

Goods Lines								
Line Number	Item Name	Supplier Item Identifier	Description	Due Date	Unit of Measure	Quantity	Unit Price	Line Amount
1			Peirce Velocity Pumper		Each	1	\$985,281.00	\$985,281.00
2021 Capital replacement for Z-F-024 delivery in 2023								

This PO is for one (1) delivered model year Pierce Velocity Pumper (In Accordance with HGAC FS12-19) Includes delivery, Radios, Rescue Tools and Equipment Mounting Per attached Component List REPRESENTATIVE Vehicle including all options as specifically outlined in vendor Quote DIA Pumper_974_03-23-2022 Updated. (EXHIBIT A_DIA Pumper_974_03-23-2022 Updated) Attached

Shipping: F.O.B. Denver, CO. 80249, Payment: Pricing listed includes discount and delivery. Term: Net 30 upon receipt of vehicle.

** This Purchase Order is contingent upon approval by City Council as required in DRMC 3.26(e) **

Purchased pursuant to DRMC 20-64(A)(4) of the Revised Municipal Code. Standardization.

All Titles to Read:
City and County of Denver
201 West Colfax Avenue Dept. 304
Denver, CO 80202

Contact person for delivery and other questions is Steve Ricci at 303-342-2778 or steven.ricci@flydenver.com

Vendor to fill in and submit Vehicle Check-In Sheet. Delivery will NOT be considered complete without it.
Delivery: Monday through Friday between 8:00am and 4:00pm. Location:
DENVER INTERNATIONAL AIRPORT FLEET
27500 E 80th Ave, Unit A
Denver, CO 80249



Authorized By

By accepting this Purchase Order you agree to the Terms and Conditions of the General Services Purchasing Division.
Follow the URL provided to the Purchase Order Terms and Conditions –
<http://www.denvergov.org/content/denvergov/en/purchasing-main-page/POterms.html>



FRONT RANGE FIRE APPARATUS

7600 Miller Court
Frederick, CO 80504
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www.FrontRangeFire.com

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- Rock-solid financials as an Oshkosh Corporation Company
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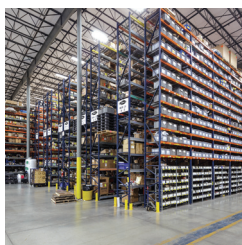
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**24/7
RESPONSE**

FRONT RANGE
FIRE APPARATUS



VOLUNTEER & COMBINATION
OFFICERS SECTION

Pierce leads the industry in sponsorships that support families of fallen firefighters, recognize outstanding achievement and further the education and safety of the fire service.

www.piercemfg.com



Pierce Manufacturing Inc., An Oshkosh Corporation Company
P.O. Box 2017, Appleton WI 54912-2017 USA

Specifications, descriptions and illustrative material in this literature are as accurate as known at the time of publication, but are subject to change without notice.

Illustrations may include optional equipment and accessories and may not include all standard equipment. All measurements are nominal values.

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P-0108-SLLSTBLTYSS-FRNTRNG 1/17

FOR FURNISHING FIRE APPARATUS

March 23, 2022

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 (In Accordance with HGAC FS12-19) \$ 985,281.00
Includes Radios, Rescue Tools and Equipment Mounting
Per attached Component List
Delivery is approximately 20.5 to 22.5 months

Option: Make 100% Prepayment of \$950,281.00
Due in Net 30 Days of Signed Contract

Deduct (\$ 35,000.00)

Effective May 01, 2022, Price will increase 7%

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 20.5 to 22.5 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

2/20/2022

Customer: Denver, City and County-DIA
Representative Doucette, Duane
Organization: Front Range Fire Apparatus, Ltd
Requirements Manager:
Description: Pumper, Velocity 4x2 DIA
Body: Pumper, Long, Aluminum, 2nd Gen
Chassis: Velocity Chassis (Big Block), 2010

Bid Number: 974
Job Number:
Number of Units: 1
Bid Date: 01/01/2020
Stock Number:
Price Level: 41 (Current: 41)
Lane: Lane 2

Line	Option	Type	Option Description	Qty
1	0766611		Boiler Plates, Pumper Fire Department/Customer - Denver Fire Department Operating/In conjunction W-Service Center - Operating Miles - 25 Miles Number of Fire Dept/Municipalities - 10 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 - unit delivered in 2012. job number 25594	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, - 03	3
11	0000000	STF	Inspection trip #3 - when - number of people Location - at the factory for a delivery inspection Qty, - 03	3
12	0620362		Consortium, HGAC	1
13	0537375		Unit of Measure, US Gallons	1
14	0030006		Bid Bond Not Requested	1
15	0582800		Performance Bond, 100% with 25% Warranty Bond, 1 Yr, and Payment Bond	1
16	0000007		Approval Drawing	1
17	0002928		Electrical Diagrams	1
18	0564202		Velocity Chassis (Big Block), 2010	1
19	0021009		Overall Length, Target Size - approximately 32' - 5.25"	1
20	0000110		Wheelbase Wheelbase - 197.00"	1
21	0000070		GVW Rating GVW rating - 49,800 pounds	1
22	0561644		Frame Rails, 13.38 x 3.50 x .375, Extended Rearward