lights will be provided. The step lights will be provided at the rear body, one (1) each side of the rear compartment.

The step lights will be activated by the same control as the perimeter lights.

REAR FMVSS LIGHTING

The rear stop/tail and directional LED lighting will consist of the following:

Two (2) Whelen model 60R00XRR red LED stop/tail lights.
Two (2) Whelen model 60A00TAR amber LED arrow turn lights.

Each light will be installed separately at the rear with a flange.

Four (4) red reflectors will be provided.

A Weldon, Model 23882-2600-00, license plate bracket will be mounted on the driver's side above the warning lights. A Weldon, Model 9186-23882-30, step lamp will illuminate the license plate.

Two (2) Whelen, Model: 60J000CU backup lights will be provided.

The three (3) identification lights located at the rear will be installed per the following:

As close as practical to the vertical Centerline.
Centers spaced not less than six (6) inches or more than twelve (12) inches apart.
Red in color.
All at the same height.
One (1) Truck Lite model 15050R LED ID bar

The outside clearance lights located at the rear will be installed per the following:

To indicate the overall width of the vehicle.
At least one (1) each side of the vertical Centerline.
All at the same height.
As near the top as practical.
To be visible from the rear and the side.
Four (4) Ri-Tar red Model M27 LED lights

Per FMVSS 108 and CMVSS 108 requirements.

LIGHTING BEZEL

Two (2) Whelen, Model Cast 3, three (3) light aluminum housings will be provided for the rear tail, directional and scene lights.

PNEUMATIC COMPRESSOR

There will be a small 120VAC pneumatic compressor supplied for auxiliary air on the apparatus. The compressor will be .5 hp providing 125 psi maximum pressure. There will be a 2 gallon tank provided with the compressor.
There will be a filter/regulator/lubricator kit include with the compressor. The compress-or regulator will be adjustable to 125 psi with a manual drain valve.
The compressor will be 16.50" long x 8.00" wide x 16.75" high and located Locate compressor up high on the center front wall of the front transverse compts. Be sure it is up high and out of the way..

"DO NOT MOVE APPARATUS" INDICATOR LIGHT AND BUZZER

A flashing red indicator light (located in the driving compartment) will be illuminated automatically per NFPA (1996 edition, 9-11 or 1999 edition 11-11). The light will be labeled "Do Not Move Apparatus If Light Is On".

An audible alarm will be activated with the "Do Not Move Apparatus If Light Is On" light.

The alarm will be controlled by the parking brake, so that it will deactivate when the parking brake is set.

OPEN DOOR INDICATOR LIGHT

A red "open door" indicator light will be provided inside the cab, in clear view of the driver, to warn of an open compartment door.

COMPARTMENT LIGHTING

On Scene Solutions LED compartment light strips will be provided in each compartment. Strips will be mounted vertically along each side of the door framing. The total combined length of the light strips will be within 6.00" to the top and bottom of the compartment door opening.
There will be a total of seven (7) compartments that include these lights.

Opening the compartment door will automatically turn the compartment lighting on.

PERIMETER SCENE LIGHTS. CAB

There will be a Truck-lite, model 44042C, 4.00", LED, grommet mount weatherproof light provided for each cab door.

Lighting will be designed to provide illumination on areas under the driver, officer, and crew cab riding area exits, which will be activated automatically when the exit doors are opened, by the door jam switch and by the same means as the body perimeter lights.

The lighting will be capable of providing illumination at a minimum level of one (1) foot-candle on ground areas within 30.00" of the edge of the apparatus in areas which personnel climb in or out of the apparatus or descend from the apparatus to the ground level.

PERIMETER SCENE LIGHTS, BODY

There will be four (4) weatherproof lights provided under the body. There will be two (2) lights provided under the rear step area and one (1) each side under the front body compartments. The perimeter scene lights will be activated by a parking brake control and rocker switch in cab.

The lighting will be capable of providing illumination at a minimum level of one (1) foot-candle on ground areas within 30.00" of the edge of the apparatus in areas designed for personnel to climb onto the apparatus or descend from the apparatus to the ground level.

ADDITIONAL PERIMETER LIGHTS

There will be two (2) lights in addition to the normal body perimeter lights installed Under P3/D3.

These additional lights will be Truck-Lite, Model: 44042C, LED lights.

SCENE LIGHTS

Two (2) pair of Whelen, Model 90K000** scene lights will be installed Two at each upper side to the inside of the warning lights..

These lights will have eight to thirty two degree internal optics.

The lights will be controlled by the following:

From the first switch feature, a control from two (2) switches on the driver side switch panel, a driver side switch, and an officer side switch.

From the second switch feature, there shall be no control of this option.

n) From the third switch feature, there shall be no control of this option.

From the fourth switch feature, there shall be no control of this option.

These lights will be installed

REAR SCENE LIGHTS

There will be one (1) pair of Whelen, model: 90E000ZR Gradient halogen, scene lights installed High on rear body.

The lights will have 8 to 32 degree internal optics.

These lights will be controlled by the following options:

From the first switch feature, a control from two (2) switches on the driver side switch panel, a driver side switch, and an officer side switch.

From the second switch feature, a control at the driver side rear of the truck.

From the third switch feature, there is no control of this option.

From the fourth switch feature, there is no control of this option

These lights will be provided with a flange.

HAND HELD SPOTLIGHT

There will be one (1) light Collins CL-12 hand held spotlight(s) installed Near officer seat. The light(s) will be furnished with a nine (9) foot coil cord and a momentary switch. The housing will be made from aircraft aluminum that is powder coat painted black. The mounting bracket will be fabricated from stainless steel.

ELECTRIC/AIR HORN SYSTEM

Two (2) Hadley air horns, system model H-00961, with an electric compressor will be provided. The air horns will be installed thru the front bumper in between the frame rails. The compressor will be mounted in a location that protects it from the weather, such as under the hood.

AIR HORN CONTROL

A lanyard rope pull control will be provided within reach of the driver.

ELECTRONIC SIREN

A Whelen model 295HFS7 or 295HFS8, electronic siren and remote head with a prewired unidirectional microphone will be installed.

The model to be used will be determined by the chassis and location of the siren remote head.

The siren will contain a remote siren head and a siren amplifier with a dual system build in to the amplifier.

The siren features will include:

- Six (6) function siren plus radion repeat and public address
- Will meet California Title 13 and SAE J1849 specifications.
- Model 295HFS7 or 8 will operate two (2) 100 watt speakers
- Operates is dual or mono modes.
- External dip switch selectable modes of operation.
- Outputs 2 independent siren tones creating a "rich harmonic dual tone sound".
- "Hands Free" operation. Turn On/Off and access all three siren tones (wail, yelp, and Piercer) without taking hands from the steeing wheel.
- PTT (push to talk) switch on microphone overrides all siren functions.
- Prewired unidirectional microphone.
- Adjustable microphone volume.
- Adjustable preset radio repeat volume.
- Input polarity protection.
- Output short circuit protection.
- External mini spade-type fuse.
- Bi-polarity horn/ring control activation.
- Quick disconnect plug for ease of service or replacement.
- Five year HDP "Heavy Duty Professional" warranty on amp.

