



FRONT RANGE FIRE APPARATUS

**7600 Miller Court
Frederick, CO 80504
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1-800-334-9911
www.FrontRangeFire.com**

**DUANE DOUCETTE
303-304-6118
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PERFORM. LIKE NO OTHER.™

FOR FURNISHING FIRE APPARATUS

May 25, 2018

City and County of Denver

The undersigned is prepared to manufacture for you, upon an order being placed by you, for final acceptance by Front Range Fire Apparatus., at its home office in Frederick, Colorado, the apparatus and equipment herein named and for the following prices:

(1) Pierce Velocity Pumper per attached component list \$562,660.00
Delivery will be at the same time as units ordered in March

Option 1: Make Chassis Pre-Payment of \$348,188.00
Due in Net 30 Days of Signed Contract Deduct \$5,500.00

Option 2: Make 100% Prepayment of \$552,660.00
Due in Net 30 Days of Signed Contract Deduct \$10,000.00

Must Be Ordered On or Before July 01, 2018

Total \$ _____

Said apparatus and equipment are to be built and shipped in accordance with the specifications hereto attached, delays due to strikes, war, or intentional conflict, failures to obtain chassis, materials, or other causes beyond our control not preventing, within about 6 to 7 months after receipt of this order and the acceptance thereof at our office at Frederick, Colorado, and to be delivered to you Denver, CO

The specifications herein contained shall form a part of the final contract, and are subject to changes desired by the purchaser, provided such alterations are interlined prior to the acceptance by the company of the order to purchase, and provided such alterations do not materially affect the cost of the construction of the apparatus.

The specification for fire apparatus conforms with all Federal Department of Transportation (DOT) rules and regulations in effect at the time of bid, and with all National Fire Protection Association (NFPA) Guidelines for Automotive Fire Apparatus as published at the time of bid, except as modified by customer specifications. Any increased costs incurred by first party because of future changes in or additions to said DOT or NFPA standards will be passed along to the customers as an addition to the price set forth above.

Unless accepted within 30 days from date, the right is reserved to withdraw this proposition.

FRONT RANGE FIRE APPRATUS.

By: _____
Duane Doucette
SALES REPRESENTATIVE





Option List

05/25/2018

Customer: Denver Fire Department
Representative: Doucette, Duane
Organization: Front Range Fire Apparatus, Ltd
Requirements Manager:
Description: Pumper, Med, Alum, Velocity
Body: Pumper, Short, Aluminum, 2nd Gen
Chassis: Velocity Chassis (Med Block), 2010

Bid Number: 842
Job Number:
Number of Units: 1
Bid Date: 05-25-2018
Stock Number:
Price Level: 36 (Current: 36)

Line	Option	Type	Option Description	Qty
1	0671399		Boiler Plates, Pumper Fire Department/Customer - Denver Fire Department Operating/In conjunction W-Service Center - Operating Miles - 25 Miles Number of Fire Dept/Municipalities - 25 Bidder/Sales Organization - Front Range Fire Apparatus Delivery - Delivery representative Dealership/Sales Organization, Service - Front Range Fire Apparatus	1
2	0661794		Single Source Compliance	1
3	0584456		Manufacture Location: Appleton, Wisconsin	1
4	0584452		RFP Location: Appleton, Wisconsin	1
5	0588609		Vehicle Destination, US	1
6	0670275		Unit to be Similar in some Aspects, Excluding Pump Panel Fill in Blank - previous truck 28980	1
7	0610784		Comply NFPA 1901 Changes Effective Jan 1, 2016, With Exceptions	1
8	0533347		Pumper/Pumper with Aerial Device Fire Apparatus	1
9	0588611		Vehicle Certification, Pumper	1
10	0661778		Agency, Apparatus Certification, Pumper/Tanker, U.L.	1
11	0000000	STF	Inspection trip #1 - when - number of people Location - at the customer location for a preconstruction conference Qty, - 02	2
11	0000000	STF	Inspection trip #2 - when - number of people Location - at the factory for a post paint inspection Qty, - 02	2
11	0000000	STF	Inspection trip #3 - when - number of people Location - at the factory for a delivery inspection Qty, - 02	2
12	0799172		FLEET CUSTOMER	1
13	0620362		Consortium, HGAC	1
14	0537375		Unit of Measure, US Gallons	1
15	0030006		Bid Bond Not Requested	1
16	0582800		Performance Bond, 100 Percent w/25 Percent Warranty Bond, 1 Yr, and Payment Bond	1
17	0000007		Approval Drawing	1
18	0087832		Drawing, Preliminary Layout, Pump Panel, Control Zone, Reference Only	1
19	0611571	SP	Drawing, As Built, At Delivery a Revised Print w/ Changes, FLEET	1
20	0002928		Electrical Diagrams	1
21	0597598		Velocity Chassis (Med Block), 2010	1
22	0021009		Overall Length, Target Size - approximately 31' .25"	1
23	0000110		Wheelbase Wheelbase - 175.50"	1
24	0000070		GVW Rating GVW rating - 42,000 pounds	1
25	0000203		Frame Rails, 13.38 x 3.50 x .375, Qtm/AXT/Imp/Vel/DCF	1
26	0020018		Frame Liner Not Req'd	1
27	0508847		Axle, Front, Oshkosh TAK-4, Non Drive, 18,000 lb, Imp/Vel	1
28	0091744		Suspension, Front TAK-4, 18,000 lb, Qtm/AXT/Imp/Vel/DCF	1
29	0087572		Shock Absorbers, KONI, TAK-4, Qtm/AXT/Imp/Vel/DCF/Enf	1
30	0000322		Oil Seals, Front Axle	1
31	0582936		Tires, Front, Goodyear, G289 WHA, 315/80R22.50, 20 ply	1

Line	Option	Type	Option Description	Qty
32	0019575		Wheels, Front, Alcoa, 22.50" x 9.00", Aluminum, Hub Pilot	1
33	0000310		Request for Turning Radius Report	1
34	0530463		Axle, Rear, Meritor RS23-186, 24,000 lb Imp/Vel/Dash CF	1
35	0544253		Top Speed of Vehicle, 68 MPH	1
36	0040557		Suspen, Rear, Reyco, Spring, 27,000 lb, w/24,000 lb Axle	1
37	0000485		Oil Seals, Rear Axle	1
38	0587216		Tires, Rear, Goodyear, G622 RSD, 12R22.50, 16 ply, Single	1
39	0019625		Wheels, Rear, Alcoa, 22.50" x 8.25", Aluminum, Hub Pilot, Single	1
40	0568081		Tire Balancing, Counteract Beads	1
41	0627984		Tire Pressure Monitoring, RealWheels, AirSecure, Valve Cap, Front Tires Only	1
			Qty, Tire Pressure Ind - 2	
42	0003245		Axle Hub Covers w/center hole, S/S, Front Axle	1
43	0002002		Chains, Rud automatic tire, 18 strand	1
44	0097571		Mud Flaps, Mounted even with Fenderetts	1
			Location - front	
			Qty, - 1	
45	0002045		Mud Flaps, w/logo front & rear	1
46	0640104	SP	Label, Informational, Crossfire System, 85 PSI	1
47	0011930		Tire, "Crossfire" Air Pressure Equalization	1
48	0031931		Valve, Extension Stabilizer System, Rear Duals	1
49	0544802		Chocks, Wheel, SAC-44-E, Folding	1
			Qty, Pair - 01	
50	0544806		Mounting Brackets, Chocks, SAC-44-E, Folding, Horizontal	1
			Qty, Pair - 01	
			Location, Wheel Chocks - Left Side Rear Tire, Forward	
51	0593760		ESC/ABS/ATC Wabco Brake System, Single Rear Axle, 2010	1
52	0030185		Brakes, Knorr/Bendix 17", Disc, Front, TAK-4	1
53	0000730		Brakes, Meritor, Cam, Rear, 16.50 x 7.00"	1
54	0020784		Air Compressor, Brake, Cummins/Wabco 18.7 CFM	1
55	0000785		Brake Reservoirs, Three	1
56	0587033		Air Dryer, Brake, AD-9 w/heat, 2010	1
57	0000790		Brake Lines, Nylon	1
58	0000854		Air Inlet, w/Disconnect Coupling	1
			Location, Air Coupling(s) - a) DS Step Well, Rearward	
			Qty, Air Coupling (s) - 1	
59	0000860		Outlet, Air, with shut off valve	1
			Location, Air Coupling(s) - o) DS Frt Body Compt	
			Qty, Air Coupling (s) - 1	
60	0004200		Hose, Air 25' length, w/air chuck	2
			Qty, - 02	
61	0648999		Air Tank, Additional for Extra Air Horn Capacity, Above R1	1
62	0522855		Aux Braking Systems, Simultaneous Operation	1
63	0602848	SP	Air Line, S/S Braid, Air Governor	1
64	0615609		Fittings, Compression Type, Entire Apparatus, Single Rear Axle	1
65	0795327		Engine, Cummins L9, 370 hp, 1250 lb-ft, W/OBD, EPA 2017, Imp/Vel	1
66	0001244		High Idle w/Electronic Engine, Custom	1
67	0678027		Engine Brake, Jacobs Compression Brake, Cummins Engine, with Allison Retarder	1
			Switch, Engine Brake - a) Series 60	
68	0607623	SP	Clutch, Fan, Air Actuated, Horton Drive Master, Compression Fitting	1
69	0123135		Air Intake, w/Ember separator, Imp/Vel	1
70	0794761		Exhaust System, 4", 2017 L9 Engine, Horizontal, Right Side	1
71	0775589	SP	Exhaust, Modified 20 Degree - Approval Req'd	1
72	0787999		Radiator, Impel/Velocity	1
73	0612334	SP	Cooling Hoses, Gates Silicone, To include .25" Surge Tank	1
74	0659434	SP	Modification, Rubber Hose at Radiator, Denver	1
75	0673756		Winter Cover With Ventilation, Front Cab Grille, One Piece, Vel	1
			Color, Vinyl Cover - d) White	
76	0001125		Fuel Tank, 65 Gallon, Left Side Fill	1
77	0001129		Lines, Fuel	1
78	0595087		DEF Tank, 4.5 Gallon, DS Fill, Forward of Rear Axle	1
			Door, Material & Finish, DEF Tank - Polished Stainless	

Line	Option	Type	Option Description	Qty
79	0552793		Not Required, Fuel Priming Pump	1
80	0582243		Shutoff Valves, Fuel Line @ Primary Filter, Cummins	1
81	0699437		Cooler, Chassis Fuel, Not Req'd.	1
82	0642576		Trans, Allison 5th Gen, 3000 EVS PR, Imp/Vel/Dash CF Trans. retarder capacity - a. low/1000, 3000 EVS Trans, retarder control - l) Auto 1/3, 2/3, 3/3	1
83	0640825	SP	Transmission, Shifter, 6-Spd, Push Button w/4+2 mode, ISL9, Short Body, Denver Trans, ratio - 3000 EVS, 6Spd	1
84	0797408		Transmission Oil Cooler, Modine, External, w/Modine External Sump	1
85	0539711		Label, TRANSynD Transmission Fluid Only	1
86	0522824		Mode, Downshift, Aggressive downshift to 3rd, w/engine brake, 6 speed	1
87	0683847		Fluid, 3000 Series Transmission, TES-295 TranSynD synthetic, IPOS, Custom	1
88	0001370		Driveline, Spicer 1710	1
89	0669988		Steering, Sheppard M110 w/Tilt, TAK-4, Eaton Pump, w/Cooler	1
90	0001544		Not Required, Steering Assist Cylinder on Front Axle	1
91	0509230		Steering Wheel, 4 Spoke without Controls	1
92	0690274		Logo/Emblem, on Dash Text, Row (1) One - Denver Text, Row (2) Two - Fire Text, Row (3) Three - Department	1
93	0034671		Lube System, Vogel, 22 Point, w/TAK-4 Suspension Location - in the right rear pump house area	1
94	0123625		Bumper, 19" Extended, Imp/Vel	1
95	0616492		Tray, Hose, Center, 19" Bumper, Outside Air Horns, Imp/Vel Grating, Bumper extension - Grating, Rubber Capacity, Bumper Tray - 09) 150' of 1.50"	1
96	0626469		Cover, Aluminum Treadplate, Two (2) Flush Lift and Turn, Hose Tray, Notched Stay arm, Tray Cover - b) Pneumatic Stay Arm	1
97	0510226		Lift & Tow Package, Imp/Vel, AXT, Dash CF	1
98	0002270		Tow Hooks, Chrome	1
99	0668315		Cab, Velocity FR, 7010 Raised Roof	1
100	0668309		Engine Tunnel, ISL and DD13, Impel/Velocity FR	1
101	0677478		Rear Wall, Exterior, Cab, Aluminum Treadplate	1
102	0122466		Cab Lift, Elec/Hyd, w/Manual Override, Imp/Vel	1
103	0123176		Grille, Bright Finished, Front of Cab, Impel/Velocity	1
104	0002224		Scuffplates, S/S At Cab Door Jambs, 4-Door Cab Material Trim/Scuffplate - c) S/S, Polished	1
105	0527032		Trim, S/S Band, Across Cab Face, Rect Lights, Velocity Material Trim/Scuffplate - b) S/S, Brushed Turnsignal Covers - No Covers	1
106	0087357		Molding, Chrome on Side of Cab	1
107	0559130		Mirrors, Forward Mtd, Htd/Rmt, Pierce One-Eleven Finish, Arm Cover - Chrome Finish, Mirror Head - Chrome	1
108	0667937		Door, Full Height, Velocity FR 4-Door Cab, Raised Roof Key Model, Cab Doors - 1041	1
109	0655511		Door Panel, Brushed Stainless Steel, Impel/Velocity 4-Door Cab	1
110	0667905		Storage Pockets w/ Elastic Cover, Recessed, Impel/Velocity FR	1
111	0667902		Controls, Electric Windows, All Cab Doors, Impel/Velocity FR	1
112	0555485		Steps, 4-Door Full Tilt Cab, Std, Imp/Vel	1
113	0509649		Lights, Cab and Crew Cab Access Steps, P25, LED w/Bezel, 1Lt Per Step	1
114	0002140		Fenders, S/S on Cab	1
115	0122479		Window, Side of C/C, Fixed, Velocity	1
116	0552935		Trim, Cab Side Windows, Velocity	1
117	0667980		Windows, (2), Front of Crew Cab, 10" Raised Roof, Impel/Velocity FR	1
118	0509287		Windows, Rear CC, (2) 11.25" x 18", Velocity	1
119	0553196		Trim, Cab Rear Windows, Velocity	1
120	0603101	SP	Cover, Wires, Power Point, Underneath Cab Location - over the power point wires, under the cab, inside the engine tunnel, passenger side rear for protection.	1

Line	Option	Type	Option Description	Qty
121	0667945		Cab Interior, Vinyl, Velocity FR Color, Cab Interior Vinyl/Fabric - a) Silver/Gray	1
122	0667943		Cab Interior, Paint Color, Impel/VelocitY FR Color, Cab Interior Paint - a) gray	1
123	0509532		Floor, Rubber Padded Cab & Crew Cab, Imp/Vel, Dash CF	1
124	0667936		Heater/defroster, Dual Zone Control, Impel/VelocitY FR	1
125	0774759	SP	Air Conditioning, Impel/VelocitY, Dual Zone Control, Center Mt, Hinge Acc Pnl Paint Color, A/C Condenser - Cover/Mounts Match Roof	1
126	0639675		Sun Visor, Smoked Lexan, AXT, Dash CF, Imp/Vel, Saber FR/Enforcer Sun Visor Retention - No Retention	1
127	0548173		Grab Handles, Driver and Passenger Door Post, Imp/Vel	1
128	0002526		Light, Engine Compt, All Custom Chassis	1
129	0122516		Fluid Check Access, Imp/Vel	1
130	0583042		Side Roll and Frontal Impact Protection	1
131	0699999		Not Required, Frontal Impact Protection, 2010	1
132	0699998		Not Required, Side Roll Protection Package, 2010	1
133	0622617		Seating Capacity, 6 Seats	1
134	0697005		Seat, Driver, Pierce PS6, Premium, Air Ride, High Back, Safety	1
135	0696994		Seat, Officer, Pierce PS6, Premium, Air Ride, SCBA, Safety	1
136	0656795		Radio Compartment, Behind Officer Air Ride SCBA Seat, Imp/Vel	1
137	0122183		Seat, Rear Facing C/C, DS Outboard, Pierce PS6, Premium, SCBA, Safety	1
138	0102783		Not Required, Seat, Rr Facing C/C, Center	1
139	0122186		Seat, Rear Facing C/C, PS Outboard, Pierce PS6, Premium, SCBA, Safety	1
140	0108189		Not Required, Seat, Forward Facing C/C, DS Outboard	1
141	0122744		Seat, Forward Facing C/C, Center, (2) Pierce PS6, Premium, SCBA, Safety	1
142	0108190		Not Required, Seat, Forward Facing C/C, PS Outboard	1
143	0511300		Upholstery, Seats In Cab, All Imperial 1200, Pierce PS6 Color, Cab Interior Vinyl/Fabric - h) Gray/Black	1
144	0543991		Bracket, Air Bottle, Hands-Free II, Cab Seats Qty, - 05	5
145	0603867		Seat Belt, ReadyReach Seat Belt Color - Red	1
146	0604863		Seat Belt Height Adjustment, 6 Seats, Imp/Vel, Dash CF	1
147	0627014		Pick Not Required, Seat Belt Color Selected in Seat Belt Option 627339	1
148	0602464		Helmet Storage, Provided by Fire Department, NFPA 2016	1
149	0647638		Lights, Dome, Weldon Dual LED 4 Lts Color, Dome Lt - Red & White Color, Dome Lt Bzl - Grey Control, Dome Lt White - Door Switches and Lens Switch Control, Dome Lt Color - Lens Switch	1
150	0631779		Light, Map, Overhead, Round Halogen, AXT/Imp/Vel/Dash CF, Hawk EX 12vdc power from - Battery switched	1
151	0650352		Spotlight, Golight Stryker, Model 30**4, LED, 2 Lts Location - one each side Color, GoLt - White Bracket, Spotlight - Pedestal - 2 Lts	1
152	0650059		Controller, Spotlight, Golight Stryker, Wired Dash Mount, 2 Lts	1
153	0621826		Location, Spotlight Controller, Driver Overhead and Officer Overhead, 2 Lts	1
154	0555812		Handlts, (2) Streamlight, Fire Vulcan, 44451 C4 LED, Tail lights, 12v, Orange Location, Lights - shipped loose	1
155	0568369		Cab Instruments, Ivory Gauges, Chrome Bezels, Impel/VelocitY 2010, Dash CF	1
156	0509511		Air Restriction Indicator, Imp/Vel, AXT, Dash CF, Enf MUX	1
157	0543751		Light, Do Not Move Apparatus Alarm, Do Not Move Truck - No Alarm	1
158	0509042		Messages, Open Door/Do Not Move Truck, MUX w/Color Display	1
159	0611681		Switching, Cab, Membrane, Impel/VelocitY/Quantum, Dash CF, AXT WiFi MUX Location, Emerg Sw Pnls - Driver's Side Overhead	1
160	0555915		Wiper Control, 2-Speed with Intermittent, MUX, Impel/VelocitY	1
161	0548006		Wiring, Spare, 15 A 12V DC 2nd Qty, - 01 12vdc power from - Battery direct	1

Line	Option	Type	Option Description	Qty
161			Wire termination - 15 amp power point plug Location - on the rear face of the dog house. Location, 1" - 2" to the right of the engine access door hinge, as near the top edge of dog house as practical with an enclosure on the inside of engine tunnel for protection - see photo.	
162	0548004		Wiring, Spare, 15 A 12V DC 1st Qty, - 04 12vdc power from - Battery direct Wire termination - Butt Splice Location, Spare Wiring - two in the front of the cab behind panel #9 two in the rear, tucked into the forward facing seat riser	4
163	0548009		Wiring, Spare, 20 A 12V DC 1st Qty, - 01 12vdc power from - Battery direct Wire termination - Stud Location, Spare Wiring - center lower console behind panel #9 rearward	1
164	0566101		Recess, Dash Panel, Officer Side, Vel/Imp	1
165	0615386		Vehicle Information Center, 7" Color Display, Touchscreen, MUX System Of Measurement - US Customary	1
166	0606247		Vehicle Data Recorder w/CZ Display Seat Belt Monitor	1
167	0660489		Antenna Mount, Custom Chassis, Fill in Blank Mounting and Cable Locations Location - just to the rear of officer seat Qty, - 01 Location 1 - front passenger side corner of the raised roof	1
168	0653526		Camera, Pierce, Driver Mux, Rear Camera Only Camera System Audio - Not Provided	1
169	0615100		Pierce Command Zone, Advanced Electronics & Control System, Diag LEDs, Vel, WiFi	1
170	0624254		Electrical System, Velocity	1
171	0079166		Batteries, (4) Exide Grp 31, 950 CCA ea, Threaded Stud	1
172	0008621		Battery System, Single Start, All Custom Chassis	1
173	0123174		Battery Compartment, Imp/Vel	1
174	0579436		Charger, Sngl Sys, Kussmaul, 1200, 091-187-12-Remote, 40 Amp	1
175	0012782		Location, Charger, Front Left Side Body Compartment Location, Battery Chrgr/Cmpr - High On Back Wall	1
176	0531403		Location, Battery Charger Indicator, Driver's Seat with Bracket	1
177	0016856		Shoreline, 15A 120V, Kussmaul Auto Eject, 091-55-15-120, Super Qty, - 01 Color, Kussmaul Cover - d) yellow Connection, Shoreline - the battery charger and the 6 place outlet in the crew cab	1
178	0026800		Shoreline Location Location, Shoreline(s) - DS Rear bulkhead	1
179	0608786	SP	Battery Box, Mount Kussmaul Fuse to Side of Battery Box	1
180	0529667		Cover, Protection Battery Box IO Modules	1
181	0656404		Alternator, 320 amp, Leece-Neville 4909AA, Ext Rectifier, Duct	1
182	0608728	SP	Fan,Electrical Component Cooling 12 V,Switched Battery,Ignition/rectifier compt Location - ceiling of the rectifier compartment Qty, - 1	1
183	0603291	SP	Open Weather Pack Connections Plugged W/Weather Pack Connectors	1
184	0695819		Sealer (Gorp), No Gorp Req'd on Elect Connections Except Fuel Sender	1
185	0673595		Programming & Wiring Only, Deck Gun to Do Not Move Truck Lt & CZ Display	1
186	0092582		Load Manager/Sequencer, MUX Enable/Disable Hi-Idle - e)High Idle enable	1
187	0648716		Headlights, Rectangular Halogen, Imp/Vel	1
188	0648425		Light, Directional, WIn 600 LED Cmb, Cab Crn, Imp/Vel/AXT/Qtm/DCF Color, Lens, LED's - m)match LED's	1
189	0648256		Light, Directional, WIn M6T* LED Arrow, Recessed, Angle Bracket, Back of Cab Color, Lens, LED's - Match	1
190	0648074		Lights, Clearance/Marker/ID, Front, P25 LED 7 Lts	1
191	0793140	SP	Light, Dir/Mark, Intrm, Truck-Lite 30375Y LED Grm Mt 2lts, Under 30' MUX	1
192	0090155		Lights, Clearance/Marker/ID, Rear, Truck-Lite 35200R LED 7Lts	1
193	0551870		Lights, Tail, WIn M6BTT* Red LED Stop/Tail & M6T* Amber LED Dir w/Flange Color, Lens - Colored	1

Line	Option	Type	Option Description	Qty
194	0551875		Lights, Backup, WIn M6BUW, LED	1
195	0664466		Bracket, License Plate & Light, Weldon 9186-23882-30 Incand, Temp Under Tailbrd Location - driver side	1
196	0589905		Alarm, Back-up Warning, PRECO 1040	1
197	0566520		Indicator, Back-up Warning, Ultrasonic 4-zone Location - next to driver	1
198	0695735		Lights, Perimeter Cab, Truck-Lite 44310C LED Z location - Cab, Perimeter Scene - Cab, 4dr Custom	1
199	0617874		Lights, Perimeter Pump House, Truck-Lite 44310C LED 2lts	1
200	0695719		Lights, Perimeter Body, Truck-Lite 44310C LED 2lts, Rear Step Control, Perimeter Lts - DS Switch Panel	1
201	0556360		Lights, Step, P25 LED 4lts, Pump Pnl Sw	1
202	0618234		Light, Visor, WIn, 12V PSL2* Pioneer LED Spotlt 1st Qty, - 01 Location, driver's/passenger's/center - centered Switch, Lt Control 1 DC,1 - a) DS Switch Panel Switch, Lt Control 2 DC,2 - g) PS Switch Panel Switch, Lt Control 3 DC,3 - d) No Control Switch, Lt Control 4 DC,4 - d) No Control Color, WIn Lt Housing - White Paint Light, Visor, Flash - Steady Burning Color, LEDs, Visor Warn Spot, LS Outside - Color, LEDs, Visor Warn Spot, LS Inside - Color, LEDs, Visor Warn Spot, RS Outside -	1
203	0631374		Lights, Deck, WIn (2) MPPBCS Micro Pioneer LED Rear Flood Lights Control, Scene Lts - Sw Included on Light	1
204	0645676		Lights, Not Required, Hose Bed, Deck Lights At Rear	1
205	0645681		Lights, Not Required, Rear Work, Deck Lights At Rear	1
206	0645687		Lights, Rear Scene, WIn, M6ZC LED, 1st Qty, - 02 Control, Rear Scene Lts - Cab Switch Panel DS Location, Scene Lights - Rear Body Bulkhead, Low, 2lt	2
207	0799246		Light(s), Walking Surf, Amdor LumaBar H2O, LED, Cargo Areas Qty, Cargo Lts - 1	1
208	0774309		Lights, WIn, P*H2* Pioneer, 12 VDC, 1st Location - back of cab driver side Qty, - 01 Color, WIn Lt Housing - White Paint Control, Scene Lts - Pump Panel Sw DS Scene Light Optics - combination Mount, WIn II - Push Up Sd Mnt 20" Handle Holder & Sensor	1
209	0774308		Lights, WIn, P*H2* Pioneer, 12 VDC, 2nd Location - back of cab passenger side Qty, - 01 Color, WIn Lt Housing - White Paint Control, Scene Lts - Pump Panel Sw DS Scene Light Optics - combination Mount, WIn II - Push Up Sd Mnt 20" Handle Holder & Sensor	1
210	0060101		Pumper, Short, Aluminum, 2nd Gen	1
211	0554271		Body Skirt Height, 20"	1
212	0028294		Tank, Water, 500 Gallon, Poly, Short	1
213	0003405		Overflow, 4.00" Water Tank, Poly	1
214	0028104		Foam Cell Required	1
215	0553729		Not Required, Restraint, Water Tank, Heavy Duty	1
216	0003429		Not Required, Direct Tank Fill	1
217	0003424		Not Required, Dump Valve	1
218	0048710		Not Required, Jet Assist	1
219	0030007		Not Required, Dump Valve Chute	1
220	0514778		Not Required, Switch, Tank Dump Master	1
221	0126633		Hose Bed, Aluminum, Pumper	1

Line	Option	Type	Option Description	Qty
222	0003482		Hose Bed Capacity, Additional Capacity, Hosebed - 300' X 1.75", 500' X 2.5", 500' X 2.5", 500' X 2.5", 300' X 1.75"	1
223	0003488		Divider, Hose Bed, Unpainted Qty, Hosebed Dividers - 4	4
224	0003469		Liner, S/S, All Side Walls and Front Wall	1
225	0620997	SP	Hose Restraint, Hose Bed, Vinyl, 22oz,Top/Rr,Perm Frt,StayPut Fasteners Spacing Color, Vinyl Cover - b) yellow Vinyl flap weight - not weighted	1
226	0014473		Flap, Access to Fill Dome(s) Through Vinyl Hose Bed Cover Qty, - 02	2
227	0013512		Running Boards, 12.75" Deep	1
228	0689621		Tailboard, 16" Deep	1
229	0690037		Wall, Rear, Smooth Aluminum/Body Material Material, Rear Wall Inboard Facing Surfaces - Aluminum Diamondplate	1
230	0003531		Tow Bar, Under Tailboard	1
231	0077384		Bumper, Rear, Aluminum Treadplate, Raised	1
232	0003518		Morton Cass Insert in Running Boards	1
233	0003516		Morton Cass Insert in Tailboard	1
234	0003561		Construction, Compt, Alum, Pumper	1
235	0053650		LS 140" Rollup, Full Height Front & Rear	1
236	0053657		RS 140" Rollup, Low	1
237	0594005		Doors, Rollup, Amdor, Side Compartments Qty, Door Accessory - 05 Color, Roll-up Door - AMDOR Satin Aluminum Latch, Roll-up Door - Non-Locking Liftbar	5
238	0083700		Rear, Rollup, 37.75" FF	1
239	0594003		Door, Amdor, Rollup, Rear Compartment Color, Roll-up Door - AMDOR Satin Aluminum Latch, Roll-up Door - Non-Locking Liftbar	1
240	0554995		No Body Modification Required	1
241	0551416		Lights, Compt, On Scene Solutions, LED & Truck-Lite Model 79384 Location - each compartment Qty, - 06	6
242	0618626	SP	Cover, Cargo Compt, Vinyl, 22 oz, Perm Front, Velcro Color, Vinyl Cover - b) yellow Qty, - 1	1
243	0687146		Shelf Tracks, Painted Qty, Shelf Track - 02 Location, Shelf Track - P1 and D1 Upper	2
244	0600350		Shelves, Adj, 500 lb Capacity, Full Width/Depth, Predefined Locations Qty, Shelf - 03 Material Finish, Shelf - Painted - Spatter Gray Location, Shelves/Trays, Predefined - D1-Upper Third, P1-Lower Third and D1-Upper Third - 2nd	3
245	0529812		Access Panel, Compartment Wall, 1/4 Turn Fasteners Location - in the left front compartment Size - size to fit Fill in Blank - intake relief valve	1
246	0003908		Partition, Trans Rear Compt Qty, Partition - 02 Location, Partition - c) both sides	2
247	0539177		Rub Rail, Aluminum Extruded, Side and Rear Body, Xtra Space (.50")	1
248	0784811		Fender Crowns, Rear, Stainless, w/Removable Liner Material Finish, Fender Liner - Painted	1
249	0519849		Not Required, Hose, Hard Suction	1
250	0626229		Handrails, Side Pump Panels, Per Print	1
251	0588719		Handrails, Beavertail, Full Length DS, Offset PS	1
252	0014136		Handrails, Rear, (2), (1) Above and (1) Below Hose Bed Reinforcement, Hose Bed Divider - Not Required, Reinforcement	1
253	0795333		Compt, Air Bottle, Single, Fender Panel, Bolt-In Qty, Air Bottle Comp - 4	4