Siren head will be located in the center console.

Siren will be actuated by a foot switch on the officer's side and by the horn button in the steering wheel. The driver will have the option to control the siren or the chassis horns from the horn button by means of a selector switch.

SPEAKER

There will be two (2) speakers provided and recessed in the bumper extension. Each speaker will be a Federal, Model MS100, 100 watt, bumper mount. Each speaker will use a Federal, Model MSFMT-EF, flush mount, bumper bracket with stainless steel grille. Each speaker will be connected to the siren amplifier.

WARNING LIGHTS

A 60.00" Whelen Freedom model FN**QLED lightbar will be mounted on the cab roof.

The lightbar will include the following:

Two (2) red flashing forward facing LED modules.
Two (2) clear flashing forward facing LED modules.
Two (2) red flashing front corner LED modules.
One (1) red flashing driver side facing LED module.
One (1) red flashing officer side facing LED module.
One (1) Opticom™, traffic light controller with National standard.

All the lenses will be clear.

Two (2) switches located in the cab on the switch panel will control this lightbar.
One (1) switch for the warning lights.
One (1) switch for the traffic light controller.

The clear warning lights and the traffic light controller will be turned off when the parking brake is set.

SIDE ZONE LOWER LIGHTING

Four (4) Whelen model 60*02F*R, flashing Super LED warning lights will be located in the following positions:
Two (2) lights, one (1) each side on the bumper extension.
The color of these lights will be red Super LED/clear lens each side.
Two (2) lights, Near rear wheelwells as space allows.
The color of these lights will be red Super LED/clear lens each side.

The above four (4) lights will be required to meet or exceed the lower level optical warning and optical power requirements of NFPA.

These lights will be controlled by a lighted switch on the cab instrument panel.

These lights will be installed with a flange.

REAR ZONE LOWER LIGHTING

Two (2) Whelen model 60*02F*R flashing "Super" LED warning lights will be located at the rear of the apparatus, required to meet or exceed the lower level optical warning and optical power requirements of NFPA.

The color of these lights will be red Super LED/clear lens.

One (1) switch in the cab on the switch panel will control these lights.

These lights will be installed with a flange.

WARNING LIGHTS (Rear and Side upper zones)

Eight (8) Whelen Super LED lights lights will be provided to meet the NFPA upper zone B, C and D lighting requirements:

The following lights will be provided at the rear upper bulkhead, facing the rear of the truck (Upper zone C):
Two (2) Whelen model 90**5FR Super LED lights as high and as far to the outside as practical, and will be provided with flange kit
The color of these lights will be red Super LED/clear lens

Two (2) Whelen model 60*02F*R Super LED lights located Sides of body, outboard positions, one in front and one in rear, each side, high on rear bulkheads as space allows and will be
provided with 6E or 64 flange kit
The color of these lights will be amber Super LED/clear lens

The following lights will be provided at the front and rear side upper corners of the side sheet facing the side of the truck each side (Upper zone B and D):
Two (2) Whelen model 90**5FR Super LED lights and will be provided
with a flange
These lights will be:
red Super LED/clear lens each side
red Super LED/clear lens each side

Per NFPA, the lights will be switched on by a lighted switch on the instrument panel and all lights will be active whenever the switch is on.

TRAFFIC DIRECTING LIGHT

There will be one (1) Whelen model TAL65 36.01" long x 2.84" high x 2.24" deep, LED traffic directing light

installed at the rear of the apparatus.

The Whelen model TACTLD1 control head will be included with this installation.
The auxillary warning mode shall be activated with the rear zone upper warning lights.

This traffic directing light will be recessed within a treadplate step at the rear of the apparatus.

The traffic directing light controller will be located within the switch panel on the center console. The controller will be within easy reach of the driver.

ELECTRICAL SYSTEM GENERAL DESIGN for ALTERNATING CURRENT

The following guidelines will apply to the 120/240 VAC system installation:

General

Any fixed line voltage power source producing alternating current (ac) line voltage will produce electric power at 60 cycles plus or minus five (5) cycles.

Except where superseded by the requirements of NFPA 1901, all components, equipment and installation procedures will conform to NFPA 70, National Electrical Code (herein referred to as the NEC).

Line voltage electrical system equipment and materials included on the apparatus will be listed and installed in accordance with the manufacturer's instructions. All products will be used only in the manner for which they have been listed.

Grounding

Grounding will be in accordance with Section 250-6 "Portable and Vehicle Mounted Generators" of the NEC. Ungrounded systems will not be used. Only stranded or braided copper conductors will be used for grounding and bonding.

An equipment grounding means will be provided in accordance with Section 250-91 (Grounding Conductor Material) of the NEC.

The grounded current carrying conductor (neutral) will be insulated from the equipment grounding conductors and from the equipment enclosures and other grounded parts. The neutral conductor will be colored white or gray in accordance with Section 200-6 (Means of Identifying Grounding Conductors) of the NEC.

In addition to the bonding required for the low voltage return current, each body and driving or crew compartment enclosure will be bonded to the vehicle frame by a copper conductor. This conductor will have a minimum amperage rating of 115 percent of the nameplate current rating of the power source specification label as defined in Section 310-15 (amp capacities) of the NEC. A single conductor properly sized to meet the low voltage and line voltage requirements will be permitted to be used.

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

Operation

Instructions that provide the operator with the essential power source operating instructions, including the power-up and power-down sequence, will be permanently attached to the apparatus at any point where such operations can take place.

Provisions will be made for quickly and easily placing the power source into operation. The control will be marked to indicate when it is correctly positioned for power source operation. Any control device used in the drive train will be equipped with a means to prevent the unintentional movement of the control device from its set position.

A power source specification label will be permanently attached to the apparatus near the operator's control station. The label will provide the operator with the information detailed in Figure 19-4.10.

Direct drive (PTO) and portable generator installations will comply with Article 445 (Generators) of the NEC.

Overcurrent protection

The conductors used in the power supply assembly between the output terminals of the power source and the main over current protection device will not exceed 144 inches. (3658 mm) in length.

For fixed power supplies, all conductors in the power supply assembly will be type THHW, THW, or use stranded conductors enclosed in nonmetallic liquid tight flexible conduit rated for a minimum of 194 degrees Fahrenheit (90 degrees Celsius).

For portable power supplies, conductors located between the power source and the line side of the main overcurrent protection device will be type SO or type SEO with suffix WA flexible cord rated for 600-volts at 194 degrees Fahrenheit (90 degrees Celsius).

Wiring Methods
Fixed wiring systems will be limited to the following:

- Metallic or nonmetallic liquid tight flexible conduit rated at not less than 194 degrees Fahrenheit (90 degrees Celsius)

or

- Type SO or Type SEO cord with a WA suffix, rated at 600 volts at not less than 194 degrees Fahrenheit (90 degrees Celsius)

Electrical cord or conduit will not be attached to chassis suspension components, water or fuel lines, air or air brake lines, fire pump piping, hydraulic lines, exhaust system components, or low voltage wiring. In addition the wiring will be run as follows:

- Separated by a minimum of 12 inches (305 mm), or properly shielded, from exhaust piping

- Separated from fuel lines by a minimum of six (6) inches (152 mm) distance.

Electrical cord or conduit will be supported within six (6) inches (152 mm) of any junction box and at a minimum of every 24 inches (610 mm) of continuous run. Supports will be made of nonmetallic materials or corrosion protected metal. All supports will be of a design that does not cut or abrade the conduit or cable and will be mechanically fastened to the vehicle.

Wiring Identification
All line voltage conductors located in the main panel board will be individually and permanently identified. The identification will reference the wiring schematic or indicate the final termination point. When prewiring for future power sources or devices, the unterminated ends will be labeled showing function and wire size.

Wet Locations
All wet location receptacle outlets and inlet devices, including those on hardwired remote power distribution boxes, will be of the grounding type provided with a wet location cover and installed in accordance with Section 210-7 "Receptacles and Cord Connections" of the NEC.

All receptacles located in a wet location will be not less than 24 inches (610 mm) from the ground. Receptacles on off-road vehicles will be a minimum of 30 inches (762 mm) from the ground.

The face of any wet location receptacle will be installed in a plane from vertical to not more than 45 degrees off vertical. No receptacle will be installed in a face up position.

Dry Locations
All receptacles located in a dry location will be of the grounding type. Receptacles will be not less than 30 inches (762 mm) above the interior floor height.

All receptacles will be marked with the type of line voltage (120-volts or 240-volts) and the current rating in amps. If the receptacles are direct current, or other than single phase, they will be so marked.

Listing

All receptacles and electrical inlet devices will be listed to UL 498, Standard for Safety Attachment Plugs and Receptacles, or other appropriate performance standards. Receptacles used for direct current voltages will be rated for the appropriate service.

Electrical System Testing
The wiring and associated equipment will be tested by the apparatus manufacturer or the installer of the line voltage system.

The wiring and permanently connected devices and equipment will be subjected to a dielectric voltage withstand test of 900 volts for one (1) minute. The test will be conducted between live parts and the neutral conductor, and between live parts and the vehicle frame with any switches in the circuit(s) closed. This test will be conducted after all body work has been completed.

Electrical polarity verification will be made of all permanently wired equipment and receptacles to determine that connections have been properly made.

Operational Test per Curent NFPA 1901 Standards
The apparatus manufacturer will perform the following operation test and ensure that the power source and any devices that are attached to the line voltage electrical system are properly connected and in working order. The test will be witnessed and the results certified by Underwriters Laboratories.

The prime mover will be started from a cold start condition and the line voltage electrical system loaded to 100 percent of the nameplate rating.

The power source will be operated at 100 percent of its nameplate voltage for a minimum of two (2) hours unless the system meets category certification as defined in the current NFPA 1901 standard.

Where the line voltage power is derived from the vehicle's low voltage system, the minimum continuous electrical load as defined in the current NFPA 1901 standard will be applied to the low voltage electrical system during the operational test.

GENERATOR
The apparatus will be equipped with a complete AC (alternating current) electrical power system. The generator will be a Harrison Model 10.0MAS-16R/D-11011/15/1, 10,000 watt hydraulic driven unit.

The generator will be driven by a transmission power take off unit, through a hydraulic pump and motor.

The hydraulic engagement supply will be operational at any time (no interlocks).

An electric/hydraulic valve will supply hydraulic fluid to the clutch engagement unit provided on the chassis PTO drive.

Generator Instruments and Controls
To properly monitor the generator performance a digital meter panel will be furnished and mounted near the circuit breaker panel.

GENERATOR LOCATION
The generator will be installed Between the frame rails. Proper ventilation will be provided for generator operation.

GENERATOR START
A switch will be located on the cab instrument panel to engage the generator.

CIRCUIT BREAKER PANEL
The circuit breaker panel will be located D3, on forward bulkhead wall, recessed as much as possible.

120 VOLT LIGHTING
The apparatus will be equipped with a telescoping top raise, Fire Research Model LT600P, quartz tube tripod floodlight. Each light head will be 120 volt, 500 watts, draw 4.5 amps and have an output of 10,500 lumens. The light head will swivel 360 degrees left or right and tilt up and down. All wiring to the circuit breaker box will be a minimum of 14 gauge three (3) wire cord that is properly supported and protected from damage.

The light head will be removable from the tripod assembly.

A 20 amp, 120 volt, twist-lock plug with protective boot will be provided.

A Fire Research LT603, quick release truck mounting bracket will be provided and installed on the truck in the specified location.

A total of Two (2) will be provided Rear bulkheads, one each side.

240 VOLT LIGHTING

A Will-Burt Night Scan Powerlite "roof mounted" elevated lighting system, model NS10-3600 M, will be provided.

The unit will mount on an external roof surface area 62.60" long x 42.30" wide approximately x 11.60" high.

Light mast will tilt to a vertical position and the directional lighting system will telescope to an extended height of 10 feet.

Mast will operate with a 12 volt DC control and 20 psi regulated air from the chassis air system.

All electrical cables will be internal of the mast for better protection.

Control for the mast and the lighting system will be a hand held wired remote unit. It will be operable with a single hand for turn/tilt, up/down, and on/off. Length of the control cord will be 25 feet The mast will automatically stow and the lights will automatically nest when the down switch is activated. The remote will be located Front of body roof.

Weight of the unit will not exceed 155 pounds.

Four (4), 900 watt, 240-volt AC halogen infrared Magnafire lights will be mounted on the mast in a weatherproof directional lighting system that will have the ability to rotate 385 degrees and tilt 330 degrees.

The light heads will have a split tilt function, where the left and right sides can tilt independently in different directions or together in the same direction.

A "do not move truck" warning indicator will activate in the cab when the mast is out of the nested position.

A label will be provided at the operators location to indicate mast operation instructions, warning information, extended tower height from the ground and bulb replacement data.

TOWER "LOOK UP" LIGHT

A self contained 12 volt flood light will be provided on the light tower. The light will turn on automatically when the tower is raised and turn off when the tower is lowered.

In D2/P2.

A total of one (1) light tower light masts will be provided.

ELECTRIC CORD REEL

Furnished with the AC electrical system will be a Hannay, series 1600, cord reel wired for a four (4) conductor cord. The reel will be provided with a 12-volt electric rewind switch, that is guarded to prevent accidental operation and labeled for its intended use. The push button switch will be protected with a fuse and installed at a height not to exceed 72 inches above the operators standing position.

A captive roller assembly shall be provided to aid in the payout and loading of the reel. A ball stop will be provided to prevent the cord from being wound on the reel.

A label will be provided in a readily visible location adjacent to the reel. The label will indicate current rating, current type, phase, voltage and total cable length.

A total of two (2) cord reels will be provided D1, high against forward wall, P3 high against forward wall.

CORD

Provided for electric distribution will be two (2) lengths, one for each reel, of 150 feet of yellow 10/3 electrical cord, weather resistant 105 degree C to -50 degree C, 600 volt jacketed SOOW cord. A Hubbell L5-15, 15 amp, 120 volt, twist lock connector body will be installed on the end of the cord.