Line	Option	Type	Option Description	Qty
253			Door Finish, Fender Compt - Polished Location, Fender Compt - Single - DS Fwd, Single - DS Rear, Single - PS Fwd and Single - PS Rear Latch, Air Bottle Compt - Flush Lift & Turn Insert, Air Bottle Compt - Rubber Matting	
254	0045527		Horizontal Mounting Tracks for Air Bottle Holders Location, Bracket/comp. - D2 Qty, - 1 qty, Mounting Studs - 03	1
254	0000000	STF	Ladder, 24' Duo-Safety 900A 2-Sect, Provided By FRFA	1
254	0000000	STF	Ladder, 14' Duo-Safety 775A Roof, Provided By FRFA	1
255	0004300		Brackets, Adjustable, PS	1
255	0000000	STF	Ladder, Folding, 10' 585A, Duo-Safety, w/Mtg, Provided By FRFA Location, Folding Ladder - Pike Pole Compt, Right Side	1
256	0055949		Trough, S/S, Backboard Storage, Behind Ladder Storage	1
257	0554061		Pike Pole, 10' DUO Safety, Fiberglass, Pumper NFPA Classification Qty, Pike Poles - 1 Location - on passenger side compartment top	1
258	0789537		Pike Pole, 6' DUO Safety, Fiberglass Qty, Pike Poles - 1 Location, Pike Pole - Catwalk - PS	1
259	0004360		Tulip Clip Holders For Pike Poles, Pierce Furnished Pike Poles Location - over the right compartments - no rubber coating on clips, same as previous 28980	1
260	0004380		Steps, Folding, Front of Body, One Each Side, Eberhard	1
261	0004381		Steps, Corner, Rear of Body	1
262	0004390		Step, Folding - Extra, Body Only, Eberhard Qty, Folding Step - 02 Location, Additional Step - driver side front bulkhead	2
263	0004425		Pump, Waterous, CSU, 1500 GPM, Single Stage	1
264	0004482		Seal, Mechanical, Waterous	1
265	0559769		Trans, Pump, Waterous C20 Series	1
266	0635600		Pumping Mode, Stationary Only	1
267	0605126		Pump Shift, Air w/Manual Override, Split Shaft, Interlocked, Waterous	1
268	0003148		Transmission Lock-up, EVS	1
269	0004547		Auxiliary Cooling System	1
270	0014486		Not Required, Transfer Valve, Stage Pump	1
271	0004513		Valve, Relief Intake, Waterous, Set @ 125 PSI	1
272	0546803		Controller, Pressure, Class 1 Total Pressure Governor (TPG)	1
273	0673872		Primer, Trident, Air Prime, Air Operated, Automatic	1
274	0528229		Drain Locations, Special Instructions	1
275	0780364		Manuals, Pump, (2) Total, Electronic Copies	1
276	0602512		Plumbing, Stainless Steel and Hose, Single Stage Pump, Control Zone	1
277	0795135		Plumbing, Stainless Steel, w/Foam System	1
278	0004645		Inlets, 6.00" - 1250 GPM or Larger Pump	1
279	0004646		Cap, Main Pump Inlet, Long Handle, NST, VLH	1
280	0549882		Valve, w/Relief, DS Inlet, 6", Electric Cntrl, LED, Manual Override, Wat Pump	1
281	0034651		Short Suction Tube, Passenger Side	1
282	0024615		Valves, Full Flow Waterous Side with Akron 8000 Series Valve Qty, Valves - 3	3
283	0004660		Inlet, Left Side, 2.50"	1
284	0004680		Inlet, Right Side, 2.50"	1
285	0016158		Valve, Inlet(s) Recessed, Side Cntrl, "Control Zone" Qty, Inlets - 2	2
286	0004700		Control, Inlet, at Valve	1
287	0092569		No Rear Inlet (Large Dia) Requested	1
288	0092696		Not Required, Cap, Rear Inlet	1
289	0064116		No Rear Inlet Actuation Required	1
290	0009648		No Rear Intake Relief Valve Required on Rear Inlet	1
291	0092568		No Rear Auxiliary Inlet Requested	1
292	0563738		Valve, .75" Bleeder, Aux. Side Inlet, Swing Handle	1

Line	Option	Type	Option Description	Qty
293	0029043		Tank to Pump, (1) 3.00" Valve, 3.00" Plumbing	1
294	0004905		Outlet, Tank Fill, 1.50"	1
295	0004940		Outlet, Left Side, 2.50"	1
			Qty, Discharges - 01	
296	0092570		Not Required, Outlets, Left Side Additional	1
297	0004945		Outlet, Right Side, 2.50"	2
			Qty, Discharges - 02	
298	0092571		Not Required, Outlets, Right Side Additional	1
299	0008731		Outlet, 5.00" w/4.00" Right, Handwheel	1
			Valve, Brand - Akron	
300	0648906		Outlet, Front, 2.50" w/2.50" Plumbing	1
			Fitting, Outlet - 2.50" NST with 90 degree swivel	
			Drain, Front Outlet - Class 1 Automatic	
			Location, Front, Single - top of right bumper	
301	0092575		Not Required, Outlet, Rear	1
302	0044930		Outlet, Rear, 2.50", Additional	2
			Location - Location will be one left and right side	
			Qty, Discharges - 02	
303	0620203	SP	Outlet, Front HB, 1.50" w/2.00" Plumbing, NPSH Thread	2
			Qty, Discharges - 02	
			Location, Outlet - c) one (1) each side	
304	0085076		Caps for 1.50" to 3.00" Discharge, VLH	1
305	0563739		Valve, 0.75" Bleeder, Discharges, Swing Handle	1
306	0005091		Elbow, Left Side Outlets, 45 Degree, 2.50" FNST x 2.50" MNST, VLH	1
307	0035094		Not Required, Elbow, Left Side Outlets, Additional	1
308	0025091		Elbow, Right Side Outlets, 45 Degree, 2.50" FNST x 2.50" MNST, VLH	1
309	0089584		Not Required, Elbow, Right Side Outlets, Additional	1
310	0045099		Not Required, Elbow, Rear Outlets	1
311	0076593		Elbow, Rear Outlets, 45 Degree, 2.50" FNST x 2.5" MNST, VLH, Additional	1
312	0005099		Elbow, Large Dia Outlet, 30 Deg, 5.00" FNST x 5.00" Storz	1
313	0039313		Adapter, Thread - 5" Storz X 2.5" MNST & Cap	1
			Qty, Adapter for Outlets - 01	
			Location, Adapter(s) - passenger side large diameter	
314	0062133		Control, Outlets, Manual, Pierce HW if applicable	1
315	0005065		Outlet, 3.00" Deluge Riser	1
316	0029302		No Monitor Requested	1
317	0029304		No Nozzle Req'd	1
318	0005070		Deluge Mount, NPT	1
319	0025140		Not Required, 1.50" Crosslays	1
320	0029199		Crosslays Sngl Sheet unpainted, (2+) 2.50" Std Cap	2
			Qty, Crosslays - 2	
321	0029260		Not Required, Speedlays	1
322	0591145		Hose Restraint, Crosslay/Deadlay, Top and Ends, Elastic Netting	2
			Qty, - 02	
323	0015180		Roller, Horiz/Vertical, (2) Crosslays	1
324	0005248		Reel, Booster - Rear Compt., Steel, Roll-up Door	1
			Finish, Reel - Painted Gray	
325	0005279		Switch, Reel Rewind - One at Reel	1
326	0010925		Hose, Booster - 200' of 1.00"/800 PSI(100'+50'+50')	1
327	0005244		Capacity, Hose Reel 200' of 1"	1
328	0007428		Nozzle for Booster Reel Not Req'd	1
329	0005326		Blowout, Hose Reel - Valve at Panel	1
			Qty, - 1	
330	0015412		Foam Sys, Akron Eductor 3126-125 (Single Agent)	1
			Discharge - front crosslay	
331	0012126		Not Required, CAF Compressor	1
332	0552517		Not Required, Refill, Foam Tank	1
333	0649000		Cover, Foam Tank Dome, Hinge Location	1
			Location - forward edge of the fill dome	
334	0028553		Tag, Foam Tank	1
335	0031896		Demonstration, Foam System, Dealer Provided	1

Line	Option	Type	Option Description	Qty
336	0005447		Foam Cell, 30 Gallon, Not Reduce Water Type of Foam - Class "B"	1
337	0091036		Drain, 1.00" Foam Tank #1	1
338	0091079		Not Required, Foam Tank #2	1
339	0091112		Not Required, Foam Tank #2 Drain	1
340	0007575		Pump House, Side Control, 48", Control Zone	1
341	0594577		Pump Panel Configuration, Match Previous Unit, as Close as Possible Fill in Blank - 30237	1
342	0005525		Material, Pump Panels, Side Control Brushed Stainless	1
343	0005577		Panel, Pump Access - Pass Side and Front	1
344	0035501		Pump House Structure, Std Height	1
345	0005945		Light, Pump Compt	1
346	0586438		Gauges, Engine - Pump Panel, IAT Pressure Controller	1
347	0005601		Throttle Included w/ Pressure Controller	1
348	0549333		Indicators, Engine, Included with Pressure Controller	1
349	0065626		Compt, PS Pump Panel, Insulated, Rectifier	1
350	0001750		Tag, Special Colors Qty, Gauges/Disc. - 03 Color, Discharge Tag - Passenger Rear 1.5" Preconnect = Aqua, Driver Rear 1.5" Preconnect = Light Green, Large Diameter Side Discharge = Blue	3
351	0044860		Test Port, Electronic, Pump RPM, Waterous Pump	1
352	0005690		Gauges, 6.00" Master, Class 1, 30"-0-600psi	1
353	0005715		Gauge, 3.50" Pressure, Class 1, 30"-0-600psi	1
354	0683969		Gauge, Water Level, IC, 14-LED, PN 3030385-01	1
355	0683947		Gauge, Foam Level, Innovative Controls, 14-LED PN 3030386-01B, Class B Foam	1
356	0679660		Light Shield, S/S, On Scene Solutions Night Axe, LED	1
357	0606697		Air Horns, (2) Grover, In Bumper	1
358	0606834		Location, Air Horns, Bumper, Each Side, Outside Frame, Inboard (Pos #2 & #6)	1
359	0006064		Control, Air Horn, DS & PS Foot Sw	1
360	0006100		No Electronic Siren	1
361	0046133		No Siren Location	1
362	0076155		No Siren Switch	1
363	0006188		No Speaker	1
364	0550461		Location, Not Required, No Speaker (Q2B)	1
365	0016080		Siren, Federal Q2B	1
366	0006095		Siren, Mechanical, Mounted Above Deckplate Location, Siren, Mech - a) Left	1
367	0026160		Control, Mech Siren, Horn Ring, PS Foot Sw	1
368	0642299		Grounding Strap, Q2B Siren Motor to Ground Stud	1
369	0603446	SP	Lightbar, WIn, Freedom IV-Q, 92", RRR_WR_RWOptWR_RW_RRR Opticom Priority - b) High Opticom Activation - Cab Switch & E-Master Momentary Opticom Activation - No Activation Filter, Whl Freedom Ltbrs - No Filters	1
370	0540451		Light, Front Zone, WIn M6* LED, Colored Lens, 4lts Q Bezel Color, Lt DS Frnt Outside - DS Front Outside Red Color, Lt PS Frnt Outside - PS Front Outside Red Color, Lt DS Front Inside - w) DS Front Inside White Color, Lt PS Front Inside - w) PS Front Inside White	1
371	0653937		Flasher, Headlight Alternating Headlt flash deactivation - b)w/any head lights	1
372	0540687		Lights, Side Zone Lower, WIn M6* LED, Colored Lens, 3pr, Ovr 25 Location, Lights Front Side - b)each side bumper Color, Lt Side Front - Red Color, Lt Side Middle - Blue Color, Lt Side Rear - Red Location, Lights Mid Side - Rearward of Crew Cab Doors Location, Lights Rear Side - Rear Fender Panel	1
373	0634517		Lights, Side, WIn M6* LED w/45 Degree Bezel, Cab Corner, pair Qty, Lights, Pair - 1 Control, Light - b) side warning Color,WhIn Sup600 LED - a) rd/rd	1

Line	Option	Type	Option Description	Qty
373			Material, Bracket - Polished S/S	
374	0540777		Lights, Rear Zone Lower, WIn M6* LED, Colored Lens	1
			Color, Lt DS Rear - r) DS Rear Lt Red	
			Color, Lt PS Rear - b) PS Rear Lt Blue	
375	0680854		Light, Rear Zone Upper, WIn B6M7**1P, Super LED Beacon w/M7 LED Lt	1
			Color, Lights, Warning - c) amber	
			Color, Dome, Rear Warning - b)both domes red	
			Control, Light - a) rear upper warning	
			Color, Lens, LED's - m)match LED's	
376	0006551		Not Required, Lights, Rear Upper Zone Blocking	1
377	0016610		Mtg, Rear Warn Lts, Std Mount, S/S Brkts	1
378	0791490		Light, Traffic Directing, WIn TAL85, 46.87" Long LED	1
			Activation, Traffic Dir L -	
379	0551728		Location, Traf Dir Lt, Recessed with S/S Trim	1
380	0530288		Location, Traf Dir Lt Controller, Overhead Recessed Console, above Eng Tnl DS	1
381	0076826		Cup Holder for Telescopic - Pushup - Light Pole	2
			Qty, 120/240 Volt Light - 2	
382	0780350		Receptacle Strip, 15A 120V 6-Place, Interior Cab	1
			Qty, - 1	
			Location 1 - 120 volt receptacle that the power stripe plugs into will be located behind the drive seat recessed in side wall, power stripe will be ran thru the crew cab floor rear od engine tunnel and coiled loose with final install by the Customer - see photo	
			AC Power Source - Shoreline	
383	0519934		Not Required, Brand, Hydraulic Tool System	1
384	0007150		Bag of Nuts and Bolts	1
			Qty, Bag Nuts and Bolts - 1	
385	0602516		NFPA Required Loose Equipment, Pumper, NFPA 2016, Provided by Fire Department	1
386	0602407		Soft Suction Hose, Provided by Fire Department, Pumper NFPA 2016 Classification	1
387	0027023		No Strainer Required	1
388	0602538		Extinguisher, Dry Chemical, Pumper NFPA 2016 Class, Provided by Fire Department	1
389	0602360		Extinguisher, 2.5 Gal. Pressurized Water, Pumper NFPA 2016, Provided by Fire Dept	1
390	0602679		Axe, Flathead, Pumper NFPA 2016 Classification, Provided by Fire Department	1
391	0602667		Axe, Pickhead, Pumper NFPA 2016 Classification, Provided by Fire Department	1
392	0559573		Paint, Single Color, Custom	1
			Paint Color, Predefined - #20 White	
393	0636525		Coating, Chassis Frame Assy, Hot Dip Galvanized	1
			Paint Color, Frame Assembly - Black	
394	0693797		No Paint Required, Aluminum Front Wheels	1
395	0693792		No Paint Required, Aluminum Rear Wheels	1
396	0788021		Coating, Hot Dip Galvanized, Water Tank Cradle, Pumper, Tankers	1
397	0007230		Compartment, Painted, Spatter Gray	1
398	0544129		Reflective Band, 1"-6"-1"	1
			Color, Reflect Band - A - e) black	
			Color, Reflect Band - B - t) gold	
			Color, Reflect Band - C - za) black	
399	0510041		Reflective across Cab Face, Imp/Vel	1
400	0536954		Stripe, Chevron, Rear, Diamond Grade, Pumper	1
			Color, Rear Chevron DG - fluorescent yellow green	
401	0027341		Jog, In Reflective Stripe, Single or Multiple	1
			Qty, - 1	
402	0515348		Stripe, Black Outline, Scotchlite on Reflective Band	1
			Qty, - 1	
403	0509398		Stripe, Reflective, Chevron, Cab and Crew Cab Doors Interior	1
			Color, Reflect Band - B - t) gold	
			Size, Chevron Striping - 04	
			Color, Reflect Chev - A - e) black	
404	0033179		Lettering Specifications, Reflective	1
405	0686159		Lettering, Reflective, 3.00", (41-60)	1
			Outline, Lettering - Outline	
406	0515269		Lettering, Reflective 2" Script w/outline	1
			Color, Lettering - e) black	

Line	Option	Type	Option Description	Qty
407	0041534		Emblem, (3) Letter Monogram Style with Lettering, Reflective, Denver, Each Qty, - 02 Location, Emblem - on the front cab doors Color, Reflective - i) gold	2
408	0522815		Emblem, American Flag, Waving, Gerber Vision, Pair Location, Emblem - on the rear crew cab windows	1
409	0666414		Emblem, Freedom Flag, Each Qty, - 01 Location, Emblem - R1 Size, Flag - 24" - 25"	1
409	0000000	STF	Intercom, David Clark Allowance for Denver Engine - 2018	1
409	0000000	STF	Service - Oil Samples, 11/08/2014	1
409	0000000	STF	Service - Oil Change and Lube, Denver, 12/2011	1
409	0000000	STF	Oval Strapping Heron Rib - roll - color 07/07/2014 Qty, - 1	1
409	0000000	STF	Akron 3423 Deluge, 5160 Nozzle, 3505 Bracket, 3501 Cover, 01-12-2011	1
409	0000000	STF	Cummins Service and Parts Manual, 01-12-2009 Qty, - 1	1
409	0000000	STF	Allison Transmission Service & Parts Manual 01-12-2009 Qty, - 1	1
410	0032773		Manuals, Two (2), Fire Apparatus Parts, & (1) CD, Custom Chassis	1
411	0002905		Manuals, Two (2) Chassis Service, Custom	1
412	0032433		Manuals, Two (2) Chassis Operation, Custom	1
413	0030008		Warranty, Basic, 1 Year, Apparatus, WA0008	1
414	0611136		Warranty, Chassis, 3 Year, Velocity/Impel, WA0284	1
415	0696698		Warranty, Engine, Cummins, 5 Year, WA0181	1
416	0684953		Warranty, Steering Gear, Sheppard M110, 3 Year WA0201	1
417	0595767		Warranty, Frame, 50 Year, Velocity/Impel, Dash CF, WA0038	1
418	0595698		Warranty, Axle, 3 Year, TAK-4, WA0050	1
419	0777368		Warranty, Axle, 2 Year, Meritor, General Service, WA0328	1
420	0652758		Warranty, ABS Brake System, 3 Year, Meritor Wabco, WA0232	1
421	0019914		Warranty, Structure, 10 Year, Custom Cab, WA0012	1
422	0595813		Warranty, Paint, 10 Year, Cab, Pro-Rate, WA0055	1
423	0524627		Warranty, Electronics, 5 Year, MUX, WA0014	1
424	0695416		Warranty, Pierce Camera System, WA0188	1
425	0708760		Warranty, Not Applicable, LED Strip Lights	1
426	0046369		Warranty, 5-year EVS Transmission, Standard Custom, WA0187	1
427	0685945		Warranty, Transmission Cooler, WA0216	1
428	0688798		Warranty, Water Tank, Lifetime, UPF, Poly Tank, WA0195	1
429	0596025		Warranty, Structure, 10 Year, Body, WA0009	1
430	0690936		Warranty, Roll up Doors, Not Required	1
431	0063510		Warranty, Pump, Waterous, 5 Year Parts, WA0225	1
432	0648675		Warranty, 10 Year S/S Pumbing, WA0035	1
433	0641372		Warranty, Foam System, Not Available	1
434	0595820		Warranty, Paint, 10 Year, Body, Pro-Rate, WA0057	1
435	0595412		Warranty, Graphics Lamination, 1 Year, Apparatus, WA0168	1
436	0683627		Certification, Vehicle Stability, CD0156	1
437	0608290		Certification, Engine Installation, Imp/Vel, Cummins L9, 2017	1
438	0686786		Certification, Power Steering, CD0098	1
439	0667417		Certification, Cab Integrity, Velocity FR, CD0009	1
440	0548950		Certification, Cab Door Durability, Velocity/Impel, CD0001	1
441	0548967		Certification, Windshield Wiper Durability, Impel/Veloc, CD0005	1
442	0667411		Certification, Electric Window Durability, Velocity/Impel FR, CD0004	1
443	0549273		Certification, Seat Belt Anchors and Mounting, Imp/Vel/Vel SLT, CD0018	1
444	0667416		Certification, Cab Heater and Defroster, Velocity/Impel FR, CD0015	1
445	0667415		Certification, Cab Air Conditioning Performance, Velocity/Impel FR, CD0016	1
446	0545073		Amp Draw Report, NFPA Current Edition	1
447	0002758		Amp Draw, NFPA/ULC Radio Allowance	1
448	0799248		Appleton/Florida BTO	1
449	0000018		PUMPER, 2ND GEN	1
450	0000012		PIERCE CHASSIS	1

Line	Option	Type	Option Description	Qty
451	0004713		ENGINE, OTHER	1
452	0046395		EVS 3000 Series TRANSMISSION	1
453	0020011		WATEROUS PUMP	1
454	0020009		POLY TANK	1
455	0028087		EDUCTOR FOAM SYSTEM	1
456	0020006		SIDE CONTROL	1
457	0020007		AKRON VALVES	1
458	0020015		ABS SYSTEM	1
459	0658751		Manufacturing Attribute	1

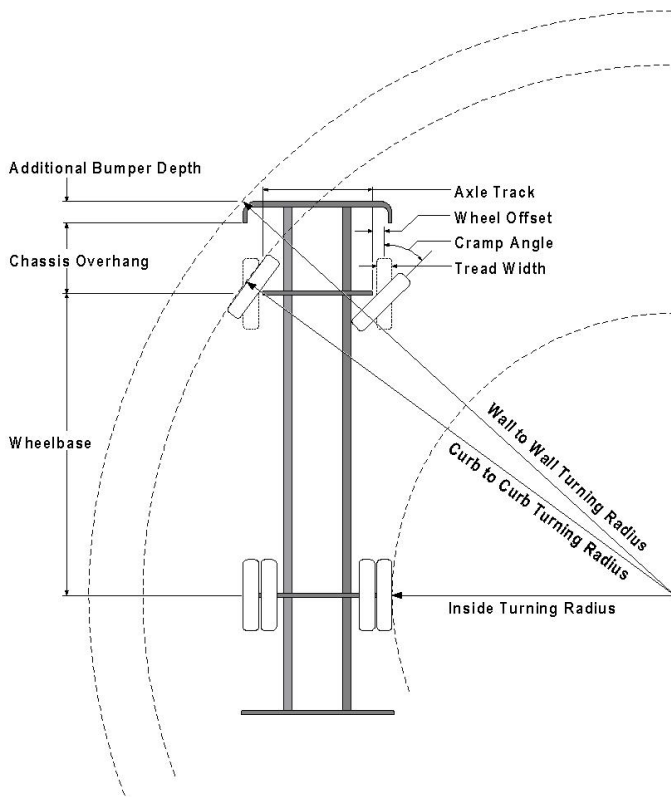


Turning Performance Analysis

05/25/2018

Bid Number: 842
Department: Denver Fire Department

Chassis: Velocity Chassis (Med Block), 2010
Body: Pumper, Short, Aluminum, 2nd Gen



Parameters:

Inside Cramp Angle:	45°
Axle Track:	86.17 in.
Wheel Offset:	3.12 in.
Tread Width:	12.4 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	19 in.
Front Overhang:	97 in.
Wheelbase:	175.5 in.

Calculated Turning Radii:

Inside Turn:	13 ft. 10 in.
Curb to curb:	27 ft. 0 in.
Wall to wall:	32 ft. 0 in.

Comments:

Category	Option	Description
Axle, Front, Custom	0508847	Axle, Front, Oshkosh TAK-4, Non Drive, 18,000 lb, Imp/Vel
Wheels, Front	0019575	Wheels, Front, Alcoa, 22.50" x 9.00", Aluminum, Hub Pilot
Tires, Front	0582936	Tires, Front, Goodyear, G289 WHA, 315/80R22.50, 20 ply
Bumpers	0123625	Bumper, 19" Extended, Imp/Vel

Notes:

Actual Inside cramp angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.



Electrical Analysis

05/25/2018

Bid #: 842
Desc: Pumper, Med, Alum, Velocity
Customer: Denver Fire Department

Job #:
Sales Rep: Doucette, Duane
Organization: Front Range Fire Apparatus, Ltd

Option	Description	Type*	Minimum Load	Intermittent Load	Total Connected
0001244	High Idle w/Electronic Engine, Custom		0.00	1.20	0.00
0002002	Chains, Rud automatic tire, 18 strand		0.00	2.00	0.00
0002526	Light, Engine Compt, All Custom Chassis		0.00	1.60	0.00
0005248	Reel, Booster - Rear Compt.,Steel, Roll-up Door		0.00	36.00	0.00
0005945	Light, Pump Compt		0.00	1.80	0.00
0006064	Control, Air Horn, DS & PS Foot Sw		0.00	0.83	0.00
0016080	Siren, Federal Q2B		0.00	100.00	0.00
0044860	Test Port, Electronic, Pump RPM, Waterous Pump		0.00	0.00	0.08
0065626	Compt, PS Pump Panel, Insulated, Rectifier		0.00	0.00	1.00
0079166	Batteries, (4) Exide Grp 31, 950 CCA ea, Threaded Stud		0.00	3.00	0.00
0122466	Cab Lift, Elec/Hyd, w/Manual Override, Imp/Vel		0.00	180.00	0.00
0543751	Light, Do Not Move Apparatus		0.00	2.00	0.00
0548004	Wiring, Spare, 15 A 12V DC 1st		0.00	0.00	60.00
0548006	Wiring, Spare, 15 A 12V DC 2nd		0.00	0.00	15.00
0548009	Wiring, Spare, 20 A 12V DC 1st		0.00	0.00	20.00
0549333	Indicators, Engine, Included with Pressure Controller		0.00	0.35	0.00
0551875	Lights, Backup, WIn M6BUW, LED		0.00	3.20	0.00
0555812	Handlts, (2) Streamlight, Fire Vulcan, 44451 C4 LED, Tail lights, 12v,		0.00	0.50	0.00
0559130	Mirrors, Forward Mtd, Htd/Rmt, Pierce One-Eleven		0.00	0.00	5.60
0589905	Alarm, Back-up Warning, PRECO 1040		0.00	0.50	0.00
0593760	ESC/ABS/ATC Wabco Brake System, Single Rear Axle, 2010		0.00	6.00	0.00
0618234	Light, Visor, WIn, 12V PSL2* Pioneer LED Spotlt 1st		0.00	0.00	6.00
0631779	Light, Map, Overhead, Round Halogen, AXT/Imp/Vel/Dash CF, Hawk		0.00	0.74	0.00
0634517	Lights, Side, WIn M6* LED w/45 Degree Bezel, Cab Corner, pair		0.00	2.70	1.80
0645687	Lights, Rear Scene, WIn, M6ZC LED, 1st		0.00	0.00	4.00
0650352	Spotlight, Golight Stryker, Model 30**4, LED, 2 Lts		0.00	0.00	3.00
0653526	Camera, Pierce, Driver Mux, Rear Camera Only		0.00	1.20	0.00
0653937	Flasher, Headlight Alternating		0.00	0.00	0.08
0667902	Controls, Electric Windows, All Cab Doors, Impel/Velocit FR		0.00	26.00	0.00
0667936	Heater/defroster, Dual Zone Control, Impel/Velocit FR		0.00	0.00	12.10
0673595	Programing & Wiring Only, Deck Gun to Do Not Move Truck Lt & CZ		0.00	0.00	0.05
0673872	Primer, Trident, Air Prime, Air Operated, Automatic		0.00	0.01	0.00
0678027	Engine Brake, Jacobs Compression Brake, Cummins Engine, with		0.00	0.42	0.00
0774308	Lights, WIn, P*H2* Pioneer, 12 VDC, 2nd		0.00	0.00	13.00
0774309	Lights, WIn, P*H2* Pioneer, 12 VDC, 1st		0.00	0.00	13.00
0799246	Light(s), Walking Surf, Amdor LumaBar H2O, LED, Cargo Areas		0.00	0.00	0.00
0774759	Air Conditioning, Impel/Velocit, Dual Zone Control, Center Mt, Hinge	LM	0.00	0.00	96.50
0002758	Amp Draw, NFPA/ULC Radio Allowance	NFPA	5.00	0.00	0.00
0053650	LS 140" Rollup, Full Height Front & Rear	NFPA	1.10	0.00	1.10
0053657	RS 140" Rollup, Low	NFPA	1.80	0.00	1.80
0083700	Rear, Rollup, 37.75" FF	NFPA	0.90	0.00	0.90
0090155	Lights, Clearance/Marker/ID, Rear, Truck-Lite 35200R LED 7Lts	NFPA	0.25	0.25	0.50
0092582	Load Manager/Sequencer, MUX	NFPA	0.56	0.56	0.00
0509649	Lights, Cab and Crew Cab Access Steps, P25, LED w/Bezel, 1Lt Per	NFPA	1.00	0.00	0.00
0540451	Light, Front Zone, WIn M6* LED, Colored Lens, 4lts Q Bezel	NFPA	1.80	5.40	1.80
0540687	Lights, Side Zone Lower, WIn M6* LED, Colored Lens, 3pr, Ovr 25	NFPA	5.40	8.10	0.00
0540777	Lights, Rear Zone Lower, WIn M6* LED, Colored Lens	NFPA	1.80	2.70	0.00
0546803	Controller, Pressure, Class 1 Total Pressure Governor (TPG)	NFPA	1.70	0.00	0.00
0551870	Lights, Tail, WIn M6BTT* Red LED Stop/Tail & M6T* Amber LED Dir	NFPA	0.83	2.49	0.00
0555915	Wiper Control, 2-Speed with Intermittent, MUX, Impel/Velocit	NFPA	2.10	8.40	0.00

* UDMC = User Defined Mission Critical, LM = User Defined Load Managed, S = Electrical Amperage Supply



Electrical Analysis

05/25/2018

Bid #: 842
Desc: Pumper, Med, Alum, Velocity
Customer: Denver Fire Department

Job #:
Sales Rep: Doucette, Duane
Organization: Front Range Fire Apparatus, Ltd

Option	Description	Type*	Minimum Load	Intermittent Load	Total Connected
0556360	Lights, Step, P25 LED 4lts, Pump Pnl Sw	NFPA	1.00	0.00	0.00
0568369	Cab Instruments, Ivory Gauges, Chrome Bezels, Impel/Velocity 2010,	NFPA	1.26	0.00	0.00
0586438	Gauges, Engine - Pump Panel, IAT Pressure Controller	NFPA	0.30	0.00	0.00
0587033	Air Dryer, Brake, AD-9 w/heat, 2010	NFPA	4.70	0.00	0.00
0595087	DEF Tank, 4.5 Gallon, DS Fill, Forward of Rear Axle	NFPA	0.60	11.40	0.00
0603446	Lightbar, WIn, Freedom IV-Q, 92", RRR_WR_RWOptWR_RW_RRR	NFPA	6.48	5.16	7.44
0605126	Pump Shift, Air w/Manual Override, Split Shaft, Interlocked, Waterous	NFPA	1.00	0.00	0.00
0608728	Fan,Electrical Component Cooling 12 V,Switched	NFPA	0.25	0.00	0.00
0615386	Vehicle Information Center, 7" Color Display, Touchscreen, MUX	NFPA	1.20	0.00	0.00
0617874	Lights, Perimeter Pump House, Truck-Lite 44310C LED 2lts	NFPA	1.00	0.00	0.00
0631374	Lights, Deck, WIn (2) MPPBCS Micro Pioneer LED Rear Flood Lights	NFPA	6.70	0.00	0.00
0642576	Trans, Allison 5th Gen, 3000 EVS PR, Imp/Vel/Dash CF	NFPA	2.00	2.00	0.00
0647638	Lights, Dome, Weldon Dual LED 4 Lts	NFPA	0.80	0.80	0.00
0648074	Lights, Clearance/Marker/ID, Front, P25 LED 7 Lts	NFPA	0.49	0.00	0.00
0648256	Light, Directional, WIn M6T* LED Arrow, Recessed, Angle Bracket,	NFPA	1.80	2.70	0.00
0648425	Light, Directional, WIn 600 LED Cmb, Cab Crn, Imp/Vel/AXT/Qtm/DCF	NFPA	0.70	0.70	0.00
0648716	Headlights, Rectangular Halogen, Imp/Vel	NFPA	5.46	7.82	0.00
0664466	Bracket, License Plate & Light, Weldon 9186-23882-30 Incand, Temp	NFPA	0.69	0.00	0.00
0668315	Cab, Velocity FR, 7010 Raised Roof	NFPA	6.80	10.20	0.00
0679660	Light Shield, S/S, On Scene Solutions Night Axe, LED	NFPA	2.00	0.00	0.00
0680854	Light, Rear Zone Upper, WIn B6M7**1P, Super LED Beacon w/M7	NFPA	6.00	0.00	0.00
0683947	Gauge, Foam Level, Innovative Controls, 14-LED PN 3030386-01B,	NFPA	0.15	0.00	0.00
0683969	Gauge, Water Level, IC, 14-LED, PN 3030385-01	NFPA	0.15	0.00	0.00
0695719	Lights, Perimeter Body, Truck-Lite 44310C LED 2lts, Rear Step	NFPA	0.50	0.00	0.00
0695735	Lights, Perimeter Cab, Truck-Lite 44310C LED	NFPA	1.08	0.00	0.00
0791490	Light, Traffic Directing, WIn TAL85, 46.87" Long LED	NFPA	2.52	2.52	0.00
0793140	Light, Dir/Mark, Intrm, Truck-Lite 30375Y LED Grm Mt 2lts, Under 30'	NFPA	0.20	0.00	0.00
0795327	Engine, Cummins L9, 370 hp, 1250 lb-ft, W/OBD, EPA 2017, Imp/Vel	NFPA	1.00	0.00	0.00
0656404	Alternator, 320 amp, Leece-Neville 4909AA, Ext Rectifier, Duct	S	0.00	0.00	0.00
Load Totals:			81.07	441.25	264.75

Note: Minimum Continuous Load is in "Blocking Right of Way" mode.(Reference current edition of NFPA 1901)
Note: Intermittent Load items are not factored in on any alternator load comparisons. These items are included on the report for reference only and should be looked at as amp draw exclusion items. (Reference current edition of NFPA 1901)
Note: Total Connected Load "Demand" represents Total Connected Load minus any Load Managed items

Alternator Output at Idle: 179.00

Minimum Continuous Load	
Supply:	179.00
Demand:	81.07
Variance:	97.93

Alternator Output at Governed Speed: 285.00

Total Connected Load	
Supply:	285.00
Demand:	249.32
Variance:	35.68

* UDMC = User Defined Mission Critical, LM = User Defined Load Managed, S = Electrical Amperage Supply



DENVER FIRE DEPARTMENT PIERCE TRIPLE COMBINATION PUMPER



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DENVER FIRE DEPARTMENT PIERCE TRIPLE COMBINATION PUMPER



Front Range Fire Apparatus is pleased to submit to Denver Fire Department for a **Pierce® triple combination pumper** per your request for quotation. The following paragraphs will describe in detail the apparatus, construction methods, and equipment. This document will indicate size, type, model and make of components parts and equipment, providing proof of compliance with each and every item (except where noted) in the departments advertised specifications.