PORTABLE JUNCTION BOX

There will be four (4) 120 vac 15 amp twist lock NEMA L5-15 receptacles provided in a portable junction box. The junction box will be of weatherproof construction and have flip up lids lined with soft neoprene rubber at each outlet opening. Each side of the junction box will be fitted with a .25 inch thick, polypropylene faceplate which is brightly backlit with a 25 watt lamp.

The junction box shall be connected to the cord on the reel with a twist lock connector body.

A total of two (2) will be provided.

JUNCTION BOX HOLDER

There will be an aluminum junction box holder installed adjacent to the cord reel. A total of two (2) will be installed.

TBD.

KUSSMAUL AUTO EJECT FOR SHORELINE

one (1) shoreline receptacle will be provided to operate the dedicated 120-volt circuits on the truck without the use of the generator.

The shoreline receptacle (s) will be provided with a NEMA 5-20, 120 volt, 20 amp, straight blade Kussmaul Super auto eject plug with a yellow weatherproof cover. The cover is spring loaded to close, preventing water from entering when the shoreline is not connected.

The unit is completely sealed to prevent road dirt contamination.

A solenoid wired to the vehicle's starter is energized when the engine is started. This instantaneously drives the plug from the receptacle.

An internal switch arrangement will be provided to disconnect the load prior to ejection to eliminate arcing of the connector contacts.

The shoreline will be connected to Battery charger.

A mating connector body will also be supplied with the loose equipment.

The shoreline receptacle will be located on the driver side front bulkhead of body.

SUB FEED CIRCUIT BREAKER BOX (shoreline)

A Cutler Hammer sub feed box will be supplied to protect the on board circuits when an auxiliary power source is used.

The box will be installed in the Next to generator panel.

The sub feed box will distribute power to specific circuits in the vehicle.

A directory for each breaker will be provided adjacent to the circuit breaker panel.

Identification of circuits will be done in a durable manner that provides years of service.

SWITCH, AUTO TRANSFER

To protect either the generator or external power source from back feed, an automatic relay system will be installed to switch the on line device between the generator and the external power source plug when it is connected for use.

The transfer switch will power To the shoreline and the receptacle in D1.

TOOL AIR COMPRESSOR

A compressor will be provided Roof, next to light mast that will be used for supplying air to tools.

The compressor will be an Atlas-Copco. The compressor will be powered by 240 volts AC and will deliver 10.8 CFM at 100 psi. The compressor will have a direct drive with a cooling fan and shroud at the end of the compressor block, to draw air efficiently over the cylinders.

This unit will have the following features:
- 3-HP Direct drive compressor
- Coupling guard
- 1800 RPM motor
- TEFC motor (Total Enclosed Fan Cooling)
- Oil sight glass
- Pressure switch
- Check valve/unloader
- Maximum operating pressure of 145 psig
- Compressor is 27.00" long x 20.00" wide x 19.90" high
- Weight 150 lbs.

AIR TANK, TOOL AIR

An air tank with 1454 cubic inch displacement will be provided for storage of air from the tool air compressor. This tank will be plumbed from the compressor. This tank will be supplied with an automatic dump solonoid.

A total number of one (1) will be provided and located D2/P2 hung from ceiling as far up as possble.

AIR REEL FOR TOOLS

A reel will be provided for air tool operation.

The reel system will be piped from the auxiliary on board air compressor. Plumbing to the reel will be accomplished with as few air restrictions as possible. Each reel will have a minimum of 150 feet of .38", inside dimension, Goodyear "Insta-Grip", heavy-duty, blue, #9273 hose installed on it.

The reel will be equipped with a 12-volt electric rewind motor operated by a push button rewind switch. The switch will be guarded to prevent accidental operation and installed at a height not to exceed 72 inches above the operators standing position.

A captive roller assembly to be provided to aid in the payout and loading of the reel. A ball stop will be provided on the end of the hose to prevent the hose end from being wound around the reel.

A label will be provided in a readily visible location adjacent to the reel. The label will indicate whether the supply is for breathing or utility air, the operating pressure, total hose length and hose size (inside dimension).

A total of one (1) reel will be located D2, tucked behind roll of rollup door, just to the right of the largest air bag in the rack.

LOOSE EQUIPMENT

The following equipment will be furnished with the completed unit:

- One (1) bag of chrome, stainless steel, or cadmium plated screws, nuts, bolts and washers, as used in the construction of the unit.

PAINT

The exterior custom body painting procedure will consist of a six- (6) step finishing process as follows:

1. Manual Surface Preparation - All exposed metal surfaces on the custom body will be thoroughly cleaned and prepared for painting. Surfaces that will not be painted include chrome plating, polished stainless steel, anodized aluminum and bright aluminum treadplate. Each imperfection on the exterior metal surface will be removed or filled and then sanded smooth for a smooth appearance. All seams will be sealed before painting.

2. Chemical Cleaning and Treatment - The aluminum surfaces will be properly cleaned using a 4-phase, high pressure and high temperature acid etching system. All steel surfaces will be properly treated using a 3-phase, high temperature, cleaning/phosphatizing system. Surfaces are chemically cleaned to remove all dirt, oil, grease and metal oxides to ensure the subsequent coatings bond well. The chemical treatment converts the metal surface to a passive condition to prevent corrosion. An ultra pure water final rinse of 25 parts per million solids or less, will be applied to final rinse all metal surfaces, (excluding undercarriage components), at the conclusion of the metal treatment process. This final rinse ensures all chemical residues are removed and that no minerals, (salts), from the water dry onto the metal surface and remain under the primers and topcoats. These salts can lead to blistering and under film corrosion. The pH of the final rinse drainage coming off the treated metal will be measured and within 1.0 pH of the pure water supply, (5.0 pH).

3. Primer/Surfacer Coats - A minimum of two (2) mil dry, (.002), of two component urethane primer/surfacer will be hand applied to the chemically treated metal surfaces to provide a strong corrosion protective base coat and to smooth out the surface. The primer is a high solids and low VOC paint.

4. Hand Sanding to Ultra Fine Finish The primer/surfacer coat is lightly sanded with mild abrasive paper to an ultra smooth finish. This hand finish process is critical to produce the smooth mirror like finish in the topcoat.

5. Sealer Primer Coat A two- (2) component sealer primer coat is applied over the sanded primer to again build toward the final smooth finish. This layer of primer sealer also gives additional corrosion protection.

6. Topcoat Paint Two (2) coats of an automotive grade, two component acrylic urethane paint are applied to provide the lasting beauty and durability. The acrylic urethane topcoat contains a clear coat resin chemistry that creates the high gloss and depth of image. This type of topcoat provides the best resistance against acid rain and other more common chemicals. The paint finish will have a surface gloss of no less than 90.00 percent reflection measured on a 60-degree geometry.

A cyclic corrosion test, (General Motors test GM -9511P), of 20 cycles will be required before making changes to the exterior coating process. Exterior coating systems, (excluding the undercarriage components), must achieve a 1/16 or less maximum creep from the scribe for aluminum and an 1/8 or less maximum creep from the scribe for galvanneal after 20 cycles in the General Motors GM-9511P test. Traditional salt spray tests have been proven in multiple studies to not accurately predict real world corrosion performance.

Each batch of color topcoat, together with the finish painted vehicle, is tested for precise color match. Visual color match will be checked following ASTM D-1729, (American Standard Testing Methods), procedures using CIE, (International Commission on Illumination), D75 Northern Daylight light source. Instrumental color match will follow ASMT D-2244 procedures with a maximum delta E of 1.0 for whites, 1.4 for yellows, blues, greens and 1.5 for reds.

All removable items such as brackets, compartment doors, door hinges, and trim will be removed and painted separately to insure paint behind all mounted items. Body assemblies that can not be finish painted after assembly will be finish painted before assembly.

The GMC 4500/5500 Chassis cab will be painted White #10 from the chassis manufacturer and the body will be painted to match the cab paint.

Prior to reassembly and reinstallation of lights, handrails, door hardware and any miscellaneous body items, an isolation tape or gasket material will be used to prevent damage to the finish painted surfaces. A nylon washer will be installed under each acorn nut or metal screw that is fastened directly to a painted body surface.

PAINT - ENVIRONMENTAL IMPACT

Meet or exceed all current State (his) regulations concerning paint operations. Pollution control will include measures to

protect the atmosphere, water and soil. Controls will include the following conditions:

- Topcoats and primers will be chrome and lead free.

- Metal treatment chemicals will be chrome free. The wastewater generated in the metal treatment process will be treated on-site to remove any other heavy metals.

- Particulate emission collection from sanding operations will have a 99.99% efficiency factor.

- Particulate emissions from painting operations will be collected by a dry filter or water wash process. If the dry filter means is used, it will have an efficiency rating of 98.00%. Water wash systems will be 99.97% efficient.

- Water from water wash booths will be reused. Solids will be removed mechanically on a continual basis to keep the water clean.

- Paint wastes are disposed of in an environmentally safe manner. They are used as fuel in kilns used in the cement manufacturing process - thereby extracting energy from a waste material.

- Empty metal paint containers will be cleaned, crushed and recycled to recover the metal.

- Solvents used in clean-up operations will be collected, sent off-site for distillation and returned for reuse. Residue from the distillation operation will be used as fuel in off-site cement kilns.

Additionally, the finished apparatus will not be manufactured with or contain products that have ozone depleting substances. Upon demand, present evidence that their manufacturing facility meets the above conditions and that it is in compliance with their State EPA rules and regulations.

WARRANTY - PAINT AND CORROSION

Limited Warranty
Except as provided below, and provided the vehicle has been placed in service within 60 days after delivery to the original purchaser as established by our original invoice, for a period of **ten (10) years** after delivery to the original purchaser. This limited warranty will apply only if the vehicle is properly maintained and used in service which is normal to the particular vehicle. Normal service means service which does not subject the vehicle to stresses or impacts greater than normally result from the careful use of the vehicle or chassis.
This limited warranty applies only to the exterior body paint. Paint on the vehicle's body interior is warranted only under the Basic One Year Limited Warranty.

In addition to the foregoing, and subject to all of the terms and conditions of this Limited Warranty, except cost allocations, bidder warrants its body exterior paint for a period of **ten (10) years** against corrosion perforation.

This warranty text is an illustration only. For actual details, refer to the warranty document.

COMPARTMENT INTERIOR FINISH

The interior of the compartments will be the natural aluminum finish. There will not be any paint or other type of finish applied to the compartments.

REFLECTIVE BAND

A 4.00" orange reflective band will be provided across the front of the vehicle and along the sides of the body. A 4.00" band will be provided at the rear of the apparatus.

The reflective vinyl band will be provided across the front bumper.

"Z" JOG IN REFLECTIVE STRIPE

There will be one (1) "Z"-shaped jog/s provided in the reflective stripe design.

CHEVRON/INVETED "V" STRIPING ON REAR BULKHEADS
There will be alternating chevron striping located on the rear bulkheads.

The striping will consist of the following colors:
The first color will be white
The second color will be orange

The size of the striping will be 4.00".

REAR BULKHEAD REFLECTIVE STRIPE
The reflective stripe will continue from the sides, wrap around the rear body corners, and continue on the rear compartment bulkheads.

REFLECTIVE STRIPE, CAB DOORS
A orange reflective stripe will be provided on the interior of each cab door.

This stripe will be a minimum of 96 in sq and will meet the NFPA 1901 requirement.

LETTERING
Eighty-one (81) to one hundred (100) reflective lettering, 3.00" high, outlining and shading will be provided.

REFLECTIVE LETTERING
32 letters, 7.00" high blue reflective will be installed on Top of body.

REFLECTIVE LETTERING ON ROLL-UP DOORS
There will be one (1) set/s of reflective lettering, "KEEP BACK 500 FEET", supplied and installed on the Bottom of R1 door roll-up door/s. The lettering will be black in color.

REFLECTIVE LETTERING, ROLL-UP DOORS
Two (2) letters, 16.00" high letter/s, made of blue reflective vinyl, with outline or shade, will be installed on the roll-up doors at numbers on rear rollup per graphics.

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED MODEL - 2009 Retail TC5E044 Crew Cab 4WD

Code	Description
TC5E044	2009 GMC TC5500 Crew Cab 4WD

SELECTED VEHICLE COLORS - 2009 Retail TC5E044 Crew Cab 4WD

Code	Description
69V	Interior: Very Dark Pewter
50U	Exterior 1: Summit White
50L	Exterior 2: Summit White

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY	Code	Description
PREFERRED EQUIPMENT GROUP		
	C5E044	CUSTOM/BASE MODEL
DIESEL ENGINE		
	LYE	DURAMAX DIESEL 6.6L, 330 HP (246 KW) @ 3000 RPM, 620 LB-FT TORQUE (840 N-M) @ 1600 RPM (Includes KPJ Engine shutdown) Oil Level Sensor: Warning sensor for low oil levels
SHIP THRU CODES		
	VCB	SHIP THRU CODE TO MONROE TRUCK EQUIPMENT, FLINT, MI
GVWR		
	GZH	21,500 LBS. (9750 KG) CAPACITY GCWR limited to 26,000 lb. (11,794 kg). REQUIRES SALES ENGINEERING APPROVAL (1-800 MEDIUMD Prompt # 4). Requires Allison 2350 Series transmission MHD or MHE. N/A with MBV or MBW Allison 1000 Series automatic transmissions. NOTE: Trucks that are used primarily to tow a trailer may be liable to-Federal Excise Tax (FET). A New Law (Highway Transportation Bill HR3) was passed on August 10, 2005-Check with IRS for guidelines