PIERCE MANUFACTURING was founded in 1913. Since then we have been building bodies with one philosophy, "BUILD THE FINEST". Our skilled craftsmen take pride in their work, which is reflected, in the final product. We have been building fire apparatus since the early "forties" giving Pierce Manufacturing over 60 years of experience in the fire apparatus market. Pierce Manufacturing has built and put into service more than 51,000 apparatus, including more than 27,000 on Pierce custom chassis designed and built specifically for fire and emergency applications. Our Appleton, Wisconsin facility has over 757,000 total square feet of floor space situated on approximately 97 acres of land. Our Bradenton, Florida facility has 300,000 square feet of floor space situated on approximately 38 acres of land.

Our beliefs in high ethical standards are carried through in all of our commitments and to everyone with whom we do business. Honesty, Integrity, Accountability and Citizenship are global tenets by which we all live and work. Consequently, we neither engage in, nor have we ever been convicted of price fixing, bid rigging, or collusion in any domestic or international fire apparatus market.

Pierce has only one brand of fire apparatus "Pierce", ensuring you are receiving top of the line product that meets your specification.

In accordance with the current edition of NFPA 1901 standards, this document will specify whether the fire department, manufacturer, or apparatus dealership will provide required loose equipment.

Images and illustrative material in this document are as accurate as known at the time of publication, but are subject to change without notice. Images and illustrative material is for reference only, and may include optional equipment and accessories and may not include all standard equipment.

GENERAL DESIGN AND CONSTRUCTION

To control quality, ensure compatibility, and provide a single source for service and warranty, the custom cab, chassis, pump module and body will be entirely designed, assembled/welded and painted in Pierce owned manufacturing facilities. This includes, but not limited to the cab weldment, the pumphouse module assembly, the chassis assembly, the body and the electrical system.



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QUALITY AND WORKMANSHIP

Pierce has set the pace for quality and workmanship in the fire apparatus field. Our tradition of building the highest quality units with craftsmen second to none has been the rule right from the beginning and we demonstrate that ongoing commitment by: Ensuring all steel welding follows American Welding Society D1.1-2004 recommendations for structural steel welding. All aluminum welding follows American Welding society and ANSI D1.2-2003 requirements for structural welding of aluminum. All sheet metal welding follows American welding Society B2.1-2000 requirements for structural welding of sheet metal. Our flux core arc welding uses alloy rods, type 7000 and is performed to American Welding Society standards A5.20-E70T1. Furthermore, all employees classified as welders are tested and certified to meet the American welding Society codes upon hire and every three (3) years thereafter. Pierce also employs and American Welding Society certified welding inspector in plant during working hours to monitor weld quality.

Pierce Manufacturing operates a Quality Management System under the requirements of ISO 9001. These standards sponsored by the International Organization for Standardization (ISO) specify the quality systems that are established by the manufacturer for design, manufacture, installation and service. A copy of the certificate of compliance is included with this document.

In addition to the Quality Management system, we also employ a Quality Achievement Supplier program to insure the vendors and suppliers that we utilize meet the high standards we demand. That is just part of our overall "Quality at the Source" program at Pierce.

To demonstrate the quality of our products and services, a list of at least twenty five (25) fire departments/municipalities that have purchased vehicles for a second time is provided.

DELIVERY

The apparatus will be delivered under its own power to insure proper break-in of all components while the apparatus is still under warranty. A qualified delivery representative shall deliver the apparatus and remain for a sufficient length of time to instruct personnel in proper operation, care and maintenance of the equipment delivered.

MANUAL AND SERVICE INFORMATION

At time of delivery, complete operation and maintenance manuals covering the apparatus will be provided. A permanent plate will be mounted in the driver's compartment specifying the quantity and type of fluids required including engine oil, engine coolant, transmission, pump transmission lubrication, pump primer and drive axle.

SAFETY VIDEO

At the time of delivery Pierce will also provide one (1) 39-minute, professionally produced apparatus safety video, in DVD format. This video will address key safety considerations for



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personnel to follow when they are driving, operating, and maintaining the apparatus, including the following: vehicle pre-trip inspection, chassis operation, pump operation, aerial 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 (10) 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 when fully loaded will not have less than 25 percent nor more than 50 percent on the front axle, and not less than 50 percent nor more than 75 percent on the rear axle. The apparatus will meet NFPA 1901 acceleration and braking requirements.

SERVICE AND WARRANTY SUPPORT

Pierce dealership support will be provided by Front Range Fire Apparatus by operating a Pierce authorized service center. The service center will have factory-trained mechanics on staff versed in Pierce fire apparatus. The service facility will be located within twenty five (25) miles of the fire department.

In addition to the dealership, Pierce has service facilities located in both, Weyauwega, Wisconsin and Bradenton, Florida. Pierce also maintains a dedicated parts facility of over 100,000 square feet in Appleton, Wisconsin. The parts facility stocks in excess of \$5,000,000 in parts dedicated to service and replacement parts. The parts facility employs a staff dedicated solely for the distribution and shipment of service and replacement parts.

Service parts for the apparatus can be found via Pierceparts.com which is an interactive online tool that delivers information regarding your specific apparatus as well as the opportunity to register for training classes.

As a Pierce customer you have the ability to view the complete bill of materials for your specific apparatus, including assembly drawings, piece part drawings, and beneficial parts notations. You will also have the ability to search the complete Pierce item master through a parts search function which offers all Pierce SKU's and descriptions offered on all Pierce apparatus. Published component catalogs, which include proprietary systems along with an extensive operators manual library is available for easy reference.

Pierce Manufacturing maintains a dedicated service and warranty staff of over 35 personnel, dedicated to customer support, which also maintains a 24 hour 7 day a week toll free hot line, four (4) on staff EVT's, and offers hands-on repair and maintenance training classes multiple times a year.



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COMMERCIAL GENERAL LIABILITY INSURANCE

Certification of insurance coverage will be enclosed.

SINGLE SOURCE MANUFACTURER

Pierce Manufacturing, Inc. provides an integrated approach to the design and manufacture of our products that delivers superior apparatus and a dedicated support team. From our facilities, the chassis, cab weldment, cab, pumphouse (including the sheet metal enclosure, valve controls, piping and operators panel) and body will be entirely designed, tested, and hand assembled to the customer's exact specifications. The electrical system either hardwired or multiplexed, will be both designed and integrated by Pierce Manufacturing. The warranties relative to these major components (excluding component warranties such as engine, transmission, axles, pump, etc.) will be provided by Pierce as a single source manufacturer. Pierce's single source solution adds value by providing a fully engineered product that offers durability, reliability, maintainability, performance, and a high level of quality.

Your apparatus will be manufactured in Appleton, Wisconsin.

SPECIAL INSTRUCTIONS

The apparatus will be designed and built to match the previous truck 28980. However, some variation may be necessary due to changes in our manufacturing processes or our product offering. Revisions in NFPA guidelines and/or other regulations may also affect our ability to match the previous unit.

NFPA 2016 STANDARDS

This unit will comply with the NFPA standards effective January 1, 2016, except for fire department directed exceptions. These exceptions will be set forth in the Statement of Exceptions.

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

All horizontal surfaces designated as a standing or walking surface that are greater than 48.00" above the ground must be defined by a 1.00" wide line along its outside perimeter. Perimeter markings and designated access paths to destination points will be identified on the customer approval print and are shown as approximate. Actual location(s) will be determined based on materials used and actual conditions at final build. Access paths may pass through hose storage areas and opening or removal of covers or restraints may be required. Access paths may require the operation of devices and equipment such as the aerial device or ladder rack.

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.



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The manufacturer will have programs in place for training, proficiency testing and performance for any staff involved with certifications.

An official of the company will designate, in writing, who is qualified to witness and certify test results.

NFPA COMPLIANCY

Apparatus will meet the applicable requirements of the National Fire Protection Association (NFPA) as stated in current edition at time of contract execution. Fire department's specifications that differ from NFPA specifications will be indicated in the document as "non-NFPA".

VEHICLE INSPECTION PROGRAM CERTIFICATION

To assure the vehicle is built to current NFPA standards, the apparatus, in its entirety, will be third-party, audit-certified through Underwriters Laboratory (UL) that it is built and complies to all applicable standards in the current edition of NFPA 1901. The certification will include: all design, production, operational, and performance testing of not only the apparatus, but those components that are installed on the apparatus.

A placard will be affixed in the driver's side area stating the third party agency, the date, the standard and the certificate number of the whole vehicle audit.

PUMP TEST

Underwriters Laboratory (UL) will test, approved, and certify the pump. The test results and the pump manufacturer's certification of hydrostatic test; the engine manufacturer's certified brake horsepower curve; and the pump manufacturer's record of pump construction details will be forwarded to the Fire Department.

GENERATOR TEST

If the unit has a generator, Underwriters Laboratory (UL) will test, approved, and certify the generator. The test results will be provided to the Fire Department at the time of delivery.

BREATHING AIR TEST

If the unit has breathing air, Pierce Manufacturing will draw an air sample from the air system and have the sample certified that the air quality meets the requirements of NFPA 1989, *Standard on Breathing Air Quality for Fire and Emergency Services Respiratory Protection*.

INSPECTION TRIP #1

An inspection trip will be provided for two (2) people. Trip will take place at the customer location for a preconstruction conference .



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INSPECTION TRIP #2

An inspection trip will be provided for two (2) people. Trip will take place at the factory for a post paint inspection .

INSPECTION TRIP #3

An inspection trip will be provided for two (2) people. Trip will take place at the factory for a delivery inspection .

BID BOND NOT REQUESTED

A bid bond will not be included. If requested, the following will apply:

All bidders will provide a bid bond as security for the bid in the form of a 5% bid bond to accompany their bid. This bid bond will be issued by a Surety Company who is listed on the U.S. Treasury Departments list of acceptable sureties as published in Department Circular 570. The bid bond will be issued by an authorized representative of the Surety Company and will be accompanied by a certified power of attorney dated on or before the date of bid. The bid bond will include language, which assures that the bidder/principal will give a bond or bonds as may be specified in the bidding or contract documents, with good and sufficient surety for the faithful performance of the contract, including the Basic One (1) Year Limited Warranty, and for the prompt payment of labor and material furnished in the prosecution of the contract.

Notwithstanding any document or assertion to the contrary, any surety bond related to the sale of a vehicle will apply only to the Basic One (1) Year Limited Warranty for such vehicle. Any surety bond related to the sale of a vehicle will not apply to any other warranties that are included within this bid (OEM or otherwise) or to the warranties (if any) of any third party of any part, component, attachment or accessory that is incorporated into or attached to the vehicle. In the event of any contradiction or inconsistency between this provision and any other document or assertion, this provision will prevail.

PERFORMANCE BOND, 1 YEAR

The successful bidder will furnish a Performance and Payment bond (Bond) equal to 100 percent of the total contract amount within 30 days of the notice of award. Such Bond will be in a form acceptable to the Owner and issued by a surety company included within the Department of Treasury's Listing of Approved Sureties (Department Circular 570) with a minimum A.M. Best Financial Strength Rating of A and Size Category of XV. In the event of a bond issued by a surety of a lesser Size Category, a minimum Financial Strength rating of A+ is required.

Bidder and Bidder's surety agree that the Bond issued hereunder, whether expressly stated or not, also includes the surety's guarantee of the vehicle manufacturer's Basic One (1) Year Limited



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Warranty period included within this document. Owner agrees that the penal amount of this bond will be simultaneously amended to 25 percent of the total contract amount upon satisfactory acceptance and delivery of the vehicle(s) included herein. Notwithstanding anything contained within this contract to the contrary, the surety's liability for any warranties of any type will not exceed one (1) year from the date of such satisfactory acceptance and delivery, or the actual Basic One (1) Year Limited Warranty period, whichever is shorter.

APPROVAL DRAWING

A drawing of the apparatus will be prepared and provided to the purchaser for approval before construction begins. The Pierce sales representative will also be provided with a copy of the same drawing. 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 Pierce to the purchaser showing any changes made to the approval drawing.

DRAWING, PRELIMINARY LAYOUT, PUMP OPERATOR'S PANEL

A detailed drawing, to scale, of the pump operator's panel will be provided for the purpose of illustrating the standard location(s) of controls and discharges on the pump operator's panel. The drawing will not be meant as an approval, or final construction drawing, rather it will be used as an illustration drawing of a standard panel layout. This drawing will include all of the gauges and controls located on the pump operator's panel.

FINAL DRAWING

There will be a revised drawing of the truck with all the changes made during production provided at pickup.

ELECTRICAL WIRING DIAGRAMS

Two (2) electrical wiring diagrams, prepared for the model of chassis and body, will be provided.

VELOCITY CHASSIS

The Pierce Velocity® is the custom chassis developed exclusively for the fire service. Chassis provided will be a new, tilt type custom fire apparatus. The chassis will be manufactured in the apparatus body builder's facility eliminating any split responsibility. The chassis will be designed and manufactured for heavy duty service, with adequate strength and capacity for the intended load to be sustained and the type of service required. The chassis will be the manufacturer's first line tilt cab.

TARGET OVERALL LENGTH

The target overall length of the apparatus will be approximately 31' .25" .



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WHEELBASE

The wheelbase of the vehicle will be 175.50".

GVW RATING

The gross vehicle weight rating will be 42,000 pounds .

FRAME

The chassis frame will be built with two (2) steel channels bolted to five (5) cross members or more, depending on other options of the apparatus. The side rails will have a 13.38" tall web over the front and mid sections of the chassis, with a continuous smooth taper to 10.75" over the rear axle. Each rail will have a section modulus of 25.992 cubic inches and a resisting bending moment (rbm) of 3,119,040 in-lb over the critical regions of the frame assembly, with a section modulus of 18.96 cubic inches with an rbm of 2,275,200 in-lb over the rear axle. The frame rails will be constructed of 120,000 psi yield strength heat-treated 0.38" thick steel with 3.50" wide flanges.

FRONT NON DRIVE AXLE

The Oshkosh TAK-4® front axle will be of the independent suspension design with a ground rating of 18,000 lb.

Upper and lower control arms will be used on each side of the axle. Upper control arm castings will be made of 100,000-psi yield strength 8630 steel and the lower control arm casting will be made of 55,000-psi yield ductile iron.

The center cross members and side plates will be constructed out of 80,000-psi yield strength steel.

Each control arm will be mounted to the center section using elastomer bushings. These rubber bushings will rotate on low friction plain bearings and be lubricated for life. Each bushing will also have a flange end to absorb longitudinal impact loads, reducing noise and vibrations.

There will be nine (9) grease fittings supplied, one (1) on each control arm pivot and one (1) on the steering gear extension.

The upper control arm will be shorter than the lower arm so that wheel end geometry provides positive camber when deflected below rated load and negative camber above rated load.

Camber at load will be 0 degrees for optimum tire life.

The ball joint bearing shall be of low friction design and be maintenance free.

Toe links that are adjustable for alignment of the wheel to the center of the chassis will be provided.



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The wheel ends must have little to no bump steer when the chassis encounters a hole or obstacle.

The steering linkage will provide proper steering angles for the inside and outside wheel, based on the vehicle wheelbase.

The axle will have a third party certified turning angle of 45 degrees. Front discharge, front suction, or aluminum wheels will not infringe on this cramp angle.

FRONT SUSPENSION

Front Oshkosh TAK-4™ independent suspension will be provided with a minimum ground rating of 18,000 lb.

The independent suspension system will be designed to provide maximum ride comfort. The design will allow the vehicle to travel at highway speeds over improved road surfaces and moderate speeds over rough terrain with minimal transfer of road shock and vibration to the vehicle's crew compartment.

Each wheel will have a torsion bar type spring. In addition, each front wheel end will have energy absorbing jounce bumpers to prevent bottoming of the suspension.

The suspension design will have at least 10.00" of total wheel travel and a minimum of 3.75" before suspension bottoms.

The torsion bar anchor lock system allows for simple lean adjustments without the use of shims. One can adjust for a lean within 15 minutes per side. Anchor adjustment design is such that it allows for ride height adjustment on each side.

The independent suspension completed durability testing that simulated 140,000 miles of inner city driving.

FRONT SHOCK ABSORBERS

KONI heavy-duty telescoping shock absorbers will be provided on the front suspension.

FRONT OIL SEALS

Oil seals with viewing window will be provided on the front axle.

FRONT TIRES

Front tires will be Goodyear® 315/80R22.50 radials, 20 ply G289 WHA tread, rated for 20,400 lb maximum axle load and 68 mph maximum speed.

The tires will be mounted on Alcoa 22.50" x 9.00" polished aluminum disc wheels with a ten (10) stud, 11.25" bolt circle.



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TURNING RADIUS REPORT

A turning radius analysis of the custom Pierce chassis that we are proposing will be included with this document. This analysis will provide information on the inside turning radius, the outside turning radius, the curb to curb turning radius, and the wall to wall turning radius.

REAR AXLE

The rear axle will be a Meritor™, Model RS-23-186, with a capacity of 24,000 lb.

TOP SPEED OF VEHICLE

A rear axle ratio will be furnished to allow the vehicle to reach a top speed of 68 mph.

SUSPENSION, REAR

Rear suspension will be Reyco model 79KB with a ground rating of 27,000 pounds. Spring hangers and mounting components will be cast. The suspension utilizes two attaching points with variable rate spring cams and rubber bushed adjustable torque arms.

REAR OIL SEALS

Oil seals will be provided on the rear axle(s).

REAR TIRES

Rear tires will be four (4) Goodyear® 12R22.50 radials, 16 ply all season G622 RSD tread, rated for 27,120 lb maximum axle load and 75 mph maximum speed.

The tires will be mounted on Alcoa 22.50" x 8.25" polished aluminum disc wheels with a ten (10) stud 11.25" bolt circle.

TIRE BALANCE

All tires will be balanced with Counteract balancing beads. The beads will be inserted into the tire and eliminate the need for wheel weights.

TIRE PRESSURE MANAGEMENT

There will be a RealWheels© LED AirSecure tire alert pressure management system provided, that will monitor each tire's pressure. A sensor will be provided on the valve stem of each tire for a total of two (2) tires.

The sensor will calibrate to the tire pressure when installed on the valve stem for pressures between 10 and 200 psi. The sensor will activate an integral battery operated LED when the pressure of that tire drops five (5) to eight (8) psi.

Removing the cap from the sensor will indicate the functionality of the sensor and battery. If the sensor and battery are in working condition, the LED will immediately start to flash.



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FRONT HUB COVERS

Stainless steel hub covers will be provided on the front axle. An oil level viewing window will be provided.

AUTOMATIC TIRE CHAINS

One (1) pair of Rud 18 strand automatic tire chains will be provided at the rear. The system will be electric-over-air operated with a switch on the cab instrument panel. The system may be engaged at speeds up to 25 mph and operated at speeds up to 35 mph.

MUD FLAP EVEN WITH FENDERETTS

A mud flap shall be installed so it is even with the outside fenderetts.

MUD FLAPS

Mud flaps with a Pierce logo will be installed behind the front and rear wheels.

CROSSFIRE PRESSURE LABELS

The PSI label for the Crossfire tire pressure equalization system will state 85 PSI.

AIR PRESSURE TIRE EQUALIZATION

A Crossfire air pressure equalization system will be provided on the rear dual wheels. This system will equalize the tire air pressure in the rear duals and indicate over or under inflation.

STABILIZER SYSTEM (REAR VALVE STEMS)

A valve stem stabilizer system will be provided on the rear duals.

WHEEL CHOCKS

There will be one (1) pair of folding Ziamatic, Model SAC-44-E, aluminum alloy, Quick-Choc wheel blocks, with easy-grip handle provided.

WHEEL CHOCK BRACKETS

There will be one (1) pair of Zico, Model SQCH-44-H, horizontal mounting wheel chock brackets provided for the Ziamatic, Model SAC-44-E, folding wheel chocks. The brackets will be made of aluminum and consist of a quick release spring loaded rod to hold the wheel chocks in place. The brackets will be mounted forward of the left side rear tire.

ELECTRONIC STABILITY CONTROL

A vehicle control system will be provided as an integral part of the ABS brake system from Meritor Wabco.

The system will monitor and update the lateral acceleration of the vehicle and compare it to a critical threshold where a side roll event may occur. If the critical threshold is met, the vehicle control system will automatically reduce engine RPM, engage the engine retarder (if equipped),



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and selectively apply brakes to the individual wheel ends of the front and rear axles to reduce the possibility of a side roll event.

The system will monitor directional stability through a lateral accelerometer, steer angle sensor and yaw rate sensor. If spinout or drift out is detected, the vehicle control system will selectively apply brakes to the individual wheel ends of the front and rear axles to bring the vehicle back to its intended direction.

ANTI-LOCK BRAKE SYSTEM

The vehicle will be equipped with a Wabco 4S4M, anti-lock braking system. The ABS will provide a four (4) channel anti-lock braking control on both the front and rear wheels. A digitally controlled system that utilizes microprocessor technology will control the anti-lock braking system. Each wheel will be monitored by the system. When any wheel begins to lockup, a signal will be sent to the control unit. This control unit will then 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.

AUTOMATIC TRACTION CONTROL

An anti-slip feature will be included with the ABS. The Automatic Traction Control will be used for traction in poor road and weather conditions. The Automatic Traction Control will act as an electronic differential lock that will not allow a driving wheel to spin, thereby supplying traction at all times. The ABS electronic control unit (ECU) will work with the engine ECU, sharing information concerning wheel slip. Engine ECU will use information to control engine speed, allowing only as much throttle application as required for the available traction, regardless of how much the driver is asking for. A "mud/snow" switch will be provided on the instrument panel. Activation of the switch will allow additional tire slip to let the truck climb out and get on top of deep snow or mud.

BRAKES

The service brake system will be full air type.

The front brakes will be Knorr/Bendix disc type with a 17.00" ventilated rotor for improved stopping distance.

The brake system will be certified, third party inspected, for improved stopping distance.

The rear brakes will be Meritor™ 16.50" x 7.00" cam operated with automatic slack adjusters. Dust shields will be provided.

BRAKE SYSTEM AIR COMPRESSOR

The air compressor will be a Cummins/WABCO with 18.7 cubic feet per minute output.



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BRAKE SYSTEM

The brake system will include:

- Bendix® dual brake treadle valve
- Heated automatic moisture ejector on air dryer
- Total air system capacity of 4,362 cubic inches
- Two (2) air pressure gauges with a red warning light and an audible alarm, that activates when air pressure falls below 60 psi
- Spring set parking brake system
- Parking brake operated by a push-pull style control valve
- A parking "brake on" indicator light on instrument panel
- Park brake relay/inversion and anti-compounding valve, in conjunction with a double check valve system, with an automatic spring brake application at 40 psi
- A pressure protection valve to prevent all air operated accessories from drawing air from the air system when the system pressure drops below 80 psi (550 kPa)
- 1/4 turn drain valve on each air tank

The air tank will be primed and painted to meet a minimum 750 hour salt spray test.

To reduce the effects of corrosion, the air tank will be mounted with stainless steel brackets.

- Bendix AD-9 air dryer, with heater and coalescing filter

BRAKE LINES

Color-coded nylon brake lines will be provided. The lines will be wrapped in a heat protective loom in the chassis areas that are subject to excessive heat.

AIR INLET

One (1) air inlet with 3D series male coupling will be provided. It will allow station air to be supplied to the apparatus brake system through a shoreline hose. The inlet will be located rearward in the driver side lower step well of cab. A check valve will be provided to prevent reverse flow of air. The inlet will discharge into the "wet" tank of the brake system. A mating female fitting will also be provided with the loose equipment.

AIR OUTLET

One (1) air outlet will be installed with a female coupling and shut off valve, located in the front body compartment on driver side. This system will tie into the "wet" tank of the brake system and include an 85-psi pressure protection valve in the outlet line to prevent the brake system from losing all air.



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Female coupling and male fitting will be .25" thread.

A mating male fitting will be provided with the loose equipment.

AIR HOSE

There will be two (2) 25' length(s) of air hose furnished with fittings.

An air chuck will be provided with the air hose. The air chuck will fit the valve stems that are provided on the tires.

AIR TANK, ADDITIONAL

An additional air tank with 1,454 cubic inch displacement will be provided to increase the capacity of the air system. This tank will be dedicated for air horn use.

The air tank will be primed and painted to meet a minimum 750 hour salt spray test. To reduce the effects of corrosion, the air tank will be mounted with stainless steel brackets.

The output flow of the engine air compressor varies with engine RPM. Full compressor output is only achieved at governed engine speed. Engine speed may be limited by generators, pumps and other PTO driven options.

AUXILLARY BRAKING SYSTEMS

When two (2) separate auxiliary braking systems are installed on a unit they will be programmed or wired to provide separate or simultaneous operation.

In this case, it will be the transmission retarder and the Jake Brake. They will be set up so when the retarder comes on, the Jake will activate at the same time.

The Jake will start on deceleration and the transmission retarder will also start on brake application.

COMPRESSOR AIR LINE

The air line from the air compressor to the remote mounted governor will be stainless steel braid in place of standard Aeroquip hose.

COMPRESSION FITTINGS ONLY

Any nylon tube on the apparatus that is pneumatic will be plumbed with compression type fittings where applicable.

ENGINE

The chassis will be powered by an electronically controlled engine as described below:

Make:	Cummins
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Model:	L9
Power:	370 hp at 2100 rpm
Torque:	1250 lb-ft at 1400 rpm
Governed Speed:	2100 rpm
Emissions Level:	EPA 2017
Fuel:	Diesel
Cylinders:	Six (6)
Displacement:	543 cubic inches (8.9L)
Starter:	Delco Remy 39MT™
Fuel Filters:	Spin-on style primary filter with water separator and water-in-fuel sensor. Secondary spin-on style filter.

The engine will include On-board diagnostics (OBD), which provides self diagnostic and reporting. The system will give the owner or repair technician access to state of health information for various vehicle sub systems. The system will monitor vehicle systems, engine and after treatment. The system will illuminate a malfunction indicator light on the dash console if a problem is detected.

HIGH IDLE

A high idle switch will be provided, inside the cab, on the instrument panel, that will automatically maintain a preset engine rpm. A switch will be installed, at the cab instrument panel, for activation/deactivation.

The high idle will be operational only when the parking brake is on and the truck transmission is in neutral. A green indicator light will be provided, adjacent to the switch. The light will illuminate when the above conditions are met. The light will be labeled "OK to Engage High Idle."

ENGINE BRAKE

A Jacobs engine brake is to be installed with the controls located on the instrument panel within easy reach of the driver.

The driver will be able to turn the engine brake system on/off and have high, medium and low setting.

The high setting of the brake application will activate and work simultaneously with the variable geometry turbo (VGT) provided on the engine.



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The engine brake will be installed in such a manner that when the engine brake is slowing the vehicle the brake lights are activated.

The ABS system will automatically disengage the auxiliary braking device, when required.

CLUTCH FAN

A Horton® fan clutch will be provided. The fan clutch will be automatic when the pump transmission is in "Road" position, and fully engaged in "Pump" position. A compression fitting will be provided on the fan hub.

ENGINE AIR INTAKE

An air intake with an ember separator (to prevent road dirt, burning embers, and recirculating hot air from entering the engine) will be mounted at the front of the apparatus, on the passenger side of the engine. The ember separator will be mounted in the air intake with flame retardant, rotomolded polyethylene housing. It will be easily accessible by the hinged access panel at the front of the vehicle.

EXHAUST SYSTEM

The exhaust system will be stainless steel from the turbo to the engine's aftertreatment device, and will be 4.00" in diameter. The exhaust system will include a single module aftertreatment device to meet current EPA standards. An insulation wrap will be provided on all exhaust pipes between the turbo and aftertreatment device to minimize the heat loss to the aftertreatment device. The exhaust will terminate horizontally ahead of the right side rear wheels. A tailpipe diffuser will be provided to reduce the temperature of the exhaust as it exits. Heat deflector shields will be provided to isolate chassis and body components from the heat of the tailpipe diffuser.

EXHAUST MODIFICATION

The exhaust pipe will be brought out from under the body at a 20 degree angle to the rear.

The diffuser will not be cut straight to the body, and the outer edge will extend slightly outside of the body. There will be a minimum of 2.50" from the exhaust pipe to the under side of the body heat shield. The last 7.00" of the exhaust will be free of hangers and/or clamps.

RADIATOR

The radiator and the complete cooling system will meet or exceed NFPA and engine manufacturer cooling system standards.



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For maximum corrosion resistance and cooling performance, the entire radiator core will be constructed using long life aluminum alloy. The core will be made of aluminum fins, having a serpentine design, brazed to aluminum tubes. The tubes will be brazed to aluminum headers. No solder joints or leaded material of any kind will be acceptable in the core assembly. The radiator core will have a minimum frontal area of 1434 square inches. Supply tank made of glass-reinforced nylon and a return tank of cast aluminum alloy shall be crimped on to the core assembly using header tabs and a compression gasket to complete the radiator core assembly. The radiator will be compatible with commercial antifreeze solutions.

There will be a full steel frame around the entire radiator core assembly. The radiator core assembly will be isolated within the steel frame by rubber inserts to enhance cooling system durability and reliability. The radiator will be mounted in such a manner as to prevent the development of leaks caused by twisting or straining when the apparatus operates over uneven ground. The radiator assembly will be isolated from the chassis frame rails with rubber isolators.

The radiator assembly will include an integral deaeration tank permanently mounted to the top of the radiator framework, with a readily accessible remote-mounted overflow tank. For visual coolant level inspection, the radiator will have a built-in sight glass. The radiator will be equipped with a 15 psi pressure relief cap.

A drain port will be located at the lowest point of the cooling system and/or the bottom of the radiator to permit complete flushing of the coolant from the system.

A heavy-duty fan will draw in fresh, cool air through the radiator. Shields or baffles will be provided to prevent recirculation of hot air to the inlet side of the radiator.

COOLANT LINES

Gates® silicone hoses will be used for all engine/heater coolant lines installed by the chassis manufacturer.

The chassis manufacturer will also use Gates brand hose on other heater, defroster and auxiliary coolant circuits. There will be some areas in which an appropriate Gates product is not available. In those instances a comparable silicone hose from another manufacturer will be used.

Hose clamps will be stainless steel "constant torque type" to prevent coolant leakage. They will react to temperature changes in the cooling system and expand or contract accordingly while maintaining a constant clamping pressure on the hose.

RADIATOR HOSE MODIFICATION

The rubber hose at the radiator will be extended 4.00".



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VINYL WINTER FRONT

A custom one-piece white vinyl winter front will be provided for use in extreme cold weather. The vinyl will cover the front cab grille and will be held in place with quarter turn fasteners. There will be an 5.50" x 16.00" opening in the center for proper ventilation.

FUEL TANK

A 65 gallon fuel tank will be provided and mounted at the rear of the chassis. The tank will be constructed of 12-gauge, hot rolled steel. It will be equipped with swash partitions and a vent. To eliminate the effects of corrosion, the fuel tank will be mounted with stainless steel straps.

A 0.75" drain plug will be located in a low point of the tank for drainage.

A fill inlet will be located on the left hand side of the body and is covered with a hinged, spring loaded, stainless steel door that is marked "Ultra Low Sulfur - Diesel Fuel Only."

A 0.50" diameter vent will be installed from tank top to just below fuel fill inlet.

The fuel tank will meet all FHWA 393.67 requirements including a fill capacity of 95 percent of tank volume.

All fuel lines will be provided as recommended by the engine manufacturer.

DIESEL EXHAUST FLUID TANK

A 4.5 gallon diesel exhaust fluid (DEF) tank will be provided and mounted in the driver's side body forward of the rear axle.

A 0.50" drain plug will be provided in a low point of the tank for drainage.

A fill inlet will be located on the driver's side of the body and be covered with a hinged, spring loaded, polished stainless steel door that is marked "Diesel Exhaust Fluid Only".

The tank will meet the engine manufacturers requirement for 10 percent expansion space in the event of tank freezing.

The tank will include an integrated heater unit that utilizes engine coolant to thaw the DEF in the event of freezing.

FUEL SHUTOFF

A fuel line shutoff valve will be installed on both the inlet and outlet of the primary fuel filter.

TRANSMISSION

An Allison 5th generation, model EVS 3000PR, electronic torque converting automatic transmission with retarder will be provided.



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Two (2) PTO openings will be located on both sides of converter housing (positions 4 o'clock and 8 o'clock) as viewed from the rear.

A transmission temperature gauge with red light and audible alarm will be installed on the cab instrument panel.

The transmission retarder control will be activated 33 percent by release of the accelerator pedal or 66 percent by slight application of the brake pedal, or 100 percent by heavy application of brake pedal. A second on/off switch is provided to activate and deactivate the auto apply portion.

The transmission will have the 1000 ft. lb. torque (low) spring setting for retardation force.

The transmission retarder will have a master "on/off" switch on the instrument panel. Also, a red indicator light will be provided to warn that transmission is being overworked.

The retarder will be wired to the brake lights so they are energized when the retarder is slowing the vehicle down.

The ABS system will automatically disengage the auxiliary braking device when required.

TRANSMISSION SHIFTER

A six (6)-speed push button shift module with the four (4) + two (2) "Mode" button will be mounted to right of driver on console. Shift position indicator will be indirectly lit for after dark operation.

The Allison shifter will be a double-digit display model.

The transmission ratio will be 1st - 3.49 to 1.00, 2nd - 1.86 to 1.00, 3rd - 1.41 to 1.00, 4th - 1.00 to 1.00, 5th - 0.75 to 1.00, 6th - 0.65 to 1.00, R - 5.03 to 1.00.

TRANSMISSION COOLER

An externally mounted Modine bar plate transmission oil cooler will be provided using engine coolant to control the transmission oil temperature. The internal bar plates will be constructed of stainless steel. The cooler's housing will be constructed of 1020 steel, coated to protect from corrosion. The cooler will be tagged with information including OEM part number, vendor serial number and date / lot code.

An externally mounted Modine bar plate transmission oil cooler will be provided using engine coolant to control the transmission retarder oil temperature. The internal bar plates will be constructed of stainless steel. The cooler's housing will be constructed of 1020 steel, coated to protect from corrosion. The cooler will be tagged with information including OEM part number, vendor serial number and date / lot code.



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TRANSMISSION FLUID LABEL

A label located on the transmission fluid fill access door will be provided. The label will read "Trans Fluid TRANSynD Only".

DOWNSHIFT MODE (W/ENGINE BRAKE)

The transmission will be provided with an aggressive downshift mode.

This will provide earlier transmission downshifts to 3rd gear from 6th gear, resulting in improved engine braking performance.

TRANSMISSION FLUID

The transmission will be provided with TES - 295 TranSynD heavy duty synthetic transmission fluid.

DRIVELINE

Drivelines will be a heavy-duty metal tube and be equipped with Spicer® 1710 universal joints.

The shafts will be dynamically balanced before installation.

A splined slip joint will be provided in each driveshaft where the driveline design requires it. The slip joint will be coated with Glidecoat® or equivalent.

STEERING

Dual Sheppard, Model M110, steering gears, with integral heavy-duty power steering, will be provided. For reduced system temperatures, the power steering will incorporate an air to oil cooler and an Eaton, Model VN20, hydraulic pump with integral pressure and flow control. All power steering lines will have wire braided lines with crimped fittings.

A tilt and telescopic steering column will be provided to improve fit for a broader range of driver configurations.

STEERING WHEEL

The steering wheel will be 18.00" in diameter, have tilting and telescoping capabilities, and a 4-spoke design.

LOGO AND CUSTOMER DESIGNATION ON DASH

The dash panel will have an emblem containing the Pierce logo and customer name. The emblem will have three (3) rows of text for the customer's department name. There will be a maximum of eight (8) characters in the first row, 11 characters in the second row and 11 characters in the third row.



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The first row of text will be: Denver

The second row of text will be: Fire

The third row of text will be: Department

AUTOMATIC CHASSIS LUBRICATION

A Vogel Automatic Lubrication System will be provided. The lubrication will be supplied while the vehicle ignition switch is active to allow a uniform application of grease to the locations listed. The electronic control unit that forms part of the system will activate the pump after an adjustable interval time. The unit will control and monitor pump operation and report any faults via an indicator light on the driver's dashboard of the cab.

The lubrication system reservoir, which requires a 15.00" wide x 14.50" high x 6.25" deep mounting area, will be located in the right rear pump house area on the apparatus.

- TAK- 4 Control Arm Pivot Points
- Rear Axle Slack Adjusters
- Rear Axle Brake Cam Screws
- Rear Suspension Spring Pins
- Rear Suspension Shackle Pins

BUMPER

A one (1) piece, ten (1) gauge, 304-2B type polished stainless steel bumper, a minimum of 10.00" high, will be attached to a bolted modular extension frame constructed of 50,000 psi tensile steel "C" channel mounted directly behind it to provide adequate support strength.

The bumper will be extended 19.00" from front face of cab.

Documentation will be provided, upon request to show that the options selected have been engineered for fit-up and approval for this modular bumper extension. A chart will be provided to indicate the option locations and will include, but not be limited to the following options: air horns, mechanical sirens, speakers, hose trays (with hose capacities), winches, lights, discharge, and suction connections.

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.



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CENTER HOSE TRAY

A hose tray, constructed of aluminum, will be placed in the center of the bumper extension.

The tray will have a capacity of 150' of 1.50" double jacket cotton-polyester hose.

Black rubber grating will be provided at the bottom of the tray. Drain holes are also provided.

HOSE TRAY COVER

A bright aluminum treadplate cover will be provided over the center hose tray.

The cover will be "notched" allowing the hose to be pre connected to hose connection.

The cover will be attached with a stainless steel hinge.

Two (2) flush 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.

LIFT AND TOW MOUNTS

Mounted to the frame extension will be lift and tow mounts. The lift and tow mounts will be designed and positioned to adapt to certain tow truck lift systems.

The lift and tow mounts with eyes will be painted the same color as the frame.

TOW HOOKS

Two (2) chromed steel tow hooks will be installed under the bumper and attached to the front frame members. The tow hooks will be designed and positioned to allow up to a 6,000 lb straight horizontal pull in line with the centerline of the vehicle. The tow hooks will not be used for lifting of the apparatus.

CAB

The Velocity cab will be designed specifically for the fire service and will be manufactured by Pierce Manufacturing.

To provide quality at the source and single source customer support, the cab will be built by the apparatus manufacturer in a facility located on the manufacturer's premises.

For reasons of structural integrity and enhanced occupant protection, the cab will be of heavy duty design, constructed to the following minimal standards.

The cab will have 12 main vertical structural members located in the A-pillar (front cab corner posts), B-pillar (side center posts), C-pillar (rear corner posts) and rear wall areas. The A-pillar will be constructed of 0.25" heavy wall extrusions joined by a solid A356-T6 aluminum joint casting. The B-pillar and C-pillar will also be constructed from 0.25" heavy wall extrusions.



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The rear wall will be constructed of two (2) 4.00" x 2.00" outer aluminum extrusions and two (2) 3.00" x 2.00" inner aluminum extrusions. All main vertical structural members will run from the floor to 7.50" x 3.50" x 0.125" thick roof extrusions to provide a cage-like structure with the A-pillar and roof extrusions being welded into a 0.75" thick corner casting at each of the front corners of the roof assembly.

The front of the cab will be constructed of a 0.25" thick firewall, covered with a 0.125" front skin (for a total thickness of 0.38"), and reinforced with 24.50" wide x 10.00" deep x 0.50" thick supports on each side of the engine tunnel. The cross-cab support will be welded to the A-pillar, 0.25" firewall, and engine tunnel, on the left and right sides.

The cab floors will be constructed of 0.1875" thick aluminum plate and reinforced at the firewall with an additional 0.25" thick cross-floor support providing a total thickness of 0.44" of structural material at the front floor area. The front floor area will also be supported with three (3) 0.50" plates bolted together that also provides the mounting point for the cab lift. This tubing will run from the front of the cab to the 0.1875" thick engine tunnel, creating the structure to support the forces created when lifting the cab.

The cab will be a full-tilt style. A 3-point cab mount system with rubber isolators will improve ride quality by isolating chassis vibrations from the cab.

The crew cab will be a totally enclosed design with the interior area completely open to improve visibility and verbal communication between the occupants.

The forward cab section will have an overall height (from the cab roof to the ground) of approximately 102.00". The crew cab section will have a 10.00" raised roof, with an overall cab height of approximately 112.00". The raised portion will start at the most forward point of the B-pillar and continue rearward to the back of the cab. The overall height listed will be calculated based on a truck configuration with the lowest suspension weight ratings, the smallest diameter tires for the suspension, no water weight, no loose equipment weight, and no personnel weight. Larger tires, wheels, and suspension will increase the overall height listed.

The cab will have an interior width of not less than 93.50". The driver and passenger seating positions will have a minimum 24.00" clear width at knee level.

To reduce injuries to occupants in the seated positions, proper head clearance will be provided. The floor-to-ceiling height inside the forward cab will be no less than 60.25". The floor-to-ceiling height inside the crew cab will be no less than 62.95" in the center position and 68.75" in the outboard positions.

The crew cab will measure a minimum of 57.50" from the rear wall to the backside of the engine tunnel (knee level) for optimal occupant legroom.



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INTERIOR CAB INSULATION

The cab walls, ceiling and engine tunnel will be insulated in all strategic locations to maximize acoustic absorption and thermal insulation. The cab will be insulated with 2.00" insulation in the rear wall, 3.00" insulation in the side walls, and 1.50" insulation in the ceiling.

FENDER LINERS

Full-circular, aluminum, inner fender liners in the wheel wells will be provided.

PANORAMIC WINDSHIELD

A one (1)-piece, safety glass windshield with more than 2,802 square inches of clear viewing area will be provided. The windshield will be full width and will provide the occupants with a panoramic view. The windshield will consist of three (3) layers: the outer light, the middle safety laminate, and the inner light. The 0.114" thick outer light layer will provide superior chip resistance. The middle safety laminate layer will prevent the windshield glass pieces from detaching in the event of breakage. The inner light will provide yet another chip resistant layer. The cab windshield will be bonded to the aluminum windshield frame using a urethane adhesive. A custom frit pattern will be applied on the outside perimeter of the windshield for a finished automotive appearance.

WINDSHIELD WIPERS

Three (3) electric windshield wipers with a washer, in conformance with FMVSS and SAE requirements, will be provided. The wiper blades will be 21.65" long and together will clear a minimum of 1,783 square inches of the windshield for maximum visibility in inclement weather.

The windshield washer fluid reservoir will be located at the front of the vehicle and be accessible through the access hood for simple maintenance.

FAST SERVICE ACCESS FRONT TILT HOOD

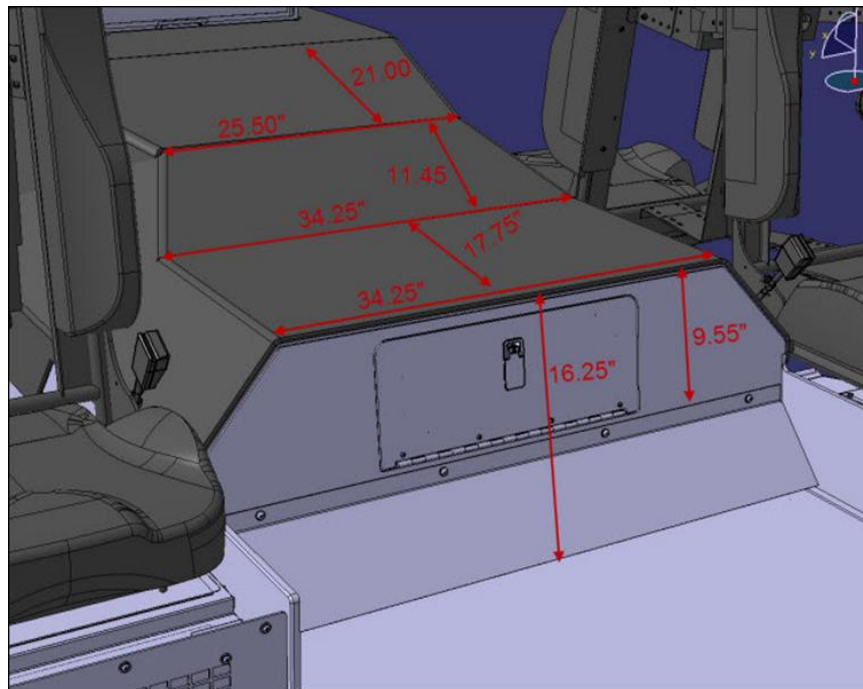
A full-width access hood will be provided for convenient access to engine coolant, steering fluid, wiper fluid, cab lift controls, headlight power modules, and ember separator. The hood will also provide complete access to the windshield wiper motor and components. The hood will be contoured to provide a sleek, automotive appearance. The hood will be constructed of two (2) fiberglass panels bonded together and will include reinforcing ribs for structural integrity. The hood will include air cylinders to hold the hood in open and closed positions, and a heavy duty latch system that will meet FMVSS 113 (Hood Latch System). The spring-loaded hood latch will be located at the center of the hood with a double-action release lever located behind the Pierce logo. The two (2)-step release requires the lever first be pulled to the driver side until the hood releases from the first latch (primary latch) then to the passenger side to fully release the hood (secondary latch).

ENGINE TUNNEL

To provide structural strength, the engine tunnel sidewalls will be constructed of 0.50" aluminum plate that is welded to both the 0.25" firewall and 0.38" heavy wall extrusion under the crew cab floor. To maximize occupant space, the top edges will be tapered.

The back of the engine tunnel will be no higher than 16.25" off the crew cab floor.

The engine tunnel will be insulated on both sides for thermal and acoustic absorption. The underside of the tunnel will be covered with 1.00" thick polyether foam that is reinforced with an aluminized face. Thermal rating for this insulation will be -40 degrees Fahrenheit to 300 degrees Fahrenheit. The insulation will keep noise (dBA) levels at or lower than the specifications in the current edition of the NFPA 1901 standards.



CAB REAR WALL EXTERIOR COVERING

The exterior surface of the rear wall of the cab will be overlaid with bright aluminum treadplate except for areas that are not typically visible when the cab is lowered.

CAB LIFT

A hydraulic cab lift system will be provided, consisting of an electric-powered hydraulic pump, fluid reservoir, dual lift cylinders, remote cab lift controls and all necessary hoses and valves.

The hydraulic pump will have a backup manual override, for use in the event of an electrical failure.



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The cab lift controls will be located at the driver side front of the cab, easily accessible under the full width front access hood. The controls will include a permanently mounted raise/lower switch. For enhanced visibility during cab tilt operations, a remote control tether with on/off switch will be supplied on a coiled cord that will extend from 2.00' (coiled) to 6.00' (extended).

The cab will be capable of tilting 42 degrees and 80 degrees with crane assist to accommodate engine maintenance and removal. The cab pivots will be located 46.00" apart to provide stability while tilting the cab.

The rear of the cab will be locked down by a two (2)-point, automatic, hydraulic, double hook mechanism that fully engages after the cab has been lowered (self-locking). The dual 2.25" diameter hydraulic cylinders will be equipped with a velocity fuse that protects the cab from accidentally descending when the cab is in the tilt position.

For increased safety, a redundant mechanical stay arm will be provided that must be manually put in place on the driver side between the chassis and cab frame when cab is in the raised position. This device will be manually stowed to its original position before the cab can be lowered.

Cab Lift Interlock

The cab lift safety system will be interlocked to the parking brake. The cab tilt mechanism will be active only when the parking brake is set and the ignition switch is in the on position. If the parking brake is released, the cab tilt mechanism will be disabled.

GRILLE

A bright finished aluminum mesh grille screen, inserted behind a formed bright finished grille surround, will be provided on the front center of the cab, and will serve as an air intake to the radiator.

DOOR JAMB SCUFFPLATES

All cab door jambs will be furnished with a polished stainless steel scuffplate, mounted on the striker side of the jamb.

FRONT CAB TRIM

A 10.00" band of 22 gauge brushed stainless steel trim will be installed across the front of the cab, from door hinge to door hinge. The trim band will be centered on the head lights and applied with two (2)-sided tape. A 0.625" self adhesive trim strip will be applied around the perimeter of the trim band.

There will be no covers provided over the painted cab corner where the cab turn signals are located.



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SIDE OF CAB MOLDING

Chrome molding will be provided on both sides of cab.

MIRRORS

For enhanced visibility, safety and overall aesthetics, a forward positioned One-Eleven custom mirror will be mounted on each side of the front cab roof corner. Both front cab roof corners will be reinforced with an aluminum casting at the mounting location providing maximum stability for the mirror arm and head assembly. The mirror arm substructure will extend forward and outward of the cab and will be constructed out of 4.00" diameter, 0.25" wall, aluminum tubing. For reduced service cost, the mirror will include a dual breakaway design, controlled by a rotational detent mechanism. In the event of an impact, the mirror arm will breakaway to either the inboard or the outboard position. The One-Eleven mirror head, and injection molded arm cover, will offer a sleek aerodynamic styling with overall width of 115.80" (reduces vehicle width by 7.00" when compared to door mount bus style mirrors). The arm cover finish will be chrome. The mirror head finish will be chrome. The mirror head and arm will provide a seamless appearance, and include a black painted metal cover plate on the underside of the arm to reduce glare. For maximum visibility and safety, a flat mirror section will be provided that measures 83 square inches in reflective area. There will also be an integral convex mirror section that will measure 27 square inches in reflective area. The flat glass and convex section in each mirror will be heated and adjustable with remote controls that are convenient to the driver.

CAB DOORS

To enhance entry and egress to the cab, the forward cab doors will be a minimum of 43.59" wide x 76.46" high. The crew cab doors will be located on the sides of the cab and will be constructed in the same manner as the forward cab doors. The crew cab doors will measure a minimum of 37.87" wide x 85.50" high.

The forward cab and crew cab doors will be constructed of extruded aluminum with a nominal material thickness of 0.125". The exterior door skins will be constructed from 0.090" aluminum.

The forward cab door windows will include a 7.50" high x 10.00" wide drop area at the front to enhance visibility.

A customized, vertical, pull-down type door handle will be provided on the exterior of each cab door. The exterior handle will be designed specifically for the fire service to prevent accidental activation, and will provide 4.00" wide x 2.00" deep hand clearance for ease of use with heavy gloved hands. Each door will also be provided with an interior flush, open style paddle handle that will be readily operable from fore and aft positions, and be designed to prevent accidental activation. The interior handles will provide 4.00" wide x 1.25" deep hand clearance for ease of use with heavy gloved hands.



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The cab doors will be provided with both interior (rotary knob) and exterior (keyed) locks exceeding FMVSS standards. The keys will be Model 1041. The locks will be capable of activating when the doors are open or closed. The doors will remain locked if locks are activated when the doors are opened, then closed.

A heavy duty, stainless steel, piano-type hinge with a 0.38" pin and 11 gauge leaf will be provided on all cab doors. There will be double automotive-type rubber seals around the perimeter of the door framing and door edges to ensure a weather-tight fit.

A chrome grab handle will be provided on the inside of each cab and crew cab door.

The cab steps at each cab door location will be located inside the cab doors to protect the steps from weather elements.

CAB DOOR PANELS

The inner cab door panels will be constructed out of brushed stainless steel. The cab door panels will be removable.

RECESSED POCKET WITH ELASTIC COVER

To provide organized storage (clutter control) in the cab for miscellaneous equipment, the cab interior will be provided with recessed storage pockets. The pockets will be 5.63" wide x 2.00" high x 4.00" deep. The pockets will be provided with a perforated elastic material cover to secure the equipment in the pocket. The pockets will be installed in all available mounting locations of the overhead console.

ELECTRIC WINDOW CONTROLS

Each cab entry door will be equipped with an electrically operated tempered glass window. A window control panel will be located on the door panel within easy reach of the respective occupant. Each switch will allow intermittent or auto down operation for ease of use. Auto down operation will be actuated by holding the window down switch for approximately 1 second. The driver control panel will contain a control switch for each cab door's window. All other door control panels will contain a single switch to operate the window within that door.

The window switches will be connected directly to the battery power. This allows the windows to be raised and lowered when the battery switch is in the off position.

CAB STEPS

The forward cab and crew cab access steps will be a full size two (2) step design to provide largest possible stepping surfaces for safe ingress and egress. The bottom steps will be designed with a grip pattern punched into bright aluminum treadplate material to provide support, slip resistance, and drainage. The bottom steps will be a bolt-in design to minimize repair costs should they need to be replaced. The forward cab steps will be a minimum 31.00" wide, and the



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crew cab steps will be 24.25" wide with an 8.00" minimum depth. The inside cab steps will not exceed 18.00" in height and be limited to two (2) steps. A slip-resistant handrail will be provided adjacent to each cab door opening to assist during cab ingress and egress.

STEP LIGHTS

For reduced overall maintenance costs compared to incandescent lighting, there will be four (4) white LED step lights provided. The lights will be installed at each cab and crew cab door, one (1) per step. The lights will be located in the driver side front doorstep, driver side crew cab doorstep, passenger side front doorstep and passenger side crew cab doorstep.

In order to ensure exceptional illumination, each light will provide a minimum of 25 foot-candles (fc) covering an entire 15.00" x 15.00" square placed 10.00" below the light and a minimum of 1.5 fc covering an entire 30.00" x 30.00" square at the same 10.00" distance below the light.

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

FENDER CROWNS

Stainless steel fender crowns will be installed at the cab wheel openings.

CREW CAB WINDOWS

One (1) fixed window with tinted glass will be provided on each side of the cab, to the rear of the front cab door. The windows will be sized to enhance light penetration into the cab interior. The windows will measure 20.00" wide x 20.50" high.

WINDOWS INTERIOR TRIM

For improved aesthetics, the cab side windows will include a vacuum formed ABS interior trim panel.

FRONT WINDOWS FOR RAISED ROOF

To enhance both visibility out of and light penetration into the crew cab, two (2) bonded windows will be provided in the front slanted portion of the raised roof. Each window will be approximately 15.00" wide x 7.00" high. The profile of the glass will match the painted metal side sheet opening, creating a uniform threshold appearance. The windows will be bonded to the vehicle using urethane adhesive.

WINDOWS, REAR

The rear wall of the crew cab will have two (2) windows, each being 11.25" wide x 18.00" high.

WINDOW INTERIOR TRIM

For improved aesthetics, the cab rear wall windows will include a vacuum formed ABS interior trim panel.



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ENCLOSURE WIRES

Stainless steel cover will be installed over the power point wires, under the cab, inside the engine tunnel, passenger side rear for protection.

CAB INTERIOR

With safety as the primary objective, the wrap-around style cab instrument panel will be designed with unobstructed visibility to instrumentation. The dash layout will provide the driver with a quick reference to gauges that allows more time to focus on the road.

The center console will be a high impact ABS polymer and will be easily removable for access to the defroster. The center console will include louvers strategically located for optimal air flow and defrost capability to the windshield.

The passenger side dashboard will be constructed of painted aluminum for durability and low maintenance. For enhanced versatility, the passenger side dash will include a flat working surface.

To provide optional (service friendly) control panels, switches and storage modules, a painted aluminum overhead console will also be provided.

To complete the cab front interior design, painted aluminum modesty panels will be provided under the dash on both sides of the cab. The driver side modesty panel will provide mounting for the battery switch and diagnostic connectors, while the passenger side modesty panel provides a glove box, and ground access to the main electrical distribution panel via quick quarter turn fasteners.

To provide a deluxe automotive interior, the engine tunnel, side walls and rear wall will be covered by a leather grain vinyl that is resistant to oil, grease, and mildew.

The headliner will be installed in both forward and rear cab sections. The headliner panel will be a composition of an aluminum panel covered with a sound barrier and upholstery.

The cab structure will include designated raceways for electrical harness routing from the front of the cab to the rear upper portion of the cab. Raceways will be extruded in the forward door frame, floor, walls and overhead in the area where the walls meet the ceiling. The raceways located in the floor will be covered by aluminum extrusion, while the vertical and overhead raceways will be covered by painted aluminum covers. The raceways will improve harness integrity by providing a continuous harness path that eliminates wire chafing and abrasion associated with exposed wiring or routing through drilled metal holes. Harnesses will be laid in place.



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CAB INTERIOR UPHOLSTERY

The cab interior upholstery will be dark silver gray. All cab interior materials will meet FMVSS 302 (flammability of interior materials).

CAB INTERIOR PAINT

A rich looking interior will be provided by painting all the metal surfaces inside the cab gray, vinyl texture paint.

CAB FLOOR

The cab and crew cab floor areas will be covered with Polydamp™ acoustical floor mat consisting of a black pyramid rubber facing and closed cell foam decoupler.

The top surface of the material has a series of raised pyramid shapes evenly spaced, which offer a superior grip surface. Additionally, the material has a 0.25" thick closed cell foam (no water absorption) which offers a sound dampening material for reducing sound levels.

CAB DEFROSTER

To provide maximum defrost and heating performance, a 54,961 BTU heater-defroster unit with 558 SCFM of air flow will be provided inside the cab. The defroster unit will be strategically located under the center forward portion of the instrument panel. For easy access, a removable metal cover will be installed over the defroster unit. The defroster will include an integral aluminum frame air filter, high performance dual scroll blowers, and ducts designed to provide maximum defrosting capabilities for the 1-piece windshield. The defroster ventilation will be built into the design of the cab dash instrument panel and will be easily removable for maintenance. The defroster will be capable of clearing 98 percent of the windshield and side glass when tested under conditions where the cab has been cold soaked at 0 degrees Fahrenheit for 10 hours, and a 2 ounce per square inch layer of frost/ice has been able to build up on the exterior windshield. The defroster system will meet or exceed SAE J382 requirements.

CAB/CREW CAB HEATER

Two (2) 36,702 BTU auxiliary heaters with 276 SCFM (each unit) of air flow will be provided inside the crew cab, one (1) in each outboard rear facing seat riser. The heaters will include high performance dual scroll blowers, one (1) for each unit. Outlets for the heaters will be located below each rear facing seat riser and below the fronts of the driver and passenger seats, for efficient airflow. An extruded aluminum plenum will be incorporated in the cab structure that will transfer heat to the forward cab seating positions.

The heater/defroster and crew cab heaters will be controlled by an integral electronic control panel. The heater control panel will allow the driver to control heat flow to the front and rear independently. The control panel will include variable adjustment for temperature and fan



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control, and be conveniently located on the dash in clear view of the driver. The control panel will include highly visible, progressive LED indicators for both fan speed and temperature.

AIR CONDITIONING

Due to the large space inside the cab, a high-performance, customized air conditioning system will be furnished. A 19.10 cubic inch compressor will be installed on the engine.

The air conditioning system will be capable of cooling the average cab temperature from 100 degrees Fahrenheit to 64 degrees Fahrenheit in the forward section of the cab, and 69 degrees Fahrenheit in the rear section of the cab, at 50 percent relative humidity within 30 minutes. The cooling performance test will be run only after the cab has been heat soaked at 100 degrees Fahrenheit for a minimum of 4 hours.

A roof-mounted condenser with a 63,000 BTU output that meets and exceeds the performance specification will be installed on the cab roof. The fans will be mounted on top of the condenser. The condenser cover and mounting legs to be painted to match the cab roof.

The evaporator unit will be installed in the rear portion of the cab ceiling over the engine tunnel. The evaporator will include two (2) high performance cores and plenums with multiple outlets, one (1) plenum directed to the front and one (1) plenum directed to the rear of the cab.

There will be a hinge on the forward edge of the filter cover and three (3) screw fasteners on the rear edge to allow easy access.

The evaporator unit will have a 49,000 BTU (4.08 tons) rating that meets and exceeds the performance specifications.

Adjustable air outlets will be strategically located on the evaporator cover per the following:

- Four (4) will be directed towards the drivers location
- Four (4) will be directed towards the officers location
- Eight (8) will be directed towards crew cab area

The air conditioner refrigerant will be R-134A and will be installed by a certified technician.

The air conditioner will be controlled by dual zone integral electronic control panels for the heater, defroster and air conditioner. The cab control panel will be located in the center console. For ease of operation, the control panels will include variable adjustment for temperature and fan control.

INTERIOR CAB INSULATION

The cab walls, ceiling and engine tunnel will be insulated in all strategic locations to maximize acoustic absorption and thermal insulation. The cab will be insulated with 2.00" insulation in the



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rear wall, 3.00" insulation in the side walls, and 1.50" insulation in the ceiling. Headliners will be constructed from a 0.20" high density polyethylene corrugated material. Each headliner will be wrapped with a 0.25" thick foil faced poly damp low emissivity foam insulation barrier for acoustic and thermal control.

Designed for maximum sound absorption and thermal insulation, the rear cab wall will be insulated with a 1.50" thick open cell acoustical foam. The thermal protection of the foam will provide an R-value of 4 per 1.00" thickness.

SUN VISORS

Two (2) smoked Lexan™ sun visors provided. The sun visors will be located above the windshield with one (1) mounted on each side of the cab.

There will be no retention bracket provided to help secure each sun visor in the stowed position.

GRAB HANDLE

A black rubber covered grab handle will be mounted on the door post of the driver side and passenger side cab door to assist in entering the cab. The grab handle will be securely mounted to the post area between the door and windshield.

ENGINE COMPARTMENT LIGHT

An engine compartment light will be installed under the engine hood, of which the switch is an integral part. Light will have a .125" diameter hole in its lens to prevent moisture retention.

ACCESS TO ENGINE DIPSTICKS

For access to the engine oil and transmission fluid dipsticks, there will be a door on the engine tunnel, inside the crew cab. The door will be on the rear wall of the engine tunnel, on the vertical surface. The door will be 17.75" wide x 12.75" high and be flush with the wall of the engine tunnel.

The engine oil dipstick will allow for checking only. The transmission dipstick will allow for both checking and filling. An additional port will be provided for filling the engine oil.

The door will have a rubber seal for thermal and acoustic insulation. One (1) flush latch will be provided on the access door.

CAB SAFETY SYSTEM

The cab will be provided with a safety system designed to protect occupants in the event of a side roll or frontal impact, and will include the following:

- A supplemental restraint system (SRS) sensor will be installed on a structural cab member behind the instrument panel. The SRS sensor will perform real time diagnostics



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of all critical subsystems and will record sensory inputs immediately before and during a side roll or frontal impact event.