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY	Code	Description
EMISSION		
	YF5	CALIFORNIA/50 STATE EMISSIONS Use for ordering vehicles with 2008/2009 diesel engines that will be registered in California, Connecticut, Delaware, Georgia, Maine, New Jersey, New York, North Carolina, Pennsylvania, and Texas or where final State of registration is unknown. All engines meet 50 State emissions. Diesel engine vehicles (unless exempt) are equipped with an Idle Shutdown Timer
EXHAUST BRAKE		
	K40	ENGINE EXHAUST BRAKE -variable geometry turbo type, (Requires diesel engine)
RADIATOR HOSE		
	KRW	SILICONE RADIATOR HOSES -Includes upper and lower radiator hoses
ROAD SPEED GOVERNOR		
	KYW	75 MPH (120 KPH) SPEED GOVERNOR Controlled by the speed rating of the tires ordered (STD)
ALTERNATOR		
	KH5	DUAL 150-AMP MAXIMUM (Requires diesel engine. N/A with ANQ Snow Plow Prep or VNF Isolator battery)
BATTERY		
	TNR	TRIPLE, 700 CCA, ACDELCO 12V -540-minute reserve capacity @ 27 degrees C, 700 CCA @ -18 degrees C, (Requires diesel engine; N/A with ANQ Snow Plow Prep)
ENGINE SHUTDOWN		
	KPJ	AUTOMATIC ENGINE SHUTDOWN WITH ALARM -Includes reset feature. Activated by low or high engine oil pressure, and high coolant temperature. (Included with diesel engines and optional with gasoline engine)
EXHAUST SYSTEM		
	NB5	SINGLE HORIZONTAL-PASSENGER SIDE MOUNTED INSIDE FRAME RAIL, with gasoline engine stainless-steel exhaust with catalytic convertor, with diesel engines 409 stainless-steel exhaust, oxidation catalyst, diesel particulate filter and exhaust gas cooler (STD)

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY	Code	Description
POWER TAKE OFF		
	PTO	ELECTRONIC ACTIVATION SWITCH, (ELECTRIC HAND THROTTLE), IP MOUNTED -When activated, it adjusts engine rpms. There are two engine rpm selections available which are preset at the factory. Engine RPM settings can be modified at the dealer or body company. PTO price includes cruise control; includes power-take-off gear in transmission. PTO access is available on driver side only, (Includes K34 cruise control; N/A with UF3 high idle switch)
TRANSMISSION		
	MHD	AUTOMATIC, ALLISON 2350 EVS SERIES 6-SPEED FOR EMERGENCY VEHICLE APPLICATION ONLY -With parking pawl and column shift, includes 4th Generation Electronic Controls and 0.61 overdrive. Torque Rating: 660 lb-ft (895 N-m) with shift energy management. Available for a Gross Vehicle Weight up to 26,000 lbs. (11,794 kg) and a Gross Combined Weight up to 26,000 lbs. (11,794 kg). To include PTO gear, please order with RPO "PTO". Includes transmission-oil cooler located inside radiator (Requires LYE diesel engine. Required with GZH 21,500 lbs. GVWR.)
TRANSMISSION FLUID		
	MBT	TRANSYND SYNTHETIC AUTOMATIC TRANSMISSION FLUID (STD)
TRANSFER CASE		
	NP1	NEW VENTURE GEAR-MODEL NV273 TWO-SPEED Electrically Actuated, IP mounted switch, includes shield (STD)
FRONT AXLE		
	G38	8000 LBS. (3629 KG) CAPACITY -Solid drive axle. Up to 45 degree turn angle, includes 4-piston brake apply calipers and manual locking hubs (STD)
FRONT SUSPENSION		
	FSN	TAPERED LEAF, 8000 LBS. (3629 KG) CAPACITY (STD)
FRONT STABILIZER BAR		
	F59	STABILIZER BAR -Solid bar style, 1.5" (38 mm) (STD)

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SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY	Code	Description
FRONT WHEEL		
	RPM	19.5" X 6.75" (49.5 CM X 17.1 CM), POLISHED ALUMINUM -8-hole, hub-piloted, with 275 mm bolt circle, flange nut. 11,000 lbs. (4990 kg) capacity (Requires RPW rear wheels)
FRONT TIRE		
	XTY	245/70R19.5G -9090 lbs. (4123 kg) capacity, (Requires KYR 65 mph or KYW 75 mph road speed governor. With R4A Goodyear tire, requires R3H highway traction tread) (STD)
FRONT TIRE BRAND		
	R4A	GOODYEAR (Requires S4A Goodyear) (STD)
FRONT TIRE TREAD		
	R3H	HIGHWAY TRACTION (STD)
SINGLE SPEED REAR AXLE		
	HD2	DANA S14-110 13,500 LBS. (6123 KG) CAPACITY -full floating, includes 2-piston brake applied calipers (STD)
AXLE RATIO		
	058	5.13:1 (Requires HD2 single speed rear axle) (STD)
TRACTION CONTROL		
	G80	REAR LIMITED SLIP DIFFERENTIAL (STD)
REAR SUSPENSION		
	GQ2	MULTI-LEAF, 15,000 LBS. (6804 KG) CAPACITY (STD)
BOLTED OR RIVETED SUSPENSION		
	EV9	REAR SUSPENSION BRACKETS ARE BOLTED TO FRAME IN LIEU OF RIVETS (N/A with EV8 riveted rear suspension brackets)
REAR SHOCK ABSORBER		
	G68	REAR SHOCK ABSORBER included with tapered leaf and optional with multi-leaf suspensions (Requires GQ2 rear multi-leaf suspension)
REAR STABILIZER BAR		

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY

Code	Description
REAR STABILIZER BAR	
GS4	REAR STABILIZER BAR Provides increased load stabilization-improves handling and reduces vehicle roll. Does not adversely affect ride. (Required with taper leaf springs and available with multi leaf springs) (STD)
REAR WHEEL	
RPW	19.5" X 6.75" (49.5 CM X 17.1 CM), POLISHED ALUMINUM -8-hole, hub-piloted, with 275 mm bolt circle, flange nut. 21,000 lbs. (9525 kg) capacity, outside dual is aluminum, inside is steel, (Requires RPM front wheels)
REAR TIRE	
YTY	245/70R19.5G -17,500 lbs. (7938 kg) capacity (Requires KYR 65 mph or KYW 75 mph road speed governor. With S4A Goodyear tire, requires S3H highway traction tread) (STD)
REAR TIRE BRAND	
S4A	GOODYEAR (Requires R4A Goodyear) (STD)
REAR TIRE TREAD	
S3H	HIGHWAY TRACTION (STD)
WHEELBASE	
EK4	194" (492.8 CM) -with 84" (213.4 cm) CA and 147" (373.4 cm) CE. Includes a 8 mm 80,000 psi (551,600 kPa) yield strength, steel frame, RBM: 824,800 Section Modulus 10.31 (STD)
FUEL TANK	
N23	SINGLE, 40-GALLON (151L) FUEL CAPACITY -diesel, located behind rear axle with fuel fill neck through the frame rail, includes 2 auxiliary fuel ports and driver side and passenger side fill neck capability, and green un-tethered fuel cap. MINIMUM OVERHANG = 60" (5 FEET)
PARKING BRAKE	
J69	REAR IN-WHEEL PARK BRAKE -Hand lever operated (STD)
BUMPER	
V46	FRONT, CHROMED STEEL THICKNESS 5/32" (3.9 MM)

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY	Code	Description
TOWING DEVICES		
	V76	FRONT TOW HOOKS, FRAME-MOUNTED
CAB/HOOD EQUIPMENT		
	UGD	LED ROOF MARKER LAMPS replaces incandescent roof marker bulbs
	GF0	DELUXE FRONT APPEARANCE PACKAGE -Includes uplevel stationary grille, V46 chrome front bumper, quad painted headlamps with chrome trim
	EJ5	HYSTEC STYLE CAB TO FRAME MOUNTS
HORN		
	U08	DUAL-NOTE, ELECTRIC -mounted inside engine compartment
POWER CONVENIENCE OPTIONS		
	ZQ2	POWER CONVENIENCE PACKAGE Includes power door locks, power windows, and a tweeter speaker in each front door
DRIVER CONVENIENCE PACKAGES		
	ZQ3	DRIVER CONVENIENCE PACKAGE Includes N33 tilt-wheel and K34 cruise control
DRIVER INFORMATION		
	UPM	AIR CLEANER RESTRICTION GAUGE-MOUNTED ON INSTRUMENT PANEL (N/A with UPL underhood air cleaner restriction gauge)
	UXT	TRANSMISSION TEMPERATURE GAUGE
MISCELLANEOUS CAB EQUIPMENT		
	C95	INTERIOR ROOF LAMP -with courtesy and dual reading lamps
	N33	TILT-WHEEL ADJUSTABLE STEERING (Included with ZQ3 driver convenience package)
	K34	CRUISE CONTROL (Included with ZQ3 driver convenience package and PTO power-take-off)
	D7E	BEHIND THE REAR SEAT STORAGE CONTAINER
	E89	INTERIOR BACK TRIM PANEL -Includes upper and lower rear panel with insulation covering from the headliner to the floor
AIR CONDITIONING		

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY	Code	Description
AIR CONDITIONING		
	C60	AIR CONDITIONING
AIRBAGS		
	AL3	SUPPLEMENTAL INFLATABLE RESTRAINTS NOT INCLUDED (STD)
RADIO		
	UM7	DELCO AM-FM STEREO RADIO -with coaxial speakers in all door panels
EXTERIOR MIRRORS		
	DB6	ELECTRIC REMOTE CONTROL, LIGHTED, HEATED, 102" (259 CM) WIDE LOAD, INTEGRAL ARM, INTEGRAL CONVEX MIRROR -black molded composite 12" x 7" (30.5 cm x 17.8 cm) with 6" x 7" (15.2 cm x 17.8 cm) convex section. Heated mirrors only heat the upper flat glass portion. The lower convex portion is not heated.
PAINT		
	ZY1	SOLID NON-METALLIC PAINT
DRIVER SEAT		
	AS4	DRIVER SEAT, HIGH-BACK BUCKET, FIXED HEIGHT, MANUAL ADJUSTER -storage in the seat riser with a small lip at the front to stop contents from sliding out (STD)
PASSENGER SEAT		
	AE1	PASSENGER SEAT, HIGH-BACK BUCKET, FIXED HEIGHT, MANUAL BACK ANGLE ADJUSTER -storage in the seat riser with a small lip at the front to stop contents from sliding out (STD)
INTERIOR TRIM		
	69I	VERY DARK PEWTER (Requires 69V Very Dark Pewter vinyl or 69C Very Dark Pewter cloth)
SEAT TRIM		
	__V	VINYL SEAT TRIM
DEALER INSTALLED OPTIONS		
	.MR1	BATTERY DISCONNECT SWITCH
	.MR2	SCBA OFFICERS SEAT AND (2) REAR SCBA CREW SEATS FOR A TOTAL OF (3) SCBA SEATS, 1 FRT, 2 REAR

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2009 Retail GMC TC5500

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2009 Retail TC5E044 Crew Cab 4WD

CATEGORY

Code	Description
DEALER INSTALLED OPTIONS	
.3F9	RED SEAT BELTS FROM GM

An underlined code indicates that the options have been applied by the dealer. All sales prices established solely by dealer.

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2009 Retail GMC TC5500

WARRANTY INFORMATION

WARRANTY INFORMATION - 2009 Retail TC5E044 Crew Cab 4WD

WARRANTY
Basic:
2 Years/Unlimited Miles

Drivetrain:
Vortec 8.1L Engine - 2 Years/Unlimited Miles
Duramax 6.6L Engine - 5 Years/100,000 Miles
$100 deductible after 36,000 Miles per event
Isuzu 6H Engine (Manufacturer Warranty Applies) - 3 Years/Unlimited Miles
Caterpillar C7 Diesel Engine (Manufacturer Warranty Applies)
3 Years/150,000 Miles or 3,600 Hours -Towing, for engine related failures, will be covered for the first 12 months. Parts and Labor the first 24 months; parts only for 36 months.
Manual Transmission - 2 Years/Unlimited Miles
Allison Transmission (Manufacturer Warranty and Partner ESC Applies)
1000HS, 2200HS, 2350HS, 2300HS, 2500HS, 2550HS, 4 Years/Unlimired Miles
1000RDS, 2200RDS, 2300RDS, 2350RDS, 2500RDS, 2550 RDS, 3000RDS, 3500RDS 3 Years/Unlimited Miles
1000MH, 2200MH, 2350MH - 5 Years/200,000 Miles
1000EVS, 2200EVS, 2350EVS, 2550EVS, 3000EVS, 3500EVS - 5 Years/Unlimited Miles
3000, 3500RDS - 3 Years/Unlimited Miles
1000PTS 3 Years/Unlimited Miles; 2200PTS 4 Years/Unlimited Miles
Rear axles - 2 Years/Unlimited Miles

Cab Corrosion-Perforation:
5 Years/Unlimited Miles

Frame Rails and Cross Members:
5 Years/Unlimited Miles

Emissions:
Gas Engine 5 Years/50,000 Miles
Diesel Engine 5 Years/100,000 Miles

Customer File:

Sheriff's Department Pay Study Update

PITTSYLVANIA COUNTY, VIRGINIA

COUNTY ADMINISTRATION
P.O. Box 426 • 1 Center Street
Chatham, Virginia 24531
Phone (434) 432-7710

Date: March 15, 2019

To: Mike Taylor, Sheriff
Bryan Haskins, Commonwealth's Attorney

From: David M. Smitherman, County Administrator

Cc: Constitutional Officers

Re: Pay and Classification Study

The Sheriff and Commonwealth's Attorney have requested that the Board of Supervisors commission a study to determine if their employees are being compensated below the current market-based prevailing wage. The County conducted a similar study in 2017; the Treasurer and Commissioner of Revenue participated in the 2017 County employee study.

The 2017 study results were implemented over three fiscal years. Phase I implementation ensured that all employees at least met the appropriate classification's minimum prevailing wage. Phase's II and III evenly split remediation of salary compression over the two succeeding fiscal years. It is our intent to implement the new pay study as done previously.

All of the Constitutional Officer staff members are Pittsylvania County employees, just like everyone that works for County Administration. We all receive our paychecks from the Board of Supervisors' bank account and from the same General Fund budget. Unfortunately, the State's Comp-Board system creates two separate Pay Plans that effectively create two classes of employee - Comp-Board and County. By requesting the pay and classification study, it is understood that the Sheriff and Commonwealth Attorney are contemplating abandoning the Comp-Board pay plan system to become part of the County Pay and Classification Plan. Therefore, if these two offices accept the presented County Pay Plan, they will also consent to follow the County's Personnel Policy, except the provisions related to employment conditions.