- A slave SRS sensor will be installed in the cab to provide capacity for eight (8) crew cab seating positions.
- A fault-indicating light will be provided on the vehicle's instrument panel allowing the driver to monitor the operational status of the SRS system.
- A driver side front air bag will be mounted in the steering wheel and will be designed to protect the head and upper torso of the occupant, when used in combination with the 3-point seat belt.
- A passenger side knee bolster air bag will be mounted in the modesty panel below the dash panel and will be designed to protect the legs of the occupant, when used in combination with the 3-point seat belt.
- Air curtains will be provided in the outboard bolster of outboard seat backs to provide a cushion between occupant and the cab wall.
- Suspension seats will be provided with devices to retract them to the lowest travel position during a side roll or frontal impact event.
- Seat belts will be provided with pre-tensioners to remove slack from the seat belt during a side roll or frontal impact event.

FRONTAL IMPACT PROTECTION

The SRS system will provide protection during a frontal or oblique impact event. The system will activate when the vehicle decelerates at a predetermined G force known to cause injury to the occupants. The cab and chassis will have been subjected, via third party test facility, to a crash impact during frontal and oblique impact testing. Testing included all major chassis and cab components such as mounting straps for fuel and air tanks, suspension mounts, front suspension components, rear suspensions components, frame rail cross members, engine and transmission and their mounts, pump house and mounts, frame extensions and body mounts. The testing provided configuration specific information used to optimize the timing for firing the safety restraint system. The sensor will activate the pyrotechnic devices when the correct crash algorithm, wave form, is detected.

The SRS system will deploy the following components in the event of a frontal or oblique impact event:

- Driver side front air bag
- Passenger side knee bolster air bag
- Air curtains mounted in the outboard bolster of outboard seat backs
- Suspension seats will be retracted to the lowest travel position
- Seat belts will be pre-tensioned to firmly hold the occupant in place



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SIDE ROLL PROTECTION

The SRS system will provide protection during a fast or slow 90 degree roll to the side, in which the vehicle comes to rest on its side. The system will analyze the vehicle's angle and rate of roll to determine the optimal activation of the advanced occupant restraints.

The SRS system will deploy the following components in the event of a side roll:

- Air curtains mounted in the outboard bolster of outboard seat backs
- Suspension seats will be retracted to the lowest travel position
- Seat belts will be pre-tensioned to firmly hold the occupant in place

SEATING CAPACITY

The seating capacity in the cab will be six (6).

DRIVER SEAT

A Pierce PS6® seat will be provided in the cab for the driver. The seat design will be a cam action type with air suspension. For increased convenience, the seat will include electric controls to adjust the rake (15 degrees), height (1.12" travel) and horizontal (7.75" travel) position. Electric controls will be located below the forward part of the seat cushion. To provide flexibility for multiple driver configurations, the seat will have a reclining back, adjustable from 20 degrees back to 45 degrees forward. Providing for maximum comfort, the seat back will be a high back style with manual lumbar adjustment lever, for lower back support, and will include minimum 7.50" deep side bolster pads for maximum support. The lumbar adjustment lever will be easily located at the lower outboard position of the seat cushion. For optimal comfort, the seat will be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control).

The seat will include the following features incorporated into the side roll protection system:

- Side air curtain will be mounted integral to the outboard bolster of the seat back. The air curtain will be covered by a decorative panel when in the stowed position.
- A suspension seat safety system will be included. When activated in the event of a side roll, this system will pretension the seat belt and retract the seat to its lowest travel position.

The seat will be furnished with a 3-point, shoulder type seat belt. The seat belt will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

OFFICER SEAT

A Pierce PS6® seat will be provided in the cab for the passenger. The seat will be a cam action type with air suspension. For increased convenience, the seat will include a manual control to



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adjust the horizontal position (6.00" travel). The manual horizontal control will be a towel-bar style located below the forward part of the seat cushion. For optimal comfort, the seat will be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seat will be equipped with seat belt sensors in the seat cushion and belt receptacle that will activate an alarm indicating a seat is occupied but not belted.

The seat back will be an SCBA back style with 7.5 degree fixed recline angle, and will include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity will be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity will be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat will include the following features incorporated into the side roll protection system:

- Side air curtain will be mounted integral to the outboard bolster of the seat back. The air curtain will be covered by a decorative panel when in the stowed position.
- A suspension seat safety system will be included. When activated, this system will pretension the seat belt and then retract the seat to its lowest travel position.

The seat will be furnished with a 3-point, shoulder type seat belt. The seat belt will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

RADIO COMPARTMENT

A compartment for the radio amplifier will be located on the floor of the cab behind the front passenger seat. A lift-up door with a chrome plated lift and turn latch will be provided for access. The compartment will be constructed of smooth aluminum and painted to match the cab interior.

REAR FACING DRIVER SIDE OUTBOARD SEAT

There will be one (1) rear facing, Pierce PS6® seat provided at the driver side outboard position in the crew cab. For optimal comfort, the seat will be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seat will be equipped with seat belt sensors in the seat cushion and belt receptacle. It will activate an alarm indicating a seat is occupied but not buckled.

The seat back will be an SCBA back style with 7.5 degree fixed recline angle, and will include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity will be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity will be accomplished by unbolting, relocating, and re-bolting it in the desired location.



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The seat will include the following features incorporated into the side roll protection system:

- Side air curtain will be mounted integral to the outboard bolster of the seat back. The air curtain will be covered by a decorative panel when in the stowed position.
- A seat safety system will be included. When activated, this system will pretension the seat belt around the occupant to firmly hold them in place in the event of a side roll.

The seat will be furnished with a 3-point, shoulder type seat belt. The seat belt will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

REAR FACING PASSENGER SIDE OUTBOARD SEAT

There will be one (1) rear facing, Pierce PS6® seat provided at the passenger side outboard position in the crew cab. For optimal comfort, the seat will be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seat will be equipped with seat belt sensors in the seat cushion and belt receptacle that will activate an alarm indicating a seat is occupied but not buckled. The seat back will be an SCBA back style with 7.5 degree fixed recline angle, and will include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity will be adjustable from front to rear in 1.00" increments to accommodate different sized SCBA cylinders. Moving the SCBA cavity will be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seat will include the following features incorporated into the side roll protection system:

- Side air curtain will be mounted integral to the outboard bolster of the seat back. The air curtain will be covered by a decorative panel when in the stowed position.
- A seat safety system will be included. When activated, this system will pretension the seat belt and firmly hold the occupant in the event of a side roll.

The seat will be furnished with a 3-point, shoulder type seat belt. The seat belt will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

FORWARD FACING CENTER SEATS

There will be two (2) forward facing, Pierce PS6® seats provided at the center position in the crew cab. For optimal comfort, the seats will be provided with 17.00" deep dual density foam cushions designed with EVC (elastomeric vibration control). To ensure safe operation, the seats will be equipped with seat belt sensors in the seat cushion and belt receptacle that will activate an alarm indicating a seat is occupied but not buckled.

The seat backs will be an SCBA back style with 7.5 degree fixed recline angle, and will include minimum 4.50" wide x 7.50" deep side bolster pads for maximum support. The SCBA cavity



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will be adjustable from front to rear in 1.00" increments, to accommodate different sized SCBA cylinders. Moving the SCBA cavity will be accomplished by unbolting, relocating, and re-bolting it in the desired location.

The seats will include the following feature incorporated into the side roll protection system:

- A seat safety system will be included. When activated, this system will pretension the seat belts around the occupants to firmly hold them in place in the event of a side roll.

The seats will be furnished with 3-point, shoulder type seat belts. The seat belts will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

SEAT UPHOLSTERY

All Pierce PS6 seat upholstery will be gray woven with black Imperial 1200 material.

AIR BOTTLE HOLDERS

All SCBA type seats in the cab will have a "Hands-Free" auto clamp style bracket in its backrest. For efficiency and convenience, the bracket will include an automatic spring clamp that allows the occupant to store the SCBA bottle by simply pushing it into the seat back. For protection of all occupants in the cab, in the event of an accident, the inertial components within the clamp will constrain the SCBA bottle in the seat and will exceed the NFPA standard of 9G.

There will be a quantity of five (5) SCBA brackets.

SEAT BELTS

All seating positions in the cab, crew cab and tiller cab (if applicable) will have red seat belts.

To provide quick, easy use for occupants wearing bunker gear, the female buckle and seat belt webbing length will meet or exceed the current edition of NFPA 1901 and CAN/ULC - S515 standards.

The 3-point shoulder type seat belts will also include the ReadyReach D-loop assembly to the shoulder belt system. The ReadyReach feature adds an extender arm to the D-loop location placing the D-loop in a closer, easier to reach location.

SHOULDER HARNESS HEIGHT ADJUSTMENT

All seating positions furnished with 3-point shoulder type seat belts will include a height adjustment. This adjustment will optimize the belts effectiveness and comfort for the seated firefighter.

A total of six (6) seating positions will have the adjustable shoulder harness.



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HELMET STORAGE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 14.1.7.4.1 requires a location for helmet storage be provided.

There is no helmet storage on the apparatus as manufactured. The fire department will provide a location for storage of helmets.

CAB DOME LIGHTS

There will be four (4) Weldon 808* series, dual LED dome lights with grey bezels provided. Two (2) lights will be mounted above the inside shoulder of the driver and officer and two (2) lights will be installed and located, one (1) on each side of the crew cab.

The color of the LED's will be red and white .

The white LED's will be controlled by the door switches and the lens switch.

The color LED's will be controlled by the lens switch.

OVERHEAD MAP LIGHTS

There will be two (2) white halogen, round adjustable map lights installed in the cab:

- One (1) overhead in front of the driving position.
- One (1) overhead in front of the passenger's position.

Each light will include a switch on the light housing.

The light switches will be connected directly to the battery switched power.

CAB SPOTLIGHT

There will be two (2) Golight® Stryker™, Model 30**4, white LED spotlights located on the cab roof, one each side. The spotlights will be mounted on painted pedestals.

These lights may be load managed when the parking brake is applied.

SPOTLIGHT CONTROLLER

There will be one (1) wired dash mounted remote provided for each spotlight.

SPOTLIGHT CONTROLLER LOCATIONS

The remotes to control the spotlights will be located one (1) within reach of the driver overhead and one (1) within reach of the officer overhead.

HAND HELD LIGHT

There will be two (2) 12v Streamlight, Fire Vulcan, Model #44451, lights mounted shipped loose.



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Each light housing will be orange in color and be provided with a C4 LED and two (2) "ultra bright blue tail light LEDs" The tail light LEDs will have a dual mode of blinking or steady.

Vehicle mount with 12VDC direct wire charging rack.

Quick release buckle strap will be included.

CAB INSTRUMENTATION

The cab instrument panel will consist of gauges, an LCD display, telltale indicator lights, alarms, control switches, and a diagnostic panel. The function of instrument panel controls and switches will be identified by a label adjacent to each item. Actuation of the headlight switch will illuminate the labels in low light conditions. Telltale indicator lamps will not be illuminated unless necessary. The cab instruments and controls will be conveniently located within the forward cab section directly forward of the driver. Gauge and switch panels will be designed to be removable for ease of service and low cost of ownership.

GAUGES

The gauge panel will include the following ten (10) ivory gauges with chrome bezels to monitor vehicle performance:

- Voltmeter gauge (Volts)
 - Low volts (11.8 VDC)
 - Amber indicator on gauge assembly with alarm
 - High volts (15 VDC)
 - Amber indicator on gauge assembly with alarm
 - Very low volts (11.3 VDC)
 - Amber indicator on gauge assembly with alarm
 - Very high volts (16 VDC)
 - Amber indicator on gauge assembly with alarm
- Tachometer (RPM)
- Speedometer (Primary (outside) MPH, Secondary (inside) Km/H)
- Fuel level gauge (Empty - Full in fractions)
 - Low fuel (1/8 full)



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Amber indicator on gauge assembly with alarm

Very low fuel (1/32) fuel

Amber indicator on gauge assembly with alarm

- Engine oil pressure gauge (PSI)

Low oil pressure to activate engine warning lights and alarms

Red indicator on gauge assembly with alarm

- Front air pressure gauge (PSI)

Low air pressure to activate warning lights and alarm

Red indicator on gauge assembly with alarm

- Rear air pressure gauge (PSI)

Low air pressure to activate warning lights and alarm

Red indicator on gauge assembly with alarm

- Transmission oil temperature gauge (Fahrenheit)

High transmission oil temperature activates warning lights and alarm

Amber indicator on gauge assembly with alarm

- Engine coolant temperature gauge (Fahrenheit)

High engine temperature activates an engine warning light and alarm

Red indicator on gauge assembly with alarm

- Diesel Exhaust Fluid Level Gauge (Empty - Full in fractions)

Low fluid (1/8 full)

Amber indicator on gauge assembly with alarm

All gauges and gauge indicators will perform prove out at initial power-up to ensure proper performance.



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INDICATOR LAMPS

To promote safety, the following telltale indicator lamps will be integral to the gauge assembly and are located above and below the center gauges. The indicator lamps will be "dead-front" design that is only visible when active. The colored indicator lights will have descriptive text or symbols.

The following amber telltale lamps will be present:

- Low coolant
- Trac cntl (traction control) (where applicable)
- Check engine
- Check trans (check transmission)
- Aux brake overheat (Auxiliary brake overheat)
- Air rest (air restriction)
- Caution (triangle symbol)
- Water in fuel
- DPF (engine diesel particulate filter regeneration)
- Trailer ABS (where applicable)
- Wait to start (where applicable)
- HET (engine high exhaust temperature) (where applicable)
- ABS (antilock brake system)
- MIL (engine emissions system malfunction indicator lamp) (where applicable)
- SRS (supplemental restraint system) fault (where applicable)
- DEF (low diesel exhaust fluid level)

The following red telltale lamps will be present:

- Warning (stop sign symbol)
- Seat belt



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- Parking brake
- Stop engine
- Rack down

The following green telltale lamps will be provided:

- Left turn
- Right turn
- Battery on

The following blue telltale lamp will be provided:

- High beam

ALARMS

Audible steady tone warning alarm: A steady audible tone alarm will be provided whenever a warning message is present.

Audible pulsing tone caution alarm: A pulsing audible tone alarm (chime/chirp) will be provided whenever a caution message is present without a warning message being present.

Alarm silence: Any active audible alarm will be able to be silenced by holding the ignition switch at the top position for three (3) to five (5) seconds. For improved safety, silenced audible alarms will intermittently chirp every 30 seconds until the alarm condition no longer exists. The intermittent chirp will act as a reminder to the operator that a caution or warning condition still exists. Any new warning or caution condition will enable the steady or pulsing tones respectively.

INDICATOR LAMP AND ALARM PROVE-OUT

Telltale indicators and alarms will perform prove-out at initial power-up to ensure proper performance.

CONTROL SWITCHES

For ease of use, the following controls will be provided immediately adjacent to the cab instrument panel within easy reach of the driver.

Emergency master switch: A molded plastic push button switch with integral indicator lamp will be provided. Pressing the switch will activate emergency response lights and siren control. A green lamp on the switch provides indication that the emergency master mode is active. Pressing the switch again disables the emergency master mode.



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Headlight / Parking light switch: A three (3)-position maintained rocker switch will be provided. The first switch position will deactivate all parking lights and the headlights. The second switch position will activate the parking lights. The third switch position will activate the headlights.

Panel backlighting intensity control switch: A three (3)-position momentary rocker switch will be provided. The first switch position decreases the panel backlighting intensity to a minimum level as the switch is held. The second switch position is the default position that does not affect the backlighting intensity. The third switch position increases the panel backlighting intensity to a maximum level as the switch is held.

The following standard controls will be integral to the gauge assembly and are located below the right hand gauges. All switches have backlit labels for low light applications.

High idle engagement switch: A two (2)-position momentary rocker switch with integral indicator lamp will be provided. The first switch position is the default switch position. The second switch position will activate and deactivate the high idle function when pressed and released. The "Ok To Engage High Idle" indicator lamp must be active for the high idle function to engage. A green indicator lamp integral to the high idle engagement switch will indicate when the high idle function is engaged.

"Ok To Engage High Idle" indicator lamp: A green indicator light will be provided next to the high idle activation switch to indicate that the interlocks have been met to allow high idle engagement.

The following standard controls will be provided adjacent to the cab gauge assembly within easy reach of the driver. All switches will have backlit labels for low light applications.

Ignition switch: A three (3)-position maintained/momentary rocker switch will be provided. The first switch position will deactivate vehicle ignition. The second switch position will activate vehicle ignition. The third momentary position will disable the Command Zone audible alarm if held for three (3) to five (5) seconds. A green indicator lamp will be activated with vehicle ignition.

Engine start switch: A two (2)-position momentary rocker switch will be provided. The first switch position is the default switch position. The second switch position will activate the vehicle's engine. The switch actuator is designed to prevent accidental activation.

4-way hazard switch: A two (2)-position maintained rocker switch will be provided. The first switch position will deactivate the 4-way hazard switch function. The second switch position will activate the 4-way hazard function. The switch actuator will be red and includes the international 4-way hazard symbol.



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Heater, defroster, and optional air conditioning control panel: A control panel with membrane switches will be provided to control heater/defroster temperature and heater, defroster, and air conditioning fan speeds. A green LED status bar will indicate the relative temperature and fan speed settings.

Turn signal arm: A self-canceling turn signal with high beam headlight and windshield wiper/washer controls will be provided. The windshield wiper control will have high, low, and intermittent modes.

Parking brake control: An air actuated push/pull park brake control valve will be provided.

Chassis horn control: Activation of the chassis horn control will be provided through the center of the steering wheel.

CUSTOM SWITCH PANELS

The design of cab instrumentation will allow for emergency lighting and other switches to be placed within easy reach of the operator thus improving safety. There will be positions for up to four (4) switch panels in the overhead console on the driver's side, up to four (4) switch panels in the engine tunnel console facing the driver, up to four (4) switch panels in the overhead console on the officer's side and up to two (2) switch panels in the engine tunnel console facing the officer. All switches will have backlit labels for low light applications.

DIAGNOSTIC PANEL

A diagnostic panel will be accessible while standing on the ground and located inside the driver's side door left of the steering column. The diagnostic panel will allow diagnostic tools such as computers to connect to various vehicle systems for improved troubleshooting providing a lower cost of ownership. Diagnostic switches will allow ABS systems to provide blink codes should a problem exist.

The diagnostic panel will include the following:

- Engine diagnostic port
- Transmission diagnostic port
- ABS diagnostic port
- SRS diagnostic port (where applicable)
- Command Zone USB diagnostic port
- ABS diagnostic switch (blink codes flashed on ABS telltale indicator)



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- Diesel particulate filter regeneration switch (where applicable)
- Diesel particulate filter regeneration inhibit switch (where applicable)

CAB LCD DISPLAY

A digital four (4)-row by 20-character dot matrix display will be integral to the gauge panel. The display will be capable of showing simple graphical images as well as text. The display will be split into three (3) sections. Each section will have a dedicated function. The upper left section will display the outside ambient temperature.

The upper right section will display, along with other configuration specific information:

- Odometer
- Trip mileage
- PTO hours
- Fuel consumption
- Engine hours

The bottom section will display INFO, CAUTION, and WARNING messages. Text messages will automatically activate to describe the cause of an audible caution or warning alarm. The LCD will be capable of displaying multiple text messages should more than one caution or warning condition exist.

AIR RESTRICTION INDICATOR

A high air restriction warning indicator light LCD message with amber warning indicator and audible alarm shall be provided.

"DO NOT MOVE APPARATUS" INDICATOR

A flashing red indicator light, located in the driving compartment, will be illuminated automatically per the current NFPA requirements. The light will be labeled "Do Not Move Apparatus If Light Is On."

The same circuit that activates the Do Not Move Apparatus indicator will not activate any alarm when the parking brake is released.

DO NOT MOVE TRUCK MESSAGES

Messages will be displayed on the Command Zone™, color display located within sight of the driver whenever the Do Not Move Truck light is active. The messages will designate the item or items not in the stowed for vehicle travel position (parking brake disengaged).



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The following messages will be displayed (where applicable):

- Do Not Move Truck
- DS Cab Door Open (Driver Side Cab Door Open)
- PS Cab Door Open (Passenger's Side Cab Door Open)
- DS Crew Cab Door Open (Driver Side Crew Cab Door Open)
- PS Crew Cab Door Open (Passenger's Side Crew Cab Door Open)
- DS Body Door Open (Driver Side Body Door Open)
- PS Body Door Open (Passenger's Side Body Door Open)
- Rear Body Door Open
- DS Ladder Rack Down (Driver Side Ladder Rack Down)
- PS Ladder Rack Down (Passenger Side Ladder Rack Down)
- Deck Gun Not Stowed
- Lt Tower Not Stowed (Light Tower Not Stowed)
- Fold Tank Not Stowed (Fold-A-Tank Not Stowed)
- Aerial Not Stowed (Aerial Device Not Stowed)
- Stabilizer Not Stowed
- Steps Not Stowed
- Handrail Not Stowed

Any other device that is opened, extended, or deployed that creates a hazard or is likely to cause major damage to the apparatus if the apparatus is moved will be displayed as a caution message after the parking brake is disengaged.

SWITCH PANELS

The emergency light switch panel will have a master switch for ease of use plus individual switches for selective control. Each switch panel will contain eight (8) membrane-type switches each rated for one million (1,000,000) cycles. Panels containing less than eight (8) switch assignments will include non-functioning black appliqués. Documentation will be provided by the manufacturer indicating the rated cycle life of the switches. The switch panel(s) will be located in the overhead position above the windshield on the driver side overhead to allow for easy access.

Additional switch panel(s) will be located in the overhead position(s) above the windshield or in designated locations on the lower instrument panel layout.

The switches will be membrane-type and also act as an integral indicator light. For quick, visual indication the entire surface of the switch will be illuminated white whenever back lighting is activated and illuminated green whenever the switch is active. An active illuminated switch will flash when interlock requirements are not met or device is actively being load managed. For



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ease of use, a two (2)-ply, scratch resistant laser engraved Gravoply label indicating the use of each switch will be placed in the center of the switch. The label will allow light to pass through the letters for ease of use in low light conditions.

WIPER CONTROL

For simple operation and easy reach, the windshield wiper control will be an integral part of the directional light lever located on the steering column. The wiper control will include high and low wiper speed settings, a one (1)-speed intermittent wiper control and windshield washer switch. The control will have a "return to park" provision, which allows the wipers to return to the stored position when the wipers are not in use.

SPARE CIRCUIT

There will be one (1) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

The positive wire will be connected directly to the battery power.

The negative wire will be connected to ground.

Wires will be protected to 15 amps at 12 volts DC.

Power and ground will terminate on the rear face of the dog house. Location, 1" - 2" to the right of the engine access door hinge, as near the top edge of dog house as practical with an enclosure on the inside of engine tunnel for protection - see photo..

Termination will be with 15 amp, power point plug with rubber cover.

Wires will be sized to 125% of the protection.

This circuit(s) may be load managed when the parking brake is set.

SPARE CIRCUIT

There will be four (4) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power
- The negative wire will be connected to ground
- Wires will be protected to 15 amps at 12 volts DC



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- Power and ground will terminate two in the front of the cab behind panel #9 two in the rear, tucked into the forward facing seat riser
- Termination will be with heat shrinkable butt splicing
- Wires will be sized to 125 percent of the protection

The circuit(s) may be load managed when the parking brake is set.

SPARE CIRCUIT

There will be one (1) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power
- The negative wire will be connected to ground
- Wires will be protected to 20 amps at 12 volts DC
- Power and ground will terminate center lower console behind panel #9 rearward
- Termination will be with 3/8" studs and plastic covers
- Wires will be sized to 125% of the protection

This circuit(s) may be load managed when the parking brake is set.

RECESS, DASH PANEL

The dash panel across from the officer will be recessed to accommodate the mounting of miscellaneous items. The recess will be 8.25" down x 7.81" back and 20.88" wide.

INFORMATION CENTER

An information center employing a 7.00" diagonal touch screen color LCD display will be encased in an ABS plastic housing.

The information center will have the following specifications:

- Operate in temperatures from -40 to 185 degrees Fahrenheit
- An Optical Gel will be placed between the LCD and protective lens
- Five weather resistant user interface switches
- Grey with black accents
- Sunlight Readable
- Linux operating system
- Minimum of 1000nits rated display
- Display can be changed to an available foreign language



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- A LCD display integral to the cab gauge panel will be included as outlined in the cab instrumentation area.
- Programmed to read US Customary

GENERAL SCREEN DESIGN

Where possible, background colors will be used to provide "At a Glance" vehicle information. If information provided on a screen is within acceptable limits, a green background will be used.

If a caution or warning situation arises the following will occur:

- An amber background/text color will indicate a caution condition
- A red background/text color will indicate a warning condition
- The information center will utilize an "Alert Center" to display text messages for audible alarm tones. The text messages will be written to identify the item(s) causing the audible alarm to sound. If more than one (1) text message occurs, the messages will cycle every second until the problem(s) have been resolved. The background color for the "Alert Center" will change to indicate the severity of the "warning" message. If a warning and a caution condition occur simultaneously, the red background color will be shown for all alert center messages.
- A label for each button will exist. The label will indicate the function for each active button for each screen. Buttons that are not utilized on specific screens will have a button label with no text or symbol.

HOME/TRANSIT SCREEN

This screen will display the following:

- Vehicle Mitigation (if equipped)
- Water Level (if equipped)
- Foam Level (if equipped)
- Seat Belt Monitoring Screen
- Tire Pressure Monitoring (if equipped)
- Digital Speedometer
- Active Alarms

ON SCENE SCREEN

This screen will display the following and will be auto activated with pump engaged (if equipped):

- Battery Voltage
- Fuel



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- Oil Pressure
- Coolant Temperature
- RPM
- Water Level (if equipped)
- Foam Level (if equipped)
- Foam Concentration (if equipped)
- Water Flow Rate (if equipped)
- Water Used (if equipped)
- Active Alarms

VIRTUAL BUTTONS

There will be four (4) virtual switch panel screens that match the overhead and lower lighting and HVAC switch panels.

PAGE SCREEN

The page screen will display the following and allow the user to progress into other screens for further functionality:

- Diagnostics
 - Faults
 - Listed by order of occurrence
 - Allows to sort by system
 - Interlock
 - Throttle Interlocks
 - Pump Interlocks (if equipped)
 - Aerial Interlocks (if equipped)
 - PTO Interlocks (if equipped)
 - Load Manager
 - A list of items to be load managed will be provided. The list will provide a description of the load.
 - The lower the priority numbers the earlier the device will be shed should a low voltage condition occur.
 - The screen will indicate if a load has been shed (disabled) or not shed.
 - "At a glance" color features are utilized on this screen.
 - Systems
 - Command Zone
 - Module type and ID number
 - Module Version
 - Input or output number



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- Circuit number connected to that input or output
 - Status of the input or output
 - Power and Constant Current module diagnostic information
 - Foam (if equipped)
 - Pressure Controller (if equipped)
 - Generator Frequency (if equipped)
- Live Data
 - General Truck Data
- Maintenance
 - Engine oil and filter
 - Transmission oil and filter
 - Pump oil (if equipped)
 - Foam (if equipped)
 - Aerial (if equipped)
- Setup
 - Clock Setup
 - Date & Time
 - 12 or 24 hour format
 - Set time and date
 - Backlight
 - Daytime
 - Night time
 - Sensitivity
 - Unit Selection
 - Home Screen
 - Virtual Button Setup
 - On Scene Screen Setup
 - Configure Video Mode
 - Set Video Contrast
 - Set Video Color
 - Set Video Tint
- Do Not Move
 - The screen will indicate the approximate location and type of item that is open or is not stowed for travel. The actual status of the following devices will be indicate
 - Driver Side Cab Door
 - Passenger's Side Cab Door
 - Driver Side Crew Cab Door
 - Passenger's Side Crew Cab Door



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- Driver Side Body Doors
- Passenger's Side Body Doors
- Rear Body Door(s)
- Ladder Rack (if applicable)
- Deck Gun (if applicable)
- Light Tower (if applicable)
- Hatch Door (if applicable)
- Stabilizers (if applicable)
- Steps (if applicable)
- Notifications
 - View Active Alarms
 - Shows a list of all active alarms including date and time of the occurrence is shown with each alarm
 - Silence Alarms - All alarms are silenced
- Timer Screen
- HVAC (if equipped)
- Tire Information (if equipped)
- Ascendant Set Up Confirmation (if equipped)

Button functions and button labels may change with each screen.

VEHICLE DATA RECORDER

There will be a vehicle data recorder (VDR) capable of reading and storing vehicle information provided.

The information stored on the VDR can be downloaded through a USB port mounted in a convenient location determined by cab model. A USB cable can be used to connect the VDR to a laptop to retrieve required information. The program to download the information from the VDR will be available to download on-line.

The vehicle data recorder will be capable of recording the following data via hardwired and/or CAN inputs:

- Vehicle Speed - MPH
- Acceleration - MPH/sec
- Deceleration - MPH/sec
- Engine Speed - RPM
- Engine Throttle Position - % of Full Throttle
- ABS Event - On/Off
- Seat Occupied Status - Yes/No by Position



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- Seat Belt Buckled Status - Yes/No by Position
- Master Optical Warning Device Switch - On/Off
- Time - 24 Hour Time
- Date - Year/Month/Day

Seat Belt Monitoring System

A seat belt monitoring system (SBMS) will be provided on the Command Zone™ color display. The SBMS will be capable of monitoring up to 10 seating positions indicating the status of each seat position per the following:

- Seat Occupied & Buckled = Green LED indicator illuminated
- Seat Occupied & Unbuckled = Red LED indicator with audible alarm
- No Occupant & Buckled = Red LED indicator with audible alarm
- No Occupant & Unbuckled = No indicator and no alarm

The seat belt monitoring screen will become active on the Command Zone color display when:

- The home screen is active:
 - and there is any occupant seated but not buckled or any belt buckled with an occupant.
 - and there are no other Do Not Move Apparatus conditions present. As soon as all Do Not Move Apparatus conditions are cleared, the SBMS will be activated.

The SBMS will include an audible alarm that will warn that an unbuckled occupant condition exists and the parking brake is released, or the transmission is not in park.

RADIO ANTENNA MOUNT

There will be one (1) standard 1.125", 18 thread, NMO type antenna mounting base(s) installed just to the rear of officer seat on the cab roof with high efficiency, low loss, coaxial cable(s) routed within the cab / crew area to front passenger side corner of the raised roof . A weatherproof cap will be installed on the mount.

VEHICLE CAMERA SYSTEM

There will be a color vehicle camera system provided with the following:

- One (1) camera located at the rear of the apparatus, pointing rearward, displayed automatically with the vehicle in reverse

The camera images will be displayed on the driver's Command Zone™, color display. Audio from the microphone on the active camera will be not provided.

The following components will be included:



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- One (1) SV-CW134639CAI, camera
- One (1) amplified speaker (if applicable)
- All necessary cables

ELECTRICAL POWER CONTROL SYSTEM

The primary power distribution will be located forward of the officer's seating position and be easily accessible while standing on the ground for simplified maintenance and troubleshooting. Additional electrical distribution centers will be provided throughout the vehicle to house the vehicle's electrical power, circuit protection, and control components. The electrical distribution centers will be located strategically throughout the vehicle to minimize wire length. For ease of maintenance, all electrical distribution centers will be easily accessible. All distribution centers containing fuses, circuit breakers and/or relays will be easily accessible.

Distribution centers located throughout the vehicle will contain battery powered studs for supplying customer installed equipment thus providing a lower cost of ownership.

Circuit protection devices, which conform to SAE standards, will be utilized to protect electrical circuits. All circuit protection devices will be rated per NFPA requirements to prevent wire and component damage when subjected to extreme current overload. General protection circuit breakers will be Type-I automatic reset (continuously resetting). When required, automotive type fuses will be utilized to protect electronic equipment. Control relays and solenoid will have a direct current rating of 125 percent of the maximum current for which the circuit is protected per NFPA.

SOLID-STATE CONTROL SYSTEM

A solid-state electronics based control system will be utilized to achieve advanced operation and control of the vehicle components. A fully computerized vehicle network will consist of electronic modules located near their point of use to reduce harness lengths and improve reliability. The control system will comply with SAE J1939-11 recommended practices.