Additionally, joining the County Personnel Plan will allow Constitutional Officer employees to take advantage of the County's new Early Retirement Incentive Program (ERIP) currently under development and funding consideration.

The Treasurer and Commissioner of Revenue decided that the benefit of additional employee pay warranted a conversion of their employees from the Comp-Board plan to the County Pay Plan. These Constitutional Officers retain the privilege of hiring and termination outside of the plan and at their sole discretion. This compromise allows Constitutional Officers to enjoy the best of both worlds: autonomy in employment decisions and additional employee compensation. Only the Clerk of Court's Office will remain on the Comp-Board compensation plan at conclusion of the present study.

To be clear, the choice is to remain a Comp-Board Pay Plan funded department or become a County Pay Plan department. Accepting the County's Pay Plan does require acceptance of and compliance with the County Personnel Policy, except the provisions related to Employment Conditions.

We are happy that the employees of the Sheriff and Commonwealth's Attorney Departments may soon enjoy the benefits that other employees now enjoy.

PITTSYLVANIA COUNTY, VIRGINIA

COUNTY ADMINISTRATION
P.O. Box 426 • 1 Center Street
Chatham, Virginia 24531
Phone (434) 432-7710

COOPERATIVE AGREEMENT BETWEEN PITTSYLVANIA COUNTY AND THE SHERIFF'S OFFICE, PITTSYLVANIA COUNTY, VIRGINIA

This Cooperative Agreement, effective _____, is between the Sheriff's Office, Board of Supervisors, and Pittsylvania County.

ARTICLE I - SCOPE OF AGREEMENT

This agreement extends to coverage of the County's personnel policies and procedures, as described below, to all employees and deputies of the Sheriff's Office. This agreement recognizes that employees, and deputies of the Sheriff's Office, and other County employees all serve the residents of Pittsylvania County. Therefore, this agreement seeks to establish a uniform personnel system, so that the aforementioned employees, and deputies will have the same rights, and benefits and will be subject to the same policies, procedures and regulations as other County employees, except as provided herein, or specifically set forth in the Code of Virginia. It is understood; however, that advertising for position vacancies shall be consistent with §15.2-1604 of Code of Virginia, 1950 edition, as amended.

Upon approval of the Pittsylvania County Board of Supervisors, the inclusion of such employees in the County Pay, and Classification plan shall not change the status of such employees as appointees of a constitutional officer who serve at the will and pleasure of the aforementioned office concurrent with the Sheriff's Office's term of office, nor shall it deprive the Sheriff's Office of control over the actions of their appointees, but shall serve as the basis for supplementation of salaries as permitted by law.

The policies established in Pittsylvania County's Personnel Policies Manual shall apply to appointees of the County's Constitutional Officers to the extent agreed upon by the respective Constitutional Officers, and Board of Supervisors, and as documented in the Cooperative Agreement(s) that may be agreed to by all parties, and adopted by the Board of Supervisors. The Sheriff's Office exercised its right to waive the Section 16 of the Pittsylvania County Personnel Policies Manual, Grievance Procedures. The Sheriff's Office will agree to maintain its own sick bank, policies and procedures. The Sheriff's office hereby agrees to notify, provide, maintain and track the use of The Family and Medical Act (FMLA) by its

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employees and deputies; in conjunction with immediate notification to the payroll and human resources department of such FMLA leave.

By indicating below, you agree to abide by the County's Personnel Policies Manual; or request to opt-out of the Personnel Policies Manual with exceptions as stated:

_____ The Sheriff's Office will abide by the Pittsylvania County Personnel Policies Manual with stipulations as outlined in the Cooperative Agreement.

_____ The Sheriff's Office will opt-out of Pittsylvania County's Personnel Policies Manual without exception to the compliance requirements as stated below as agreed to by the Sheriff's Office, Pittsylvania County Board of Supervisors and County Administrator;

- Workers' Compensation Policy
- The Family and Medical Leave Act as stated in agreement
- County administered benefits as governed by Pittsylvania County's Section 125 Plan
- County administered leave benefits unless one is currently established by the Sheriff's Office (a copy to be furnished upon request).

*Note: By opting-out of Pittsylvania County's Personnel Policies Manual; employees and deputies of the Sheriff's Office, and as an elected Constitutional Officer does hereby agree to abide by all applicable State and Federal laws regarding the Fair Labor Standards Act (FLSA), Family and Medical Leave Act (FMLA), Equal Employment Opportunity Commission (EEOC), Wage and Hour Division, and other such applicable statutes as applied to appointees of elected officials. Further, the Sheriff's Office agrees to consult with the County Administrator, or his designee should a charge arise against Pittsylvania County.

Nothing in the agreement shall be interpreted to infringe upon the authority of the Sheriff's Office to retain control over the operations of their office, including, without limitation, the authority to: Direct the work of his employees and deputies; hire, promote, transfer or appoint employees and deputies; and discipline, suspend, demote, dismiss or terminate the appointment of any employee or deputy. Such authority shall be exercised by the Sheriff's Office. Additionally, the Sheriff's Office's authority pursuant

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to Virginia Code Section 15.2-1603 to terminate the appointment of a deputy is not intended to be infringed by this Agreement.

ARTICLE II – TIME OF PERFORMANCE

This Agreement shall commence as of _____ and is effective until either the _____ term in office expires on _____ or the named Constitutional Officer leaves office, whichever event occurs first.

ARTICLE III – GOVERNANCE OF LAW

This Agreement shall be governed in all respects, whether as to validity, construction, capacity or performance, by the laws of the Commonwealth of Virginia.

ARTICLE IV – TERMINATION

(1) This Agreement may be terminated by either party by providing sixty (60) days written notice to the other.

(2) This Agreement shall be suspended in the event either the Sheriff's Office or any other funding agency fails to appropriate or allocate funds for the purpose of the continuation of this Agreement.

(3) In the event of a breach of either party to this Agreement, the non-breaching party may be given written notice to the party allegedly in breach, specifying the manner in which the Agreement has been breached. If such notice of breach is given, the party sending the notice may suspend performance of any or all of its corresponding obligations under this Agreement, and if the party receiving the notice has not substantially corrected the breach within thirty (30) days of the receipt of the written notice, the party sending the notice shall have the right to terminate this Agreement.

Additional leave benefits provided by Constitutional Officers require written policies and procedures to be furnished to the County Administrator. Additional benefits must be budgeted in accordance with Pittsylvania County's fiscal policies. The Sheriff's Office is responsible for maintaining and ensuring compliance of the administration of benefits outside of the Pittsylvania County Personnel Policies Manual.

PITTSYLVANIA COUNTY, VIRGINIA

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ARTICLE V – PERSONNEL ACTIONS, RECORDS AND REPORTS

The Pittsylvania County Human Resources Department shall maintain the official written records of all employment actions for employees of the Sheriff's Office. Records and forms shall be submitted in accordance with procedures outlined by Section 24 of the Pittsylvania County Personnel Policies Manual.

_____ _____

Constitutional Officer, Sheriff's Office Date

_____ _____

Pittsylvania County Board of Supervisors, Chairman Date

_____ _____

County Administrator Date

_____ _____

Pittsylvania County Attorney Date