The control system will operate as a master-slave system whereas the main control module instructs all other system components. The system will contain patented Mission Critical software that maintains critical vehicle operations in the unlikely event of a main controller error. The system will utilize a Real Time Operating System (RTOS) fully compliant with OSEK/VDX™ specifications providing a lower cost of ownership.

For increased reliability and simplified use the control system modules will include the following attributes:

- Green LED indicator light for module power
- Red LED indicator light for network communication stability status



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- Control system self test at activation and continually throughout vehicle operation
- No moving parts due to transistor logic
- Software logic control for NFPA mandated safety interlocks and indicators
- Integrated electrical system load management without additional components
- Integrated electrical load sequencing system without additional components
- Customized control software to the vehicle's configuration
- Factory and field re programmable to accommodate changes to the vehicle's operating parameters
- Complete operating and troubleshooting manuals
- USB connection to the main control module for advanced troubleshooting

To assure long life and operation in a broad range of environmental conditions, the solid-state control system modules will meet the following specifications:

- Module circuit board will meet SAE J771 specifications
- Operating temperature from -40C to +70C
- Storage temperature from -40C to +70C
- Vibration to 50g

IP67 rated enclosure (Totally protected against dust and also protected against the effect of temporary immersion between 15 centimeters and one (1) meter)

Operating voltage from eight (8) volts to 16 volts DC

The main controller will activate status indicators and audible alarms designed to provide warning of problems before they become critical.

CIRCUIT PROTECTION AND CONTROL DIAGRAM

Copies of all job-specific, computer network input and output (I/O) connections will be provided with each chassis. The sheets will indicate the function of each module connection point, circuit protection information (where applicable), wire numbers, wire colors and load management information.

ON-BOARD ADVANCED/VISUAL ELECTRICAL SYSTEM DIAGNOSTICS

The on-board information center will include the following diagnostic information:

- Text description of active warning or caution alarms
- Simplified warning indicators
- Amber caution indication with intermittent alarm
- Red warning indication with steady tone alarm



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All control system modules, with the exception of the main control module, will contain on-board visual diagnostic LEDs that assist in troubleshooting. The LEDs will be enclosed within the sealed, transparent module housing near the face of the module. One LED for each input or output will be provided and will illuminate whenever the respective input or output is active. Color-coded labels within the modules will encompass the LEDs for ease of identification. The LED indicator lights will provide point of use information for reduced troubleshooting time without the need for an additional computer.

TECH MODULE WITH WIFI

An in cab module will provide WiFi wireless interface and data logging capability. The WiFi interface will comply with IEEE 802.11 b/g/n capabilities while communicating at 2.4 Gigahertz. The module will provide an external antenna connection allowing a line of site communication range of up to 300 feet with a roof mounted antenna.

The module will transmit a password protected web page to a WiFi enabled device (i.e. most smart phones, tablets or laptops) allowing two levels of user interaction. The firefighter level will allow vehicle monitoring of the vehicle and firefighting systems on the apparatus. The technician level will allow diagnostic access to inputs and outputs installed on the Command Zone™, control and information system.

The data logging capability will record faults from the engine, transmission, ABS and Command Zone™, control and information systems as they occur. No other data will be recorded at the time the fault occurs. The data logger will provide up to 2 Gigabytes of data storage.

A USB connection will be provided on the Tech Module. It will provide a means to download data logger information and update software in the device.

PROGNOSTICS

A software based vehicle tool will be provided to predict remaining life of the vehicles critical fluid and events.

The system will send automatic indications to the Command Zone, color display and/or wireless enabled device to proactively alert of upcoming service intervals.

Prognostics will include:

- Engine oil and filter
- Transmission oil and filter
- Pump oil (if equipped)
- Foam oil (if equipped)
- Aerial oil and filter (if equipped)



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ADVANCED DIAGNOSTICS

An advanced, Windows-based, diagnostic software program will be provided for this control system. The software will provide troubleshooting tools to service technicians equipped with a Windows-based computer or wireless enabled device.

The service and maintenance software will be easy to understand and use and have the ability to view system input/output (I/O) information.

INDICATOR LIGHT AND ALARM PROVE-OUT SYSTEM

A system will be provided which automatically tests basic indicator lights and alarms located on the cab instrument panel.

VOLTAGE MONITOR SYSTEM

A voltage monitoring system will be provided to indicate the status of the battery system connected to the vehicle's electrical load. The system will provide visual and audible warning when the system voltage is below or above optimum levels.

The alarm will activate if the system falls below 11.8 volts DC for more than two (2) minutes.

DEDICATED RADIO EQUIPMENT CONNECTION POINTS

There will be three (3) studs provided in the primary power distribution center located in front of the officer for two-way radio equipment.

- The studs will consist of the following:
- 12-volt 40-amp battery switched power
- 12-volt 60-amp ignition switched power
- 12-volt 60-amp direct battery power

There will also be a 12-volt 100-amp ground stud located in or adjacent to the power distribution center.

ENHANCED SOFTWARE

The solid-state control system will include the following software enhancements:

All perimeter lights and scene lights (where applicable) will be deactivated when the parking brake is released.

Cab and crew cab dome lights will remain on for ten (10) seconds for improved visibility after the doors close. The dome lights will dim after ten (10) seconds or immediately if the vehicle is put into gear.



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Cab and crew cab perimeter lights will remain on for ten (10) seconds for improved visibility after the doors close. The dome lights will dim after ten (10) seconds or immediately if the vehicle is put into gear.

EMI/RFI PROTECTION

To prevent erroneous signals from crosstalk contamination and interference, the electrical system will meet, at a minimum, SAE J551/2, thus reducing undesired electromagnetic and radio frequency emissions. An advanced electrical system will be used to ensure radiated and conducted electromagnetic interference (EMI) or radio frequency interference (RFI) emissions are suppressed at their source.

The apparatus will have the ability to operate in the electromagnetic environment typically found in fire ground operations to ensure clean operations. The electrical system will meet, without exceptions, electromagnetic susceptibility conforming to SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter. The vehicle OEM, upon request, will provide EMC testing reports from testing conducted on an entire apparatus and will certify that the vehicle meets SAE J551/2 and SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter requirements. Component and partial (incomplete) vehicle testing is not adequate as overall vehicle design can impact test results and thus is not acceptable by itself.

EMI/RFI susceptibility will be controlled by applying appropriate circuit designs and shielding. The electrical system will be designed for full compatibility with low-level control signals and high-powered two-way radio communication systems. Harness and cable routing will be given careful attention to minimize the potential for conducting and radiated EMI/RFI susceptibility.

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, rope caulk is not acceptable. Large fender washers, liberally caulked, will be used when fastening equipment to the underside of the cab roof.



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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 will be 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 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.

BATTERY SYSTEM

There will be four (4) 12 volt Exide®, Model 31S950X3W, batteries that include the following features will be provided:

- 950 CCA, cold cranking amps
- 190 amp reserve capacity
- High cycle
- Group 31
- Rating of 3800 CCA at 0 degrees Fahrenheit
- 760 minutes of reserve capacity
- Threaded stainless steel studs

Each battery case will be a black polypropylene material with a vertically ribbed container for increased vibration resistance. The cover will be manifold vented with a central venting location to allow a 45 degree tilt capacity.



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The inside of each battery will consist of a "maintenance free" grid construction with poly wrapped separators and a flooded epoxy bottom anchoring for maximum vibration resistance.

BATTERY SYSTEM

There will be a single starting system with an ignition switch and starter button provided and located on the cab instrument panel.

MASTER BATTERY SWITCH

There will be a master battery switch provided within the cab within easy reach of the driver to activate the battery system.

An indicator light will be provided on the instrument panel to notify the driver of the status of the battery system.

BATTERY COMPARTMENTS

The batteries will be stored in well-ventilated compartments that are located under the cab and bolted directly to the chassis frame. The battery compartments will be constructed of 3/16" steel plate and be designed to accommodate a maximum of three (3) group 31 batteries in each compartment. The compartments will include formed fit heavy-duty roto-molded polyethylene battery tray inserts with drains on each side of the frame rails. The batteries will be mounted inside of the roto-molded trays.

JUMPER STUDS

One (1) set of battery jumper studs with plastic color-coded covers will be installed on the battery box on the driver's side. This will allow enough room for easy jumper cable access.

BATTERY CHARGER

There will be a Kussmaul™ 1200, Model 091-187-12-Remote, battery charger 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 AC shoreline inlet through an AC receptacle adjacent to the battery charger.

The battery charger will be located in the left body compartment mounted on the back wall as high as possible.

The battery charger indicator will be located near the driver's seat riser with special bracketry.



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KUSSMAUL AUTO EJECT FOR SHORELINE

There will be one (1) Kussmaul Model 091-55-15-120, 15 amp 120 volt AC shoreline inlet(s) provided to operate the dedicated 120 volt AC circuits on the apparatus without the use of the generator.

The shoreline inlet(s) will include yellow weatherproof flip up cover(s).

There will be a release solenoid wired to the vehicle's starter to eject the AC connector when the engine is starting.

The shoreline(s) will be connected to the battery charger and the 6 place outlet in the crew cab .

There will be a mating connector body supplied with the loose equipment.

There will be a label installed near the inlet(s) that state the following:

- Line Voltage
- Current Rating (amps)
- Phase
- Frequency

The shoreline receptacle will be located on the driver side rear bulkhead of body.

COVER IO MODULE

A cover will be fabricated and installed to the rear face of the driver side battery box to cover the electrical IO modules for protection. The cover will protect the modules from the outside elements as much as possible without having to be water tight.

ALTERNATOR

There will be a Leece-Neville, Model 4909AA, alternator provided. It will have a rated output current of 320 amps, as measured by SAE method J56. The alternator will feature an external, regulator and rectifier. The alternator will be connected to the power and ground distribution system with heavy-duty cables sized to carry the full rated alternator output

The external rectifier will be mounted in the pumphouse on the passengers side and will be easily accessible for servicing. It will also be located for maximum air flow for cooling purposes. This will include a vertical air duct running up the outside of the pumphouse and up into the cargo area. Air duct will be enclosed and exit out the passengers side cargo sheet with knockouts for the hot air to escape.

Rectifier storage compartment will have a vertically hinged stainless steel door with louvers installed. Door will be hinged to the rearward side and be held in place with a lift and turn fastener.



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FAN, ELECTRICAL COOLING

There will be one (1) 12 volt DC electrical cooling fan to exhaust the heat buildup in the rectifier compartment ceiling of the rectifier compartment.

The fan will be activated when the battery switch is on and the ignition switch is on.

NO GRAY SEALER REQUIRED

No gray dial electric sealer will be placed on any of the electrical connections.

The exception to this will be the fuel sender terminal. The fuel sender terminal will be sealed.

WEATHER PACK CONNECTORS SEALED

All unused open Weather Pack connectors will be plugged with mating tower and shroud connectors and cavity plugs.

WIRING AND PROGRAMMING FOR DECK GUN

Wire dropouts will be extended to the top of the deck gun mount for the customer installed deck gun.

Programming will be set up so that when the customer installed deck gun is raised, it will activate the "Do Not Move Truck" light and command zone display in the cab.

ELECTRONIC LOAD MANAGER

An electronic load management (ELM) system will be provided that monitors the vehicles 12-volt electrical system, automatically reducing the electrical load in the event of a low voltage condition, and automatically restoring the shed electrical loads when a low voltage condition expires. This ensures the integrity of the electrical system.

For improved reliability and ease of use, the load manager system will be an integral part of the vehicle's solid state control system requiring no additional components to perform load management tasks. Load management systems which require additional components will not be allowed.

The system will include the following features:

- System voltage monitoring.
- A shed load will remain inactive for a minimum of five minutes to prevent the load from cycling on and off.
- Sixteen available electronic load shedding levels.
- Priority levels can be set for individual outputs.



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- High Idle to activate before any electric loads are shed and deactivate with the service brake.
 - If enabled:
 - "Load Man Hi-Idle On" will display on the information center.
 - Hi-Idle will not activate until 30 seconds after engine start up.
- Individual switch "on" indicator to flash when the particular load has been shed.
- The information center indicates system voltage.

The information center, where applicable, includes a "Load Manager" screen indicating the following:

- Load managed items list, with priority levels and item condition.
- Individual load managed item condition:
 - ON = not shed
 - SHED = shed

SEQUENCER

A sequencer will be provided that automatically activates and deactivates vehicle loads in a preset sequence thereby protecting the alternator from power surges. This sequencer operation will allow a gradual increase or decrease in alternator output, rather than loading or dumping the entire 12 volt load to prolong the life of the alternator.

For improved reliability and ease of use, the load sequencing system will be an integral part of the vehicle's solid state control system requiring no additional components to perform load sequencing tasks. Load sequencing systems which require additional components will not be allowed.

Emergency light sequencing will operate in conjunction with the emergency master light switch. When the emergency master switch is activated, the emergency lights will be activated one by one at half-second intervals. Sequenced emergency light switch indicators will flash while waiting for activation.

When the emergency master switch is deactivated, the sequencer will deactivate the warning light loads in the reverse order.

Sequencing of the following items will also occur, in conjunction with the ignition switch, at half-second intervals:

- Cab Heater and Air Conditioning
- Crew Cab Heater (if applicable)
- Crew Cab Air Conditioning (if applicable)



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- Exhaust Fans (if applicable)
- Third Evaporator (if applicable)

HEADLIGHTS

There will be four (4) rectangular halogen lights mounted in the front quad style, chrome trim housing on each side of the cab grille:

- The outside light on each side will contain a halogen low and high beam module.
- The inside light on each side will contain a halogen high beam module only.

DIRECTIONAL LIGHTS

There will be two (2) Whelen 600® series, LED combination directional/marker lights provided. The lights will be located on the outside cab corners, next to the headlights.

The color of the lenses will be the same color as the LED's.

ADDITIONAL DIRECTIONAL LIGHTS

There will be two (2) Whelen, Model M6T*, amber LED arrow directional lights provided on the exterior back of the cab, one (1) on each side. The lens color(s) to be the same as the LEDs.

These lights will be mounted low on the back wall of the crew cab in 15 degree recessed angle brackets.

CAB CLEARANCE/MARKER/ID LIGHTS

There will be seven (7) amber LED lights provided to indicate the presence and overall width of the vehicle in the following locations:

- Three (3) amber LED identification lights will be installed in the center of the cab above the windshield.
- Two (2) amber LED clearance lights will be installed, one (1) on each outboard side of the cab above the windshield.
- Two (2) amber LED marker lights will be installed, one (1) on each side above the cab doors.

INTERMEDIATE LIGHT

There will be two (2) Truck-Lite, kit number 30085Y with Model 30375Y 2.24" round LED grommet mount lamps and plugs mounted, one (1) each side in the rear fender panel. Each light



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will include chrome cover, CVR-MDL 30 over the rubber grommet. The light will double as a turn signal and marker light.

REAR CLEARANCE/MARKER/ID LIGHTING

There will be three (3) Truck-Lite®, Model 35200R, LED lights used as identification lights located at the rear of the apparatus per the following:

- As close as practical to the vertical centerline
- Centers spaced not less than 6.00" or more than 12.00" apart
- Red in color
- All at the same height

There will be two (2) Truck-Lite, Model 35200R, LED lights installed at the rear of the apparatus used as clearance lights located at the rear of the apparatus per the following:

- To indicate the overall width of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the rear
- All at the same height

There will be two (2) Truck-Lite, Model 35200R, LED lights installed on the side of the apparatus as marker lights as close to the rear as practical per the following:

- To indicate the overall length of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the side
- All at the same height

There will be two (2) red reflectors located on the rear of the truck facing to the rear. One (1) each side, as far to the outside as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

There will be two (2) red reflectors located on the side of the truck facing to the side. One (1) each side, as far to the rear as practical, at a minimum of 15.00", but no more than 60.00", above



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the ground.

Per FMVSS 108 and CMVSS 108 requirements.

REAR FMVSS LIGHTING

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

- Two (2) Whelen®, Model M6BTT, red LED stop/tail lights
- Two (2) Whelen, Model M6T, amber LED arrow turn lights

The lights shall be provided with color lenses.

Each light will be installed separately at the rear with Whelen, Model M6FC, chrome flanges.

There will be two (2) Whelen Model M6BUW, LED backup lights with chrome trim provided.

LICENSE PLATE BRACKET

There will be one (1) Weldon, Model 0J10-0393-00, license plate bracket located below the tailboard on a removable bolt-on bracket located driver side.

A Weldon, Model 9186-23882-30, incandescent step light will illuminate the license plate.

BACK-UP ALARM

A PRECO, Model 1040, 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 ten (10) dBA above surrounding environmental noise levels.

BACK-UP OBSTACLE SENSING SYSTEM

A SenseStat, model MA-ODSS-4M17BT, ultrasonic backing sensor system with 4 individual zones and an LED distance display will be provided.

The system will detect objects that are up to eight (8) feet from the rear of the vehicle reading each of four (4) separate sensors, and displaying the distance to the one that is closest to an object.

A 3.5"W x 2.9"L x 1.6"H, four (4) column color LED display located next to driver will show the direction and location of the obstacle. The display will show the distance from the sensor to the obstacle in meters or in feet & fractions of a foot to the sensor that is closest to an object. There will be an 800Hz audible alarm with volume control integrated into the display



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PERIMETER SCENE LIGHTS, CAB

There will be a Truck-lite, Model 44310C, 4.00", 12 volt DC white LED light, with Model 40700 grommet mount and Model 95948 pigtail 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 and by the same means as the body perimeter lights.

PUMP HOUSE PERIMETER LIGHTS

There will be two (2) Truck-Lite, Model 44310C, 4.00" white LED 12 volt DC weatherproof lights with Model 40700, grommets provided under the pump panel running boards, one (1) each side.

The lights will be controlled by the same means as the body perimeter lights.

BODY PERIMETER SCENE LIGHTS

There will be two (2) Truck-Lite, Model 44310C, 4.00" 12 volt DC LED lights with Model 40700, grommet provided under the rear step area on the body, one (1) each side shining to the rear.

The perimeter scene lights will be activated by a a switch within reach of the driver is activated.

STEP LIGHTS

Four (4) white LED step lights will be provided. One (1) step light will be provided on each side, on the front compartment face and two (2) step lights at the rear to illuminate the tailboard.

In order to ensure exceptional illumination, each light will provide a minimum of 25 foot-candles (fc) covering an entire 15.00" x 15.00" square placed 10.00" below the light and a minimum of 1.5 fc covering an entire 30.00" x 30.00" square at the same 10.00" distance below the light.

These step lights will be actuated with the pump panel light switch.

All other steps on the apparatus will be illuminated per the current edition of NFPA 1901.

12 VOLT LIGHTING

There will be one (1) Whelen® Pioneer™, Model PSL2*, 12 volt DC LED floodlight(s) provided on the front visor, centered.

The painted parts of this light assembly to be white.

The lights will be steady burning with the selected switch features.

The light will be controlled by the following:



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- a switch at the driver's side switch panel
- a switch at the passenger's side switch panel
- no additional switch location
- no additional switch location

These light(s) may be load managed when the parking brake is applied.

DECK LIGHTS

There will be two (2) Whelen®, Model MPPBCS, black with chrome housing 12 volt DC LED floodlights with on/off switch. Each light will be provided with a low profile pedestal/swivel mount provided at the rear of the hose bed, one (1) each side.

The lights will be activated by the switch included on the light(s).

REAR SCENE LIGHT(S)

There will be two (2) Whelen®, Model M6ZC, LED scene light(s) with chrome flange(s) installed at the rear of the apparatus, two (2) low height on the rear body bulkhead.

The light(s) will be controlled by a switch at the driver's side switch panel.

The light(s) may be load managed when the parking brake is applied.

WALKING SURFACE LIGHTS

There will be One (1) Amdor Model LumaBar, white 12 volt DC LED strip light provided in the cargo area to illuminate the interior surface of the cargo area. Light(s) will be located under the top flange of the cargo area.

The light will be activated when the body step lights are on.

12 VOLT DC SCENE LIGHTS

There will be one (1) Whelen® Model P*H2*, 17,750 lumens 12 volt DC powered lights with white LEDs and a combination of flood and spot optics installed on the apparatus located, back of cab driver side.

The light(s) to be installed on push up side mount outside pole length to be 20.00" long with a handle holder and sensor connecting the pole to the Do Not Move Truck Indicator circuit.

The painted parts of this light assembly to be white.

The lights will be activated by a switch at the driver's side pump panel.

The light(s) may be load managed when the parking brake is applied.



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12 VOLT DC SCENE LIGHTS

There will be one (1) Whelen® Model P*H2*, 17,750 lumens 12 volt DC powered lights with white LEDs and a combination of flood and spot optics installed on the apparatus located, back of cab passenger side.

The light(s) to be installed on push up side mount outside pole length to be 20.00" long with a handle holder and sensor connecting the pole to the Do Not Move Truck Indicator circuit.

The painted parts of this light assembly to be white.

The lights will be activated by a switch at the driver's side pump panel.

The light(s) may be load managed when the parking brake is applied.

WATER TANK

Booster tank will have a capacity of 500 gallons and be constructed of polypropylene plastic by United Plastic Fabricating, Incorporated.

Tank joints and seams will be nitrogen welded inside and out.

Tank will be baffled in accordance with NFPA bulletin 1901 requirements.

Baffles will have vent openings at both the top and bottom to permit movement of air and water between compartments.

Longitudinal partitions will be constructed of .38" polypropylene plastic and will extend from the bottom of the tank through the top cover to allow for positive welding.

Transverse partitions will extend from 4.00" off the bottom of the tank to the underside of the top cover.

All partitions will interlock and will be welded to the tank bottom and sides.

Tank top will be constructed of .50" polypropylene. It will be recessed .38" and will be welded to the tank sides and the longitudinal partitions.

Tank top will be sufficiently supported to keep it rigid during fast filling conditions.

Construction will include 2.00" polypropylene dowels spaced no more than 30.00" apart and welded to the transverse partitions. Two (2) of the dowels will be drilled and tapped (.50" diameter, 13.00" deep) to accommodate lifting eyes.

A sump that will be sized dependent on the tank to pump plumbing will be provided at the bottom of the water tank.



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Sump will include a drain plug and the tank outlet.

Tank will be installed in a fabricated cradle assembly constructed of structural steel.

Sufficient crossmembers will be provided to properly support bottom of tank. Crossmembers will be constructed of steel bar channel or rectangular tubing.

Tank will "float" in cradle to avoid torsional stress caused by chassis frame flexing. Rubber cushions, .50" thick x 3.00" wide, will be placed on all horizontal surfaces that the tank rests on.

Stops or other provision will be provided to prevent an empty tank from bouncing excessively while moving vehicle.

Mounting system will be approved by the tank manufacturer.

Fill tower will be constructed of .50" polypropylene and will be a minimum of 8.00" wide x 14.00" long.

Fill tower will be furnished with a .25" thick polypropylene screen and a hinged cover.

An overflow pipe, constructed of 4.00" schedule 40 polypropylene, will be installed approximately halfway down the fill tower and extend through the water tank and exit to the rear of the rear axle.

HOSE BED

The hose bed will be fabricated of .125"-5052 aluminum with a nominal 38,000 psi tensile strength.

Standard hose bed width will be 68.00" inside.

Upper and rear edges of side panels will have a double break for rigidity.

The upper inside area of the beavertails will be covered with brushed stainless steel to prevent damage to painted surface when hose is removed.

Flooring of the hose bed will be removable aluminum grating with the top surface corrugated to aid in hose aeration. The grating slats will be a minimum of 0.50" x 4.50" with spacing between slats for hose ventilation.

Hose bed will accommodate 300' X 1.75", 500' X 2.5", 500' X 2.5", 500' X 2.5", 300' X 1.75" .

HOSE BED DIVIDER

Four (4) adjustable hosebed dividers will be furnished for separating hose.



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Each divider will be constructed of a .125" brushed aluminum sheet fitted and fastened into a slotted, 1.50" diameter radiused extrusion along the top, bottom, and rear edge.

Divider will be fully adjustable by sliding in tracks, located at the front and rear of the hose bed.

Divider will be held in place by tightening bolts, at each end.

Acorn nuts will be installed on all bolts in the hose bed which have exposed threads.

All interior vertical surfaces of the hose bed including the front will be lined with stainless steel. These liners will serve as scuffplates, protecting the painted surfaces.

HOSEBED HOSE RESTRAINT

A 22 oz yellow hosebed cover will be furnished with permanent attachment at the front and STAYPUT™ shock cord loop fasteners on the sides. There will be STAYPUT™ shock cord loop fasteners at the bottom of the rear body sheet below the hosebed. The STAYPUT™ shock cord loop fasteners will be spaced at 12.00" intervals as practical along the sides and rear of the cover. The flap at the rear will be not weighted.

two (2) flap(s) with Velcro strips will be provided in the vinyl hosebed cover for access to the fill dome(s) without removing the front portion of the cover. The flap will be permanently attached along the forward edge.

RUNNING BOARDS

Running boards will be fabricated of .125" bright aluminum treadplate.

Each running board will be supported by a welded 2.00" square tubing and channel assembly, which will be bolted to the pump compartment substructure.

Running boards will be 12.75" deep and spaced .50" away from the pump panel.

A splash guard will be provided above the running board treadplate.

TAILBOARD

The tailboard will also be constructed of .125" bright aluminum treadplate and spaced .50" from the body, as well as supported by a structural steel assembly.

The tailboard area will be 16.00" deep.

The exterior side will be flanged down and in for increased rigidity of tailboard structure.

REAR WALL, SMOOTH ALUMINUM/BODY MATERIAL

The rear facing surfaces of the center rear wall will be smooth aluminum.



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The bulkheads, the surface to the rear of the side body compartments, will be smooth and the same material as the body.

Any inboard facing surfaces below the height of the hosebed will be aluminum diamondplate .

TOW BAR

A tow bar will be installed under the tailboard at center of truck.

Tow bar will be fabricated of 1.00" CRS bar rolled into a 3.00" radius.

Tow bar assembly will be constructed of .38" structural angle. When force is applied to the bar, it will be transmitted to the frame rail.

Tow bar assembly will be designed and positioned to allow up to a 30-degree upward angled pull of 17,000 lb, or a 20,000 lb straight horizontal pull in line with the centerline of the vehicle.

Tow bar design will have been fully tested and evaluated using strain gauge testing and finite element analysis techniques.

REAR BUMPER

A bright aluminum treadplate bumper will be provided at the rear of the truck. The bumper will be approximately 4.00" high, full width, it will be located at the rear of the truck. The bumper will be approximately 9.25" deep and mounted just below the body. The rear edge of the bumper will be raised.

Morton Cass will be inserted in the running boards.

Morton Cass will be inserted in the tailboard.

COMPARTMENTATION

Body and compartments will be fabricated of .125", 5052-H32 aluminum.

Side compartments will be an integral assembly with the rear fenders.

Circular fender liners will be provided for prevention of rust pockets and ease of maintenance.

Compartment flooring will be of the sweep out design with the floor higher than the compartment door lip.

The compartment door opening will be framed by flanging the edges in 1.75" and bending out again .75" to form an angle.

Drip protection will be provided above the doors by means of bright aluminum extrusion, formed bright aluminum treadplate or polished stainless steel.



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The top of the compartment will be covered with bright aluminum treadplate rolled over the edges on the front, rear and outward side. These covers will have the corners welded.

Side compartment covers will be separate from the compartment tops.

Front facing compartment walls will be covered with bright aluminum treadplate.

All screws and bolts which protrude into a compartment will have acorn nuts on the ends to prevent injury.

UNDERBODY SUPPORT SYSTEM

Due to the severe loading requirements of this pumper a method of body and compartment support suitable for the intended load will be provided.

The backbone of the support system will be the chassis frame rails which is the strongest component of the chassis and is designed for sustaining maximum loads.

The support system will include .375" thick steel vertical angle supports bolted to the chassis frame rails with .625" diameter bolts.

Attached to the bottom of the steel vertical angles will be horizontal angles, with gussets welded to the vertical members, which extend to the outside edge of the body.

A steel frame will be mounted on the top of these supports to create a floating substructure which will result in a 500 lb equipment support rating per lower compartment.

The floating substructure will be separated from the horizontal members with neoprene elastomer isolators. These isolators will reduce the natural flex stress of the chassis from being transmitted to the body.

Isolators will have a broad load range, proven viability in vehicular applications, be of a fail safe design and allow for all necessary movement in three (3) transitional and rotational modes.

The neoprene isolators will be installed in a modified V three (3)-point mounting pattern to reduce the natural flex of the chassis being transmitted to the body.

AGGRESSIVE WALKING SURFACE

All exterior surfaces designated as stepping, standing, and walking areas will comply with the required average slip resistance of the current NFPA standards.

LOUVERS

Louvers will be stamped into compartment walls to provide the proper airflow inside the body compartments and to prevent water from dripping into the compartment. Where these louvers



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are provided, they will be formed into the metal and not added to the compartment as a separate plate.

TESTING OF BODY DESIGN

Body structural analysis has been fully tested. Proven engineering and test techniques such as finite element analysis, stress coating and strain gauging have been performed with special attention given to fatigue, life and structural integrity of the cab, body and substructure.

Body will be tested while loaded to its greatest in-service weight.

The criteria used during the testing procedure will include:

- Raising opposite corners of the vehicle tires 9.00" to simulate the twisting a truck may experience when driving over a curb.
- Making a 90 degree turn, while driving at 20 mph to simulate aggressive driving conditions.
- Driving the vehicle at 35 mph on a washboard road.
- Driving the vehicle at 55 mph on a smooth road.
- Accelerating the vehicle fully, until reaching the approximate speed of 45 mph on rough pavement.

Evidence of actual testing techniques will be made available upon request.

LEFT SIDE COMPARTMENTATION

The left side compartmentation will consist of three rollup door compartments.

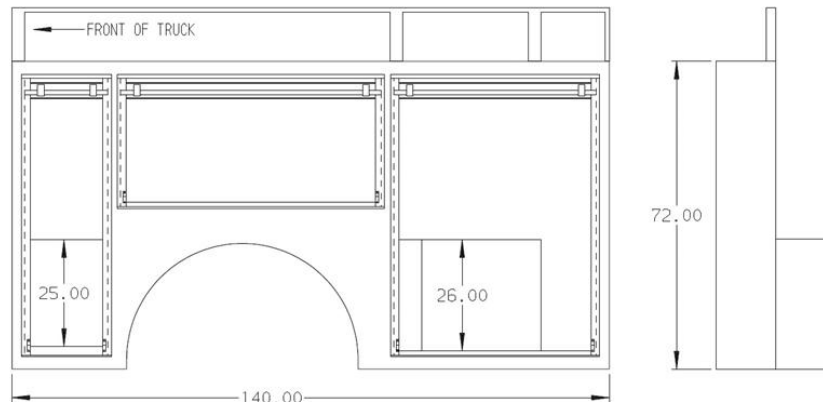
A full height, rollup door compartment ahead of the rear wheels will be provided. The interior dimensions of this compartment will be 22.50" wide x 66.63" high x 25.88" deep in the lower 25.00" of the compartment and 12.00" deep in the remaining upper portion. The clear door opening will be a minimum of 16.75" wide x 56.88" high.

A rollup door compartment over the rear wheels will be provided. The interior dimensions of this compartment will be 66.50" wide x 32.88" high x 12.00" deep. The clear door opening will be a minimum of 58.25" wide x 23.13" high.

A full height, rollup door compartment behind the rear wheels will be provided. The interior dimensions of this compartment will be 47.75" wide x 67.63" high x 12.00" deep. A section of this compartment will be 25.88" deep for the first 31.50" width x 26.00" height directly behind the rear wheels. The clear door opening will be a minimum of 44.75" wide x 57.88" high.



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COMPARTMENT	CLEAR DOOR OPENINGS					
	AMDOR		GORTITE		ROM	
	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Ahead of axle	17.50	56.88	16.75	58.00	16.94	58.25
Over axle	59.00	23.13	58.25	24.25	58.44	24.50
Behind axle	45.50	57.88	44.75	59.00	44.94	59.25

The interior height of the compartments shall be measured from the compartment floor to the ceiling. The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments shall be measured from the back wall to the inside of the door frame.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

RIGHT SIDE COMPARTMENTATION

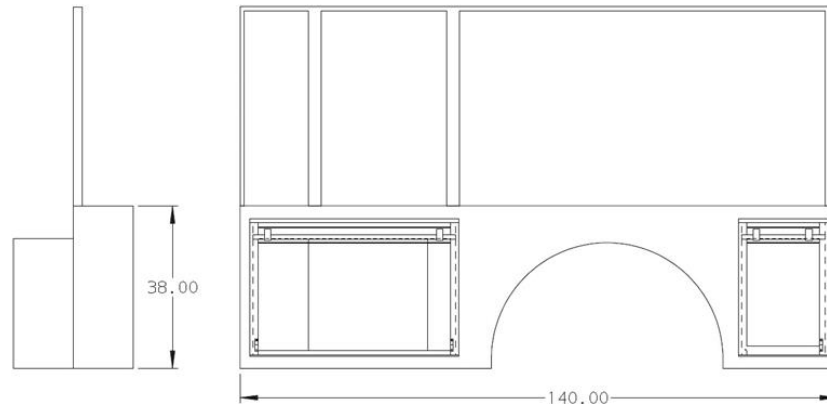
The right side compartmentation will consist of two rollup door compartments.

A rollup door compartment ahead of the rear wheels will be provided. The interior dimensions of this compartment will be 22.50" wide x 32.62" high x 25.88" deep in the lower 25.00" of the compartment and 12.00" deep in the remaining upper portion. The clear door opening will be a minimum of 16.75" wide x 22.88" high.

A rollup door compartment behind the rear wheels will be provided. The interior dimensions of this compartment will be 47.75" wide x 33.63" high x 12.00" deep. A section of this compartment will be 25.88" deep for the first 31.50" width x 26.00" height directly behind the rear wheels. The clear door opening will be a minimum of 44.75" wide x 23.88" high.



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COMPARTMENT	CLEAR DOOR OPENINGS					
	AMDOR		GORTITE		ROM	
	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Ahead of axle	17.50	22.88	16.75	24.00	16.94	24.25
Behind axle	45.50	23.88	44.75	25.00	44.94	25.25

The interior height of the compartments will be measured from the compartment floor to the ceiling. The pool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments will be measured from the back wall to the inside of the door frame.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

ROLLUP DOOR, SIDE COMPARTMENTS

There will be five (5) compartment doors installed on the side compartments, double faced, aluminum construction, satin aluminum and manufactured by AMDOR™ brand rollup doors.

Door(s) will be constructed using 1.00" extruded double wall aluminum slats which will feature a flat smooth interior surface to provide maximum protection against equipment hang-up. The slats will be connected with a structural driven ball and socket hinge designed to provide maximum curtain diaphragm strength. Mounting and adjusting the curtain will be done with a clip system that connects the curtain to the balancer drum allowing for easy tension adjustment without tools. The slats will be mounted in reusable slat shoes with positive snap-lock securement.

Each slat will incorporate weather tight recessed dual durometer seals. One (1) fin will be designed to locate the seal within the extrusion. The second will serve as a wiping seal which will also allow for compression to prevent water ingress.



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The doors will be mounted in a one (1)-piece aluminum side frame with recessed side seals to minimize seal damage during equipment deployment. All seals including side frames, top gutters and bottom panel are to be manufactured utilizing non-marring materials.

Bottom panel flange of rollup door will be equipped with two (2) cut-outs to allow for easier access with gloved hands.

A polished stainless steel lift bar to be provided for each roll-up door. The lift bar will be located at the bottom of door with striker latches installed at the base of the side frames. Side frame mounted door strikers will include support beneath the stainless steel lift bar to prevent door curtain bounce, improve bottom seal life expectancy and to avoid false door ajar signals.

All injection molded rollup door wear components will be constructed of Type 6 nylon.

Each rollup door will have a 3.00 inch diameter balancer/tensioner drum to assist in lifting the door.

The header for the rollup door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of open compartment door warning lights.

COMPARTMENTATION, REAR

A rollup door compartment above the rear tailboard will be provided.

The interior dimensions of this compartment will be 40.00" wide x 40.63" high x 25.88" deep in the lower 32.38" of height and 15.75" deep in the remaining upper portion. The depth of the compartment will be calculated with the compartment door closed.

For a chassis with a rear mounted fuel tank, a louvered removable access panel will be furnished on the back wall of the compartment.

The rear compartment will be open into the rear side compartments.

The clear door opening of this compartment will be 33.25" wide x 32.38" high.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

ROLLUP DOOR, REAR COMPARTMENT

The rear compartment will have a rollup door.

The door will be double faced, aluminum construction, satin aluminum and manufactured by AMDOR™ brand rollup doors.



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The door will be constructed using 1.00" extruded double wall aluminum slats which will feature a flat smooth interior surface to provide maximum protection against equipment hang-up. The slats will be connected with a structural driven ball and socket hinge designed to provide maximum curtain diaphragm strength. Mounting and adjusting the curtain will be done with a clip system that connects the curtain to the balancer drum allowing for easy tension adjustment without tools. The slats will be mounted in reusable slat shoes with positive snap-lock securement.

Each slat will incorporate weather tight recessed dual durometer seals. One (1) fin will be designed to locate the seal within the extrusion. The second will serve as a wiping seal which will also allow for compression to prevent water ingress.

The door will be mounted in a one (1)-piece aluminum side frame with recessed side seals to minimize seal damage during equipment deployment. All seals including side frames, top gutters and bottom panel are to be manufactured utilizing non-marring materials.

Bottom panel flange of rollup door will be equipped with two (2) cut-outs to allow for easier access with gloved hands.

A polished stainless steel lift bar to be provided for each roll-up door. The lift bar will be located at the bottom of door with striker latches installed at the base of the side frames. Side frame mounted door strikers will include support beneath the stainless steel lift bar to prevent door curtain bounce, improve bottom seal life expectancy and to avoid false door ajar signals.

All injection molded rollup door wear components will be constructed of Type 6 Nylon.

The door will have a 3.00 inch diameter balancer/tensioner drum to assist in lifting the door.

The header for the rollup door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of open compartment door warning lights.

COMPARTMENT LIGHTING

There will be six (6) compartments with On Scene Solutions LED compartment light strips. The compartments with these strip lights will be located each compartment . Two (2) strip lights will be installed vertically, one (1) each side of the compartment door opening. The lights will be sized to accommodate the compartment door opening.

The remaining compartments will include 6.00" diameter Truck-Lite, Model: 79384, lights in each enclosed compartment. Each light will have a number 1076 one filament, two wire bulb.

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



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COVER, CARGO COMPARTMENT

A 22 oz yellow vinyl cover will be provided over each cargo compartment. The cover will be secured with an awning rail at the front and Velcro® fasteners on the sides and rear. A quantity of one (1) cover(s) will be required.

MOUNTING TRACKS

There will be two (2) sets of tracks for mounting shelf(s) in P1 and upper portion of D1. These tracks will be installed vertically to support the adjustable shelf(s), and will be full height of the compartment. The tracks will be painted to match the compartment interior.

ADJUSTABLE SHELVES

There will be three (3) shelves with a capacity of 500 lb provided.

The shelf construction will consist of .188" aluminum painted spatter gray with 2.00" sides.

Each shelf will be infinitely adjustable by means of a threaded fastener, which slides in a track.

The shelves will be held in place by .12" thick stamped plated brackets and bolts.

The location(s) will be in D1 in the upper third, in P1 in the lower third and in D1 in the upper third.

ACCESS PANEL

A removable access panel will be provided in the left front compartment. This panel will be size to fit and will be held in place with 1/4 turn fasteners. It will provide access to intake relief valve.

PARTITION, TRANSVERSE REAR COMPARTMENT

Two (2) partitions will be bolted in place to separate driver and passenger side rear compartments from the rear tailboard compartment.

RUB RAIL

Bottom edge of the side compartments and rear rails 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.

The rub rails will be spaced out far enough to protect the lift bars on the rollup doors.



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BODY FENDER CROWNS

Polished stainless steel fender crowns will be provided around the rear wheel openings with a dielectric barrier will be provided between the fender crown and the fender sheet metal to prevent corrosion.

The fender crowns will be held in place with stainless steel screws that thread directly into a composite nut and not directly into the parent body sheet metal to eliminate dissimilar metals contact and greatly reduce the chance for corrosion.

BODY FENDER LINER

A painted fender liner will be provided. The liners will be removable to aid in the maintenance of rear suspension components.

HARD SUCTION HOSE

Hard suction hose will not be required.

HANDRAILS

The handrails will be 1.25" diameter anodized aluminum extrusion, with a ribbed design, to provide a positive gripping surface.

Chrome plated end stanchions will support the handrail. Plastic gaskets will be used between end stanchions and any painted surfaces.

Drain holes will be provided in the bottom of all vertically mounted handrails.

Handrails will be provided to meet NFPA 1901 section 15.8 requirements. The handrails will be installed as noted on the sales drawing.

- One (1) full length, vertical handrail will be mounted on the driver side rear beavertail.
- One (1) standard length offset handrail will be mounted on the passenger side rear beavertail.

- One (1) horizontal handrail will be provided above the hose bed at the rear of the apparatus. The hose bed dividers do not require additional reinforcement.
- One (1) full width horizontal handrail will be provided below the hose bed at the rear of the apparatus.

AIR BOTTLE STORAGE (SINGLE)

A quantity of four (4) air bottle compartments, approximately 7.50" wide x 7.50" tall x 26.00" deep, will be provided on the driver side forward of the rear wheels, on the driver side rearward of the rear wheels, on the passenger side forward of the rear wheels and on the passenger side



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rearward of the rear wheels. The compartment will be square with angled corners. A polished stainless steel door with a chrome plated flush lift & turn latch will be provided to contain the air bottle. A dielectric barrier will be provided between the door hinge, hinge fasteners and the body sheet metal.

Inside the compartment, black rubber matting will be provided.

MOUNTING TRACKS

There will be one (1) pair of horizontal mounting tracks provided for mounting air bottle brackets in D2. Each pair of mounting tracks will be provided with three (3) pair of mounting studs.

EXTENSION LADDER

There will be a 24', two (2) section, aluminum, Duo-Safety, Series 900-A extension ladder provided.

ROOF LADDER

There will be a 14' aluminum, Duo-Safety, Series 775-A roof ladder provided.

LADDER BRACKETS

The ladders will be installed on the right side of the hose body in lined brackets and held in place by chrome plated, quarter-turn spring loaded clamps. The clamps will be such that when the roof ladder is removed, the clamps can be moved a half turn to hold the extension ladder in place.

The ladder brackets will be adjustable up and down.

FOLDING LADDER

One (1) 10' aluminum, Series 585-A Duo-Safety folding ladder will be installed in the right side pike pole/folding ladder compartment.

BACKBOARD STORAGE TROUGH

A trough will be provided for storage of two (2) backboards. The trough will be constructed of stainless steel with a stop at the front of the truck. The trough will be located behind the ladders on the passenger's side of the truck. The interior size of the trough will be 3.00" wide X 17.00" high X 12' 2" long. The sides will extend down and up, on the outer portion, 3.00" to allow the movement of the front backboard to the rear. A Velcro® strap will be provided at the rear to retain the backboards in the trough.

10' PIKE POLE

One (1) pike pole 10' long DUO Safety with a fiberglass handle will be provided and located on passenger side compartment top.



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PIKE POLE, 6'

One (1) pike pole, 6' long Duo Safety with a fiberglass handle, will be provided and located on the passenger's side catwalk.

PIKE POLE STORAGE

Chrome plated tulip clips will be used for pike pole storage and will be over the right compartments - no rubber coating on clips, same as previous 28980. If the head of a pike pole can come in contact with a painted surface, a stainless steel scuffplate will be provided.

STEPS

An Eberhard bright finished folding type step will be provided on the front of each fender compartment.

REAR STEPS

Bright aluminum treadplate corner steps will be provided at the rear. All steps will provide adequate surface for stepping.

Two (2) additional folding steps, Eberhard, will be located driver side front bulkhead.

PUMP

Pump will be a Waterous CSU, 1500 gpm single (1) stage midship mounted centrifugal type.

Pump will be the class "A" type.

Pump will deliver the percentage of rated discharge at pressures indicated below:

- 100% of rated capacity at 150 psi net pump pressure.

-70% of rated capacity at 200 psi net pump pressure.

-50% of rated capacity at 250 psi net pump pressure.

Pump body will be close-grained gray iron, bronze fitted, and horizontally split in two (2) sections for easy removal of the entire impeller shaft assembly (including wear rings).

Pump will be designed for complete servicing from the bottom of the truck, without disturbing the pump setting or apparatus piping.

Pump case halves will be bolted together on a single horizontal face to minimize chance of leakage and facilitate ease of reassembly. No end flanges will be used.

Discharge manifold of the pump will be cast as an integral part of the pump body assembly and will provide a minimum of three (3) 3.50" openings for flexibility in providing various discharge outlets for maximum efficiency.



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The three (3) 3.50" openings will be located as follows: one (1) outlet to the right of the pump, one (1) outlet to the left of the pump, and one (1) outlet directly on top of the discharge manifold.

Impeller shaft will be stainless steel, accurately ground to size. It will be supported at each end by sealed, anti-friction ball bearings for rigid precise support. Impeller will have flame plated hubs assuring maximum pump life and efficiency despite any presence of abrasive matter in the water supply.

Bearings will be protected from water and sediment by suitable stuffing boxes, flinger rings, and oil seals. No special or sleeve type bearings will be used.

Pump will be equipped with a self-adjusting, maintenance-free, mechanical shaft seal.

The mechanical seal will consist of a flat, highly polished, spring fed carbon ring that rotates with the impeller shaft. The carbon ring will press against a highly polished stainless steel stationary ring that is sealed within the pump body.

In addition, a throttling ring will be pressed into the steel chamber cover, providing a very small clearance around the rotating shaft in the event of a mechanical seal failure. The pump performance will not deteriorate, nor will the pump lose prime, while drafting if the seal fails during pump operation.

Wear rings will be bronze and easily replaceable to restore original pump efficiency and eliminate the need to replace the entire pump casing due to wear.

PUMP TRANSMISSION

The pump transmission will be made of a three (3) piece, aluminum, horizontally split casing. Power transfer to pump will be through a high strength Morse HY-VO silent drive chain. By the use of a chain rather than gears, 50% of the sprocket will be accepting or transmitting torque, compared to two (2) or three (3) teeth doing all the work.

Drive shafts will be 2.35" diameter hardened and ground alloy steel and supported by ball bearings. The case will be designed to eliminate the need for water cooling.

PUMPING MODE

An interlock system will be provided to ensure that the pump drive system components are properly engaged so that the apparatus can be safely operated. The interlock system will be designed to allow stationary pumping only.



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AIR PUMP SHIFT

Pump shift engagement will be made by a two (2) position sliding collar, actuated pneumatically (by air pressure), with a three (3) position air control switch located in the cab. A manual back-up shift control will also be located on the left side pump panel.

Two (2) indicator lights will be provided adjacent to the pump shift inside the cab. One (1) green light will indicate the pump shift has been completed and be labeled "pump engaged". The second green light will indicate when the pump has been engaged, and that the chassis transmission is in pump gear. This indicator light will be labeled "OK to pump".

Another green indicator light will be installed adjacent to the hand throttle on the pump panel and indicate either the pump is engaged and the road transmission is in pump gear, or the road transmission is in neutral and the pump is not engaged. This indicator light will be labeled "Warning: Do not open throttle unless light is on".

The pump shift will be interlocked to prevent the pump from being shifted out of gear when the chassis transmission is in gear to meet NFPA requirements.

The pump shift control in the cab will be illuminated to meet NFPA requirements.

TRANSMISSION LOCK-UP

The direct gear transmission lock-up for the fire pump operation will engage automatically when the pump shift control in the cab is activated.

AUXILIARY COOLING SYSTEM

A supplementary heat exchange cooling system will be provided to allow the use of water from the discharge side of the pump for cooling the engine water. The heat exchanger will be cylindrical type and will be a separate unit. The heat exchanger will be installed in the pump or engine compartment with the control located on the pump operator's control panel. Exchanger will be plumbed to the master drain valve.

INTAKE RELIEF VALVE

A Waterous relief valve, an integral part of the fire pump, will be installed on the suction side of the pump, preset at 125 psig.

Outlet will terminate below the frame rails with a 2.50" National Standard hose thread adapter and an "intake pressure relief outlet - do not cap" warning tag.

Relief valve will have a working range of 75 psig to 250 psig.

A control mechanism to adjust the pressure will be located behind an access door at the right (passenger) side pump panel.



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PRESSURE GOVERNOR

This apparatus will be equipped with a Class1 "Total Pressure Governor" engine/pump governor/throttle system that is connected directly to the Electronic Control Module (ECM) mounted on the engine. The "Total Pressure Governor" is to operate as a pressure sensor (regulating) governor (PSG).

A special preset feature will permit a predetermined pressure of RPM to be set. The preset pressure or RPM will be displayed on the message display of the "Total Pressure Governor". The preset will be easily adjustable by the operator

The pressure sensor governor system will be operable only after the vehicle parking brake has been set, the transmission is in the pumping mode, and the fire pump has been engaged.

The pressure sensor governor system will have two (2) modes of operation: pressure mode or rpm mode.

When in the pressure mode, the PSG system will automatically maintain the discharge pressure set by the operator regardless of flow (within engine/pump operating capabilities).

In the rpm mode, the PSG system will automatically maintain a set engine speed, regardless of engine load (within engine operation capabilities).

A pump cavitation protection feature will be provided which will return the engine to idle should the pump cavitate.

The pressure controller will incorporate monitoring for engine coolant temperature, oil pressure, and battery voltage.

PRIMING PUMP

The priming pump will be a Trident Emergency Products compressed air powered, high efficiency, multistage venturi based AirPrime System, conforming to standards outlined in the current edition of NFPA 1901.

All wetted metallic parts of the priming system are to be of brass and stainless steel construction.

One (1) priming control will open the priming valve and start the pump primer. The control will have a three position switch for automatic, off or test. In the sentry mode (automatic) the primer will sense when the pump loses discharge pressure and start the pump primer. The primer will automatically stop once the pump has pressure.

DRAINS- SPECIAL INSTRUCTIONS

All valves drains/bleeders will be tapped into the lowest point of each plumbing discharge and inlet. (This includes the ports on each valve as well).



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PUMP MANUALS

There will be a total of two (2) pump manuals provided by the pump manufacturer and furnished with the apparatus. The manuals will be provided by the pump manufacturer in the form of two (2) electronic copies. Each manual will cover pump operation, maintenance, and parts.

PLUMBING, STAINLESS STEEL AND HOSE

All inlet and outlet lines will be plumbed with either stainless steel pipe, flexible polypropylene tubing or synthetic rubber hose reinforced with hi-tensile polyester braid. All hose's will be equipped with brass or stainless steel couplings. All stainless steel hard plumbing will be a minimum of a schedule 10 wall thickness.

Where vibration or chassis flexing may damage or loosen piping or where a coupling is required for servicing, the piping will be equipped with victaulic or rubber couplings.

Plumbing manifold bodies will be ductile cast iron or stainless steel.

All piping lines are to be drained through a master drain valve or will be equipped with individual drain valves. All drain lines will be extended with a hose to drain below the chassis frame.

All water carrying gauge lines will be of flexible polypropylene tubing.

All piping, hose and fittings will have a minimum of a 500 PSI hydrodynamic pressure rating.

PLUMBING, FOAM SYSTEM

All piping that is in contact with the foam concentrate or foam/water solution will be stainless steel. The fittings will be stainless steel or brass. Cast iron pump manifolds will be allowed.

MAIN PUMP INLETS

A 6.00" pump manifold inlet will be provided on each side of the vehicle. The suction inlets will include removable die cast zinc screens that are designed to provide cathodic protection for the pump, thus reducing corrosion in the pump.

MAIN PUMP INLET CAP

The main pump inlets will have National Standard Threads with a long handle chrome cap.

The cap will be the Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.



INLET BUTTERFLY VALVE

There will be one (1) butterfly valve provided on the driver's side main pump inlet.



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The 6.00" inlet valve will be partially recessed behind the pump panel with a "key hole" shaped stainless steel trim ring around the opening.

A built-in, adjustable pressure relief valve and a 3/4" bleeder valve will be provided on the inlet side of the valve.

Valve will be electrically operated. An electric actuator, with seven (7) valve position LED indicator lights will be provided at the pump operator's panel.

The electric actuator will be furnished with a manual over ride, extended to the pump panel.

PUMP SUCTION TUBES

The passenger side suction tube on the mid-ship pump will have a short suction tube to allow for installation of an adapter without excessive overhang.

The driver side suction tube on the mid-ship pump will have a long suction tube.

VALVES

Three (3) full flow Waterous valves will be used for the side 2.50" discharges. All remaining ball valves, 3.00" or less, will be Akron Brass brand.

The Waterous valves will have a solid bronze ball that is chromium plated for a hard, durable surface. The spring loaded floating seal assembly requires no adjustment yet provides a tight seal against both pressure and vacuum pressures.

The Akron valves will be the 8000 series heavy-duty style with a stainless steel ball and a simple two-seat design. No lubrication or regular maintenance is required on the valve.

LEFT SIDE INLET

There will be one (1) auxiliary inlet with a 2.50" valve at the left side pump panel, terminating with a 2.50" (F) National Standard hose thread adapter.

The auxiliary inlet will be provided with a strainer, chrome swivel and plug.

RIGHT SIDE INLET

There will be one (1) auxiliary inlet with a 2.50" valve at the right side pump panel, terminating with a 2.50" (F) National Standard hose thread adapter.

The auxiliary inlet will be provided with a strainer, chrome swivel and plug.

The location of the valve for the two (2) inlets will be recessed behind the pump panel.



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INLET CONTROL

The side auxiliary inlet(s) will incorporate a quarter-turn ball valve with the control located at the inlet valve. The valve operating mechanism will indicate the position of the valve.

INLET BLEEDER VALVE

A 0.75" bleeder valve will be provided for each side gated inlet. The valves will be located behind the panel with a swing style handle control extended to the outside of the panel. The handles will be chrome plated and provide a visual indication of valve position. The swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. The water discharged by the bleeders will be routed below the chassis frame rails.

TANK TO PUMP

The booster tank will be connected to the intake side of the pump with heavy duty piping and a quarter turn 3.00" full flow line valve with the control remotely located at the operator's panel. Tank to pump line will run straight (no elbows) from the pump into the front face of the water tank and angle down into the tank sump. A rubber coupling will be included in this line to prevent damage from vibration or chassis flexing.

A check valve will be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank.

TANK REFILL

A 1.50" combination tank refill and pump re-circulation line will be provided, using a quarter-turn full flow ball valve controlled from the pump operator's panel.

LEFT SIDE DISCHARGE OUTLETS

There will be one (1) discharge outlet with a 2.50" valve on the left side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

RIGHT SIDE DISCHARGE OUTLETS

There will be two (2) discharge outlets with a 2.50" valve on the right side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

LARGE DIAMETER DISCHARGE OUTLET

There will be a 5.00" discharge outlet with a 4.00" Akron valve installed on the right side of the apparatus, terminating with a 5.00" (M) National Standard hose thread adapter. This discharge outlet will be actuated with a handwheel control at the pump operator's control panel.

An indicator will be provided to show when the valve is in the closed position.



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FRONT DISCHARGE OUTLET

There will be one (1) 2.50" discharge outlet piped to the front of the apparatus and located on the top of the right side of the front bumper.

Plumbing will consist of 2.50" piping and flexible hose with a 2.50" full flow valve with control at the pump operator's panel. A fabricated weldment made of stainless steel pipe will be used in the plumbing where appropriate. The piping will terminate with a 2.50" NST with 90 degree stainless steel swivel.

There will be Class 1 automatic drains provided at all low points of the piping.

DISCHARGE OUTLET (REAR)

There will be two (2) discharge outlets piped to the rear of the hose bed, Location will be one left and right side . Proper clearance will be provided for spanner wrenches or adapters. Plumbing will consist of 2.50" piping along with a 2.50" full flow ball valve with the control from the pump operator's panel. The discharge outlet(s) will terminate with a 2.50" male National Standard hose thread male adapter.

FRONT OF HOSE BED DISCHARGE OUTLET

There will be two (2) discharge outlets located at the front of the hose bed, on one (1) each side. Plumbing will consist of 2.00" piping with a 2.00" full-flow ball valve controlled at the pump operator's panel. The discharges will terminate with an 1.50" (M) NPSH adapter.

DISCHARGE CAPS

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

The caps will be the Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

OUTLET BLEEDER VALVE

A 0.75" bleeder valve will be provided for each outlet 1.50" or larger. Automatic drain valves are acceptable with some outlets if deemed appropriate with the application.

The valves will be located behind the panel with a swing style handle control extended to the outside of the side pump panel. The handles will be chrome plated and provide a visual indication of valve position. The swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. Bleeders will be located at the bottom of the pump panel. They will be properly labeled identifying the discharge they are plumbed in to. The water discharged by the bleeders will be routed below the chassis frame rails.



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LEFT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the left side pump panel will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

The elbow will be Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

RIGHT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the right side pump panel will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

The elbow will be Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

ADDITIONAL REAR OUTLET ELBOWS

The 2.50" discharge outlets, located at the rear of the apparatus, will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread chrome plated, 45 degree elbow.

The elbow will be Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

LARGE DIAMETER OUTLET ELBOWS

The 5.00" outlet will be furnished with a 5.00" (F) National Standard hose thread x 5.00" Storz elbow adapter with Storz cap.

ADAPTER, STORZ

There will be one (1) adapter with 5.00" Storz x 2.50" MNST with cap, installed passenger side large diameter.

DISCHARGE OUTLET CONTROLS

The discharge outlets will incorporate a quarter-turn ball valve with the control located at the pump operator's panel. The valve operating mechanism will indicate the position of the valve.

If a handwheel control valve is used, the control will be a minimum of a 3.9" diameter stainless steel handwheel with a dial position indicator built in to the center of the handwheel.

DELUGE RISER

A 3.00" deluge riser will be installed above the pump in such a manner that a monitor can be mounted and used effectively. Piping will be rigidly braced and installed securely so no



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movement develops when the line is charged. The riser will be gated and controlled at the pump operator's panel.

The deluge riser will have male National Pipe Threads for mounting the monitor.

CROSSLAY HOSE BEDS, 2.50"

Two (2) crosslays with 2.50" outlets will be provided. Each bed will be capable of carrying 200 feet of 2.50" double jacketed hose and will be plumbed with 2.50" i.d. pipe and gated with a 2.50" quarter turn ball valve.

The outlets will be equipped with a 2.50" National Standard hose thread 90 degree swivel located in the hose bed so that hose may be removed from either side of apparatus.

The crosslay controls will be at the pump operator's panel.

The center crosslay dividers will be fabricated of .25" aluminum and will provide adjustment from side to side. The divider will be unpainted with a brushed finish. The remainder of the crosslay bed will be painted job color.

Stainless steel vertical scuffplates will be provided at hose bed ends (each side of vehicle). Bottom of hose bed ends (each side) will also be equipped with a stainless steel scuffplate.

Crosslay bed flooring will consist of removable perforated brushed aluminum.

CROSSLAY/DEADLAY HOSE RESTRAINT

Elastic netting will be provided across the top and ends of two (2) crosslay/deadlay opening(s) to secure the hose during travel. The netting will be permanently attached at the top center of the crosslay/deadlay bed and removable on each end.

CROSSLAY ROLLER

A stainless steel roller will be mounted horizontally and vertically at each crosslay opening to aid in hose removal. The vertical rollers will be installed on the dividers and to the front and rear of the crosslays.

BOOSTER HOSE REEL

A Hannay electric rewind booster hose reel will be installed in the rear compartment.

The exterior finish of the reel will be painted #269 gray from the reel manufacturer.

Compartment floor will be covered with bright aluminum treadplate.

Roll-up door for this compartment will not interfere with the hose reel.



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A polished stainless steel roller and guide assembly will be provided at the rear on each side so the booster hose does not rub against a painted surface.

Discharge control will be provided at the pump operator's panel. Plumbing to the reel will consist of 1.50" Aeroquip hose and a 1.50" valve.

Reel motor will be protected from overload with a circuit breaker rated to match the motor.

An electric rewind control switch will be installed adjacent to the reel.

Booster hose, 1.00" diameter and 200 feet, with chrome plated Barway, or equal couplings will be provided. The hose will be divided in to three separate lengths of (1) 100' section and (2) 50' sections.

Working pressure of the booster hose will be a minimum of 800 psi.

Capacity of the hose reel will be 200 feet of 1.00" booster hose.

HOSE REEL BLOWOUT

one (1) hose reel blowout(s) will be furnished to blow out any remaining water from the reel(s). The blowout will be piped from the wet tank of the brake system to the reel, and will be controlled at the pump operator's panel.

FOAM SYSTEM

An Akron, Model 3126, foam eductor, with a capacity for 125 gpm, will be installed on the discharge side of the pump. Foam eductor will have a ball-type check valve to prevent water flow back into the foam agent line. Foam eductor will have a quarter-turn ball valve, for alternation between the bypass and the eductor.

The foam system will be a single agent system capable of handling class A foam concentrates as well as most class B foam concentrates.

The foam eductor will be plumbed to the front crosslay discharge.

Controls for the foam system will be located on the pump operator's panel and labeled with red tags for easy identification. The controls for the eductor, foam supply, and the flush will be electric over pneumatic to allow for an ergonomically designed control panel and simplified operation.

Provided with the system will be an instruction plate and plumbing schematic.

Push/pull handles for the foam system will be labeled with red tags for easy identification.



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All piping coming in direct contact with the foam concentrate will be immune to the concentrate, so deterioration of the plumbing will be avoided.

This system will have a bypass eductor type foam, with a rated capacity of 125 gpm at .25 percent .5 percent, 1 percent, 3 percent, and 6 percent.

Foam system operational considerations: 200 psi eductor inlet pressure will be required for proper operation.

FOAM TANK REFILL COVER

The foam tank dome cover will be hinged from the forward edge of the fill dome of the refill dome.

LABEL, FOAM CONTENT

A label will be provided on the foam tank fill dome. This label will be worded "Foam".

FOAM TANK

The foam tank will be an integral portion of the polypropylene water tank. The cell will have a capacity of 30 gallons of foam with the intended use of Class B foam. The foam cell will not reduce the capacity of the water tank. The foam cell will have a screen in the fill dome and a breather in the lid.

FOAM TANK DRAIN

The foam tank drain will be a 1.00" drain valve located inside the pump compartment accessible through a door on the passenger's side pump panel.

PUMP COMPARTMENT

The pump compartment will be separate from the hose body and compartments so that each may flex independently of the other. It will be a fabricated assembly of steel tubing, angles and channels which supports both the fire pump and the side running boards.

The pump compartment will be mounted on the chassis frame rails with rubber biscuits in a four point pattern to allow for chassis frame twist.

Pump compartment, pump, plumbing and gauge panels will be removable from the chassis in a single assembly.

PUMP MOUNTING

Pump will be mounted to a substructure which will be mounted to the chassis frame rail using rubber isolators. The mounting will allow chassis frame rails to flex independently without damage to the fire pump.



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PUMP CONTROL PANELS (LEFT SIDE CONTROL)

All pump controls and gauges will be located at the left (driver's) side of the apparatus and properly identified.

Layout of the pump control panel will be ergonomically efficient and systematically organized.

The pump operator's control panel will be removable in two (2) main sections for ease of maintenance:

The upper section will contain sub panels for the mounting of the pump pressure control device, engine monitoring gauges, electrical switches, and foam controls (if applicable). Sub panels will be removable from the face of the pump panel for ease of maintenance. Below the sub panels will be located all valve controls and line pressure gauges.

The lower section of the panel will contain all inlets, outlets, and drains.

All push/pull valve controls will have 1/4 turn locking control rods with polished chrome plated zinc tee handles. Guides for the push/pull control rods will be chrome plated zinc castings securely mounted to the pump panel. Push/pull valve controls will be capable of locking in any position. The control rods will pull straight out of the panel and will be equipped with universal joints to eliminate binding.

IDENTIFICATION TAGS

The identification tag for each valve control will be recessed in the face of the tee handle.

All discharge outlets will have color coded identification tags, with each discharge having its own unique color. Color coding will include the labeling of the outlet and the drain for each corresponding discharge.

All line pressure gauges will be mounted directly above the corresponding discharge control tee handles and recessed within the same chrome plated casting as the rod guide for quick identification. The gauge and rod guide casting will be removable from the face of the pump panel for ease of maintenance. The casting will be color coded to correspond with the discharge identification tag.

All remaining identification tags will be mounted on the pump panel in chrome plated bezels.

The pump panel on the right (passenger's) side will be removable with lift and turn type fasteners.

Trim rings will be installed around all inlets and outlets.



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The trim rings for the side discharge outlets will be color coded and labeled to correspond with the discharge identification tag.

PUMP PANEL CONFIGURATION

The driver side and passenger side pump panel configurations will match those on 30237 .

Option differences may be evident and an identical match is not possible. An as close as possible similarity will be the intent.

PUMP AND GAUGE PANEL

The pump and gauge panels will be constructed of stainless steel with a brushed finish. A polished aluminum trim molding will be provided on both sides of the pump panel.

The passenger's side pump panel will be removable and fastened with swell type fasteners.

On the front of the pump house structure, provisions will be provided for access to the pump.

PUMP COMPARTMENT LIGHT

A pump compartment light will be provided inside the right side pump enclosure and accessible through a door on the pump panel.

A .125" weep hole will be provided in each light lens, preventing moisture retention.

PUMP PANEL GAUGES AND CONTROLS

The following will be provided on the pump and gauge panels in a neat and orderly fashion. These gauges will be in addition to what is provided with the pressure controller.

- Engine Oil Pressure Gauge: With visual and audible warning
- Engine Water Temperature Gauge: With visual and audible warning
- Tachometer: Electric
- Master Pump Drain Control
- Voltmeter

INSULATED COMPARTMENT IN PUMP PANEL

An insulated compartment will be provided for a rectifier in the passenger's side pump panel. A louvered stainless steel access door will be provided.

COLOR CODED NAME TAGS

There will be three (3) outlet discharges with special color coded name tags. These tags will be used for labeling the discharge pressure gauges, controls, outlets and drains. Passenger Rear 1.5"



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Preconnect = Aqua, Driver Rear 1.5" Preconnect = Light Green, Large Diameter Side Discharge = Blue.

TEST PORT

An electronic pump RPM test port will be provided.

VACUUM AND PRESSURE GAUGES

The pump vacuum and pressure gauges will be liquid filled and manufactured by Class 1 Incorporated ©.

The gauges will be a minimum of 6.00" in diameter and will have white faces with black lettering, with a pressure range of 30.00"-0-600#.

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.

PRESSURE GAUGES

The individual "line" pressure gauges for the discharges will be interlube filled and manufactured by Class 1©.

The gauges will be a minimum of 3.50" in diameter and will have white faces with black lettering.

Gauges will be compound type with a vacuum/pressure range of 30.00"-0-600#.

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

WATER LEVEL GAUGE

There will be an Innovative Controls part number 3030385-01,14-LED water level display provided on the pump operators gauge panel.

This water level display will indicate the following:

- Full with four (4) green horizontal LED lights on top.
- 3/4 full with three (3) amber horizontal LED lights in the second position from the top.
- 1/2 full with two (2) amber horizontal LED lights in the third position from the top.
- 1/4 full with one (1) amber LED light in the fourth position from the top.



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- Empty with four (4) red horizontal LED lights in the bottom position.

FOAM LEVEL GAUGE

There will be an Innovative Controls part number 3030386-01B, 14-LED foam level display labeled for Class B foam provided on the pump operators gauge panel.

This foam level display will indicate the following:

- Full with four (4) green horizontal LED lights on top.
- 3/4 full with three (3) amber horizontal LED lights in the second position from the top.
- 1/2 full with two (2) amber horizontal LED lights in the third position from the top.
- 1/4 full with one (1) amber LED light in the fourth position from the top.
- Empty with four (4) red horizontal LED lights in the bottom position.

LIGHT SHIELD

There will be a polished, 16 gauge stainless steel light shield will be installed over the pump operators panel.

- There will be three (3) On Scene Solutions Night Axe, Model 70005, 18.00" LED lights installed under the stainless steel light shield to illuminate the controls, switches, essential instructions, gauges, and instruments necessary for the operation of the apparatus. These lights will be activated by the pump panel light switch. Additional lights will be included every 18.00" depending on the size of the pump house.
- One (1) pump panel light will come on when the pump is in ok to pump mode.

There will be a light activated above the pump panel light switch when the parking brake is set. This is to afford the operator some illumination when first approaching the control panel.

There will be a green pump engaged indicator light activated on at the operator's panel when the pump is shifted into gear from inside the cab.

AIR HORN SYSTEM

There will be two (2) Grover air horns recessed in the front bumper. The horn system will be piped to the air brake system wet tank utilizing 0.38" tubing. A pressure protection valve will be installed in-line to prevent loss of air in the air brake system.

Air Horn Location

The air horns will be located on each side of the bumper, just outside of the frame rails.

AIR HORN CONTROL

The air horns will be actuated by two (2) foot switches, one (1) located on the officer's side and one (1) on the driver's side.



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AUXILIARY MECHANICAL SIREN

A Federal Q2B® siren will be furnished. A siren brake button will be installed on the switch panel.

The control solenoid will be powered up after the emergency master switch is activated.

The mechanical siren will be mounted on the bumper deck plate. It will be mounted on the left side. A reinforcement plate will be furnished to support the siren.

The mechanical 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 located on the instrument panel.

GROUND STRAP FROM Q2B TO GROUND STUD

A ground wire will be added to the Q2B siren. The ground wire will run from the siren motor to the ground stud below the bumper deckplate.

FRONT ZONE UPPER WARNING LIGHTS

There will be a 92.00" Whelen® Freedom™ IV lightbar mounted on the cab roof.

The lightbar will include the following:

- One (1) red flashing LED module in the left side end position.
- One (1) red flashing LED module in the left side front corner position.
- One (1) red flashing LED module in the left side first front position.
- Open in the left side second front position.
- One (1) white flashing LED module in the left side third front position.
- One (1) red flashing LED module in the left side fourth front position.
- Open in the left side fifth front position.
- One (1) red flashing LED module in the left side sixth front position.
- One (1) white flashing LED module in the left side seventh front position.
- One (1) 795 LED traffic light controller set to national standard high priority in the left side center front positions.
- One (1) white flashing LED module in the right side seventh front position.
- One (1) red flashing LED module in the right side sixth front position.
- Open in the right side fifth front position.
- One (1) red flashing LED module in the right side fourth front position.
- One (1) white flashing LED module in the right side third front position.
- Open in the right side second front position.
- One (1) red flashing LED module in the right side first front position.



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- One (1) red flashing LED module in the right side front corner position.
- One (1) red flashing LED module in the right side end position.

There will be clear lenses included on the lightbar.

The following switches may be installed in the cab on the switch panel to control the lightbar:

- a switch to control the flashing LED modules
- the traffic light controller will be by a cab switch with emergency master control
- there will be no momentary switch to activate the traffic light controller

The white flashing LEDs and the traffic light controller will be disabled when the parking brake is applied.

The six (6) red flashing LED modules in the front positions may be load managed when the parking brake is applied.

CAB FACE WARNING LIGHTS

There will be four (4) Whelen®, Model M6*, LED flashing warning lights installed on the cab face, above the headlights, mounted in a common bezel.

- The driver's side front outside warning light to be red
- The driver's side front inside warning light to be white
- The passenger's side front inside warning light to be white
- The passenger's side front outside warning light to be red

All four (4) lights will include a colored lens that is the same color of the LED's.

There will be a switch located in the cab, on the switch panel, to control the four (4) lights.

The inside lights may be load managed if colored or disabled if white, when the parking brake is set.

HEADLIGHT FLASHER

The high beam headlights will flash alternately between the left and right side.

There will be a switch installed in the cab on the switch panel to control the high beam flash. This switch will be live when the battery switch and the emergency master switches are on.

The flashing will automatically cancel when the headlight (high or low beam) switch is activated or when the parking brake is set.



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SIDE ZONE LOWER LIGHTING

There will be six (6) Whelen®, Model M6*, flashing LED warning lights with chrome trim installed per the following:

- Two (2) lights, one (1) each side on the bumper extension. The side front lights to be red.
- Two (2) lights, one (1) each side of cab rearward of crew cab doors. The side middle lights to be blue.
- Two (2) lights, one (1) each side on the rear fender panel. The side rear lights to be red.
- The lights will include lenses that is the same color of the LEDs.

There will be a switch in the cab on the switch panel to control the lights.

SIDE WARNING LIGHTS

There will be one (1) pair of Whelen, Model M6* LED flashing lights provided.

The lights will be located on the cab corner each side and will be activated with the side warning switch.

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

The lights will be mounted on a 45 degree angled forward polished stainless steel bezels.

Any white light will terminate when the parking brake is applied.

REAR ZONE LOWER LIGHTING

Two (2) Whelen, Model M6* LED flashing warning lights with bezels will be located at the rear of the apparatus.

The driver's side rear light to be red.

The passenger's side rear light to be blue.

Both lights will include a lens that is the same color as the LED's.

There will be a switch located in the cab on the switch panel to control the lights.

REAR OF HOSEBED WARNING LIGHTS

There will be two (2) Whelen, Model B6M7**1P Super LED beacon with lower LED flashing warning lights provided at the rear of the truck, one (1) each side.

Each light will include a Super LED flashing beacon and a Whelen, Model M7* LED flashing light, mounted in a polished aluminum housing.

The beacons will have red LEDs and be provided with both domes red.



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The color of the Whelen, Model M7* LED flashing lights will be amber and include a lens that is the same color as the LED's .

A switch will be provided in the cab, on the switch panel to control the beacons. The lower Whelen, M7* LED lights will be activated with the rear upper warning switch.

The rear warning lights will be mounted on stainless steel brackets with all wiring totally enclosed. These brackets will also support the clearance/marker lights.

TRAFFIC DIRECTING LIGHT

There will be one (1) Whelen® Model TAL85 46.87" long x 2.87" high x 2.25" deep, amber LED traffic directing light installed at the rear of the apparatus.

The Whelen Model TACTL5 control head will be included with this installation.

The [Activation, Traffic Dir L].

This traffic directing light will be recessed with a stainless steel trim plate at the rear of the apparatus as high as practical.

The traffic directing light controller will be located within the overhead recessed console above the engine tunnel on the driver's side.

CUP HOLDER

A cup holder will be provided for the Two (2) to securely hold the push-up pole in place while in the lower position.

POWER OUTLET STRIP

There will be one (1) receptacle strip(s) with six (6) 15 amp 120 volt AC straight blade receptacles provided 120 volt receptacle that the power stripe plugs into will be located behind the drive seat recessed in side wall, power stripe will be ran thru the crew cab floor rear od engine tunnel and coiled loose with final install by the Customer - see photo.

The strip(s) selected will be powered from the shoreline inlet through a receptacle located adjacent to the strip(s).

There will be a label installed near the strip(s) that state the following:

- Line Voltage
- Current Rating (amps)
- Phase
- Frequency
- Power Source



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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.

NFPA REQUIRED LOOSE EQUIPMENT PROVIDED BY FIRE DEPARTMENT

The following loose equipment as outlined in NFPA 1901, 2016 edition, section 5.9.3 and 5.9.4 will be provided by the fire department.

- 800 ft (60 m) of 2.50" (65 mm) or larger fire hose.
- 400 ft (120 m) of 1.50" (38 mm), 1.75" (45 mm), or 2.00" (52 mm) fire hose.
- One (1) handline nozzle, 200 gpm (750 L/min) minimum.
- Two (2) handline nozzles, 95 gpm (360 L/min) minimum.
- One (1) smoothbore or combination nozzle with 2.50" shutoff that flows a minimum of 250 gpm.
- One (1) SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than four (4), mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer.
- One (1) spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s).
- One (1) first aid kit.
- Four (4) combination spanner wrenches.
- Two (2) hydrant wrenches.
- One (1) double female 2.50" (65 mm) adapter with National Hose threads.
- One (1) double male 2.50" (65 mm) adapter with National Hose threads.
- One (1) rubber mallet, for use on suction hose connections.
- Two (2) salvage covers each a minimum size of 12 ft x 14 ft (3.7 m x 4.3 m).
- One (1) traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two (2) at the shoulders, two (2) at the sides, and one (1) at the front.
- Five (5) fluorescent orange traffic cones not less than 28.00" (711 mm) in height, each equipped with a 6.00" (152 mm) retro-reflective white band no more than 4.00" (152 mm) from the top of the cone, and an additional 4.00" (102 mm) retro-reflective white band 2.00" (51 mm) below the 6.00" (152 mm) band.
- Five (5) illuminated warning devices such as highway flares, unless the five (5) fluorescent orange traffic cones have illuminating capabilities.
- One (1) automatic external defibrillator (AED).



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- Four (4) ladder belts meeting the requirements of NFPA 1983, *Standard on Fire Service Life Safety Rope and System Components* (if equipped with an aerial device).
- If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, will be carried mounted in brackets fastened to the apparatus.
- If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side will be carried. Any intake connection larger than 3.00" (75 mm) will include a pressure relief device that meets the requirements of 16.6.6.
- If the apparatus does not have a 2.50" National Hose (NH) intake, an adapter from 2.50" NH female to a pump intake will be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.
- If the supply hose carried has other than 2.50" National Hose (NH) threads, adapters will be carried to allow feeding the supply hose from a 2.50" NH thread male discharge and to allow the hose to connect to a 2.50" NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

SOFT SUCTION HOSE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.8.2.1 requires a minimum of 20' of suction hose or 15' of supply hose will be carried.

Hose is not on the apparatus as manufactured. The fire department will provide suction or supply hose.

DRY CHEMICAL EXTINGUISHER PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.9.4 requires one (1) approved dry chemical portable fire extinguisher with a minimum 80-B:C rating mounted in a bracket fastened to the apparatus.

The extinguisher is not on the apparatus as manufactured. The fire department will provide and mount the extinguisher.

WATER EXTINGUISHER PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.9.4 requires one (1) 2.5 gallon or larger water extinguisher mounted in a bracket fastened to the apparatus.

The extinguisher is not on the apparatus as manufactured. The fire department will provide and mount the extinguisher.



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FLATHEAD AXE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) flathead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The fire department will provide and mount the axe.

PICKHEAD AXE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) pickhead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The fire department will provide and mount the axe.

PAINT - BODY PAINTED TO MATCH CAB

The exterior custom cab and body painting procedure will consist of a seven (7) step finishing process as follows:

1. Manual Surface Preparation - All exposed metal surfaces on the custom cab and body will be thoroughly cleaned and prepared for painting. Imperfections on the exterior surfaces will be removed and sanded to a smooth finish. Exterior seams will be sealed before painting. Exterior surfaces that will not be painted include; chrome plating, polished stainless steel, anodized aluminum and bright aluminum treadplate.
2. Chemical Cleaning and Pretreatment - All surfaces will be chemically cleaned to remove dirt, oil, grease, and metal oxides to ensure the subsequent coatings bond well. The aluminum surfaces will be properly cleaned and treated using a high pressure, high temperature 4 step Acid Etch process. The steel and stainless surfaces will be properly cleaned and treated using a high temperature 3 step process specifically designed for steel or stainless. The chemical treatment converts the metal surface to a passive condition to help prevent corrosion. A final pure water rinse will be applied to all metal surfaces.
3. Surfacer Primer - The Surfacer Primer will be applied to a chemically treated metal surface to provide a strong corrosion protective basecoat. A minimum thickness of 2 mils of Surfacer Primer is applied to surfaces that require a Critical aesthetic finish. The Surfacer Primer is a two-component high solids urethane that has excellent sanding properties and an extra smooth finish when sanded.
4. Finish Sanding - The Surfacer Primer will be sanded with a fine grit abrasive to achieve an ultra-smooth finish. This sanding process is critical to produce the smooth mirror like finish in the topcoat.
5. Sealer Primer - The Sealer Primer is applied prior to the Basecoat in all areas that have not been previously primed with the Surfacer Primer. The Sealer Primer is a two-



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component high solids urethane that goes on smooth and provides excellent gloss hold out when topcoated.

6. Basecoat Paint - Two coats of a high performance, two component high solids polyurethane basecoat will be applied. The Basecoat will be applied to a thickness that will achieve the proper color match. The Basecoat will be used in conjunction with a urethane clear coat to provide protection from the environment.
7. Clear Coat - Two (2) coats of Clear Coat will be applied over the Basecoat color. The Clear Coat is a two-component high solids urethane that provides superior gloss and durability to the exterior surfaces. Lap style and roll-up doors will be Clear Coated to match the body. Paint warranty for the roll-up doors will be provided by the roll-up door manufacture.

Each batch of basecoat color is checked for a proper match before painting of the cab and the body. After the cab and body are painted, the color is verified again to make sure that it matches the color standard. Electronic color measuring equipment is used to compare the color sample to the color standard entered into the computer. Color specifications are used to determine the color match. A Delta E reading is used to determine a good color match within each family color.

All removable items such as brackets, compartment doors, door hinges, and trim will be removed and separately if required, to ensure paint behind all mounted items. Body assemblies that cannot be finish painted after assembly will be finish painted before assembly.

Pierce Manufacturing paint finish quality levels for critical areas of the apparatus (cab front and sides, body sides and doors, and boom lettering panels) meet or exceed the Cadillac/General Motors GMW15777 global paint requirements. Orange peel levels meet or exceed the #6 A.C.T. standard in critical areas. These requirements are met in order for the exterior paint finish to be considered acceptable. The Pierce Manufacturing written paint standards will be available upon request.

The cab and the body will be painted #20 white.

PAINT - ENVIRONMENTAL IMPACT

Contractor will meet or exceed all current State 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.



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- 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 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 on a continual basis to keep the water clean.
- Paint wastes are disposed of in an environmentally safe manner.
- Empty metal paint containers will be to recover the metal.
- Solvents used in clean-up operations will be recycled on-site or sent off-site for distillation and returned for reuse.

Additionally, the finished apparatus will not be manufactured with or contain products that have ozone depleting substances. Contractor will, upon demand, present evidence that the manufacturing facility meets the above conditions and that it is in compliance with his State EPA rules and regulations.

GALVANIZED CHASSIS FRAME ASSEMBLY

The chassis frame assembly will be hot dip galvanized before the installation of the cab and body, and before installation of the engine and transmission assembly, air brake lines, electrical wire harnesses, etc.

Components that are included with the chassis frame assembly that will be hot dip galvanized are:

- Frame rails
- Cross members
- Front frame extension

All galvanized components are inspected for compliance with ASTM specifications.

Battery boxes will be stainless steel.

All components that are not galvanized will be painted black .

HOT DIP GALVANIZED WATER TANK CRADLE

The water tank cradle will be treated through a hot dip galvanizing process. The cradle will be immersed in molten zinc to provide a coating that will help protect against the effects of corrosion.

Hardware to assemble galvanized components will be Dacromet® coated.



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COMPARTMENT INTERIOR PAINT

The compartment interior will be painted with a gray spatter finish for ease of cleaning and to make it easier to touch up scratches and nicks.

REFLECTIVE STRIPES

Three (3) reflective stripes will be provided across the front of the vehicle and along the sides of the body. The reflective band will consist of a 1.00" black stripe at the top with a 1.00" gap then a 6.00" gold stripe with a 1.00" gap and a 1.00" black stripe on the bottom.

The reflective band provided on the cab face will be below the headlights on the fiberglass.

REAR CHEVRON STRIPING

There will be alternating chevron striping located on the rear-facing vertical surface of the apparatus. The rear surface, excluding the rear compartment door, will be covered.

The colors will be red and fluorescent yellow green diamond grade.

Each stripe will be 6.00" in width.

This will meet the requirements of the current edition of NFPA 1901, which states that 50% of the rear surface will be covered with chevron striping.

JOG(S) IN REFLECTIVE BAND

The reflective band located on each side of the apparatus body will contain one (1) jog(s) and will be angled at approximately a 45 degrees when installed.

OUTLINE, REFLECTIVE STRIPE

A Black outline will be applied on the top and the bottom of the reflective band. There will be one (1) set of outline stripes required.

INVERTED "V" CHEVRON STRIPING ON CAB AND CREW CAB DOORS

There will be alternating chevron striping located on the inside of each cab and crew cab door.

The striping will consist of the following colors:

The first color will be black

The second color will be gold

The size of the striping will be 4.00".

LETTERING

Forty-one (41) to sixty (60) reflective lettering, 3.00" high, with outline will be provided.



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LETTERING, SCRIPT

Script lettering shall be provided on the rear body compartment door. The lettering will state "Everyone Comes Home".

EMBLEMS

There will be two (2) monogram emblem(s) installed on the front cab doors , with "DENVER" above the monogram and "FIRE DEPT." below the monogram.

The monogram and lettering will be made of gold reflective material with black outline.

The design will be the same as on previous units.

EMBLEMS

There will be a pair of American flag emblems, installed on the rear crew cab windows . The emblem will be waving and made out of Gerber Vision material.

EMBLEM

There will be one (1) emblem(s), approximately 24.00" - 25.00" wide in size, installed R1. The emblem will feature a "Flying American Flag" and an "Eagle Head".

INTERCOM SYSTEM (shipped loose)

- Four (4) Remote Headset Station Model U3802
- One (1) Master Station Model U3800
- Four (4) Remote Interface Module PTT Model U3811
- Five (5) Headset Behind-The -Head Model H3342
- 25 Feet of 6 Conductor Wire
- 25 Feet of 4 Conductor Wire
- One (1) Power Cord (For U3800) Model C3820
- Five (5) Remote Jumper Cord 12Ft Model C38-12
- Two (2) Remote Jumper Cord 25Ft Model C38-25
- Six (6) Connector Kit 6 pin
- Two (2) Connector Kit 4 pin
- Two (2) Radio Interface Cords C3821

OVAL STRAPPING HERON RIB

one (1) roll (s) shall be provided and shipped loose with the truck for the department to install.

MONITOR (shipped loose)



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An Akron #3423 Deluge with ground base, pipe and tips, #5160 Nozzle, #3505 Mounting Bracket, #3501 Direct mount Cover will be supplied.

CHASSIS SERVICE

Chassis service will be done when the apparatus arrives at the dealer location, but before delivery to the customer.

Service will include:

- Engine Oil and filter change
- Fuel filter change
- Grease drivelines
- Check and fill all fluids.

FLUID ANALYSIS

Fluid sample analysis of the engine oil, the transmission fluid, and the cooling system will be provided. Written results of these tests will be provided to DFD Fleet Management.

(one (1)) Cummins engine service and parts manuals will be provided.

(one (1)) Allison Transmission service and parts manuals will be provided.

MANUAL, FIRE APPARATUS PARTS

Two (2) custom parts manuals for the complete fire apparatus will be provided in hard copy with the completed unit.

One (1) compact disc (CD) will also be provided that will include all of the information from the above manual.

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 parts



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

SERVICE PARTS INTERNET SITE

The service parts information included in this manual is also available on the Pierce 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, CHASSIS SERVICE

Two (2) chassis service manuals containing parts and service information on major components will be provided with the completed unit.

The manuals will contain the following sections:

- Job number
- Table of contents
- Troubleshooting
- Front Axle/Suspension
- Brakes
- Engine
- Tires
- Wheels
- Cab
- Electrical, DC
- Air Systems
- Plumbing
- Appendix

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



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MANUALS, CHASSIS OPERATION

Two (2) chassis operation manuals will be provided.

ONE (1) YEAR MATERIAL AND WORKMANSHIP

A Pierce basic apparatus limited warranty certificate, WA0008, is included with this document.

THREE (3) YEAR MATERIAL AND WORKMANSHIP

The Pierce custom chassis limited warranty certificate, WA0284, is included with this document.

ENGINE WARRANTY

A Cummins **five (5) year** limited engine warranty will be provided. A limited warranty certificate, WA0181, is included with this document.

STEERING GEAR WARRANTY

A Sheppard **three (3) year** limited steering gear warranty shall be provided. A copy of the warranty certificate shall be submitted with the bid package.

FIFTY (50) YEAR STRUCTURAL INTEGRITY

The Pierce custom chassis frame and crossmembers limited warranty certificate, WA0038, is included with this document.

FRONT AXLE THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY

The Pierce TAK-4 suspension limited warranty certificate, WA0050, is included with this document.

REAR AXLE TWO (2) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor axle limited warranty certificate, WA0046, is included with this document.

ABS BRAKE SYSTEM THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY

A Meritor Wabco™ABS brake system limited warranty certificate, WA0232, is included with this document.

TEN (10) YEAR STRUCTURAL INTEGRITY

The Pierce custom cab limited warranty certificate, WA0012, is included with this document.

TEN (10) YEAR PRO-RATED PAINT AND CORROSION

A Pierce cab limited pro-rated paint warranty certificate, WA0055, is included with this document.

FIVE (5) YEAR MATERIAL AND WORKMANSHIP

The Pierce Command Zone electronics limited warranty certificate, WA0014, is included with this document.



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CAMERA SYSTEM WARRANTY

A Pierce fifty four (54) month warranty will be provided for the camera system.

COMPARTMENT LIGHT WARRANTY

The compartment lights will not offer an extended warranty.

TRANSMISSION WARRANTY

The transmission will have a **five (5) year/unlimited mileage** warranty covering 100 percent parts and labor. The warranty will be provided by Allison Transmission.

Note: The transmission cooler is not covered under any extended warranty you may be getting on your Allison Transmission. Please review your Allison Transmission warranty for coverage limitations.

TRANSMISSION COOLER WARRANTY

The transmission cooler will carry a five (5) year parts and labor warranty (exclusive to the transmission cooler). In addition, a collateral damage warranty will also be in effect for the first three (3) years of the warranty coverage and will not exceed \$10,000 per occurrence. A copy of the warranty certificate will be submitted with the bid package.

WATER TANK WARRANTY

A UPF poly water tank limited warranty certificate, WA0195, is included with this document.

TEN (10) YEAR STRUCTURAL INTEGRITY

The Pierce apparatus body limited warranty certificate, WA0009, is included with this document.

PUMP WARRANTY

A Waterous pump limited warranty certificate, WA0225, is included with this document.

TEN (10) YEAR PUMP PLUMBING WARRANTY

The Pierce apparatus plumbing limited warranty certificate, WA0035, is included with this document.

TEN (10) YEAR PRO-RATED PAINT AND CORROSION

A Pierce body limited pro-rated paint warranty certificate, WA0057, is included with this document.

ONE (1) YEAR MATERIAL AND WORKMANSHIP

The Pierce graphics fading and deterioration limited warranty limited warranty certificate, WA0168, is included with this document.



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VEHICLE STABILITY CERTIFICATION

The fire apparatus manufacturer will provide a certification stating the apparatus complies with NFPA 1901, current edition, section 4.13, Vehicle Stability. The certification will be provided at the time of bid.

ENGINE INSTALLATION CERTIFICATION

The fire apparatus manufacturer will provide a certification, along with a letter from the engine manufacturer stating they approve of the engine installation in the bidder's chassis. The certification will be provided at the time of delivery.

POWER STEERING CERTIFICATION

The fire apparatus manufacturer will provide a certification stating the power steering system as installed meets the requirements of the component supplier. The certification will be provided at the time of bid.

CAB INTEGRITY CERTIFICATION

The fire apparatus manufacturer will provide a cab integrity certification with this document. The certification will state that the cab has been tested and certified by an independent third-party test facility. Testing events will be documented with photographs, real-time and high-speed video, vehicle accelerometers, cart accelerometers, and a laser speed trap. The fire apparatus manufacturer will provide a state-licensed professional engineer to witness and certify all testing events. Testing will meet or exceed the requirements below:

- European Occupant Protection Standard ECE Regulation No.29.
- SAE J2422 Cab Roof Strength Evaluation - Quasi-Static Loading Heavy Trucks.
- SAE J2420 COE Frontal Strength Evaluation - Dynamic Loading Heavy Trucks.

Roof Crush

The cab will be subjected to a roof crush force of 22,050 lb. This value meets the ECE 29 criteria and is equivalent to the front axle rating up to a maximum of 10 metric tons.

Additional Roof Crush

The same cab will be subjected to a roof crush force of 100,000 lbs. This value exceeds the ECE 29 criteria by nearly 4.5 times.

Side Impact

The same cab will be subjected to dynamic preload where a 13,275 lb moving barrier slams into the side of the cab at 5.5 mph at a force of 13,000 ft-lbs. This test is part of the SAE J2422 test procedure and more closely represents the forces a cab will see in a rollover incident.



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Frontal Impact

The same cab will withstand a frontal impact of 32,600 ft-lbs of force using a moving barrier in accordance with SAE J2420.

Additional Frontal Impact

The same cab will withstand a frontal impact of 65,200 ft-lbs of force using a moving barrier, (twice the force required by SAE J2420).

The same cab will withstand all tests without any measurable intrusion into the survival space of the occupant area.

CAB DOOR DURABILITY CERTIFICATION

Robust cab doors help protect occupants. Cab doors will survive a 200,000 cycle door slam test where the slamming force exceeds 20 G's of deceleration. The bidder will certify that the sample doors similar to those provided on the apparatus have been tested and have met these criteria without structural damage, latch malfunction, or significant component wear.

WINDSHIELD WIPER DURABILITY CERTIFICATION

Visibility during inclement weather is essential to safe apparatus performance. Windshield wipers will survive a 3 million cycle durability test in accordance with section 6.2 of SAE J198 *Windshield Wiper Systems - Trucks, Buses and Multipurpose Vehicles*. The bidder will certify that the wiper system design has been tested and that the wiper system has met these criteria.

ELECTRIC WINDOW DURABILITY CERTIFICATION

Cab window roll-up systems can cause maintenance problems if not designed for long service life. The window regulator design will complete 30,000 complete up-down cycles and still function normally when finished. The bidder will certify that sample doors and windows similar to those provided on the apparatus have been tested and have met these criteria without malfunction or significant component wear.

SEAT BELT ANCHOR STRENGTH

Seat belt attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat belt anchor design will withstand 3000 lb of pull on both the lap and shoulder belt in accordance with FMVSS 571.210 Seat Belt Assembly Anchorages. The bidder will certify that each anchor design was pull tested to the required force and met the appropriate criteria.

SEAT MOUNTING STRENGTH

Seat attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat mounting design will be tested to withstand 20 G's of force in accordance with FMVSS 571.207 Seating Systems. The bidder will certify that each seat



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mount and cab structure design was pull tested to the required force and met the appropriate criteria.

CAB DEFROSTER CERTIFICATION

Visibility during inclement weather is essential to safe apparatus performance. The defroster system will clear the required windshield zones in accordance with SAE J381 Windshield Defrosting Systems Test Procedure And Performance Requirements - Trucks, Buses, And Multipurpose Vehicles. The bidder will certify that the defrost system design has been tested in a cold chamber and passes the SAE J381 criteria.

CAB HEATER CERTIFICATION

Good cab heat performance and regulation provides a more effective working environment for personnel, whether in-transit, or at a scene. The cab heaters will warm the cab 75 F from a cold-soak, within 30 minutes when tested using the coolant supply methods found in SAE J381. The bidder will certify that a substantially similar cab has been tested and has met these criteria.

CAB AIR CONDITIONING PERFORMANCE CERTIFICATION

Good cab air conditioning temperature and air flow performance keeps occupants comfortable, reduces humidity, and provides a climate for recuperation while at the scene. The cab air conditioning system will cool the cab from a heat-soaked condition at 100 degrees Fahrenheit to an average of 67 degrees Fahrenheit in 30 minutes. The bidder will certify that a substantially similar air conditioning system has been tested and has met these criteria. The certification will be available at the time of delivery.

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:

- Documentation of the electrical system performance tests.
- A written load analysis, which will include the following:
 - The nameplate rating of the alternator.
 - The alternator rating under the conditions specified per:
 - Applicable NFPA 1901 or 1906 (Current Edition).
 - The minimum continuous load of each component that is specified per:
 - Applicable NFPA 1901 or 1906 (Current Edition).
 - Additional loads that, when added to the minimum continuous load, determine the total connected load.
 - Each individual intermittent load.



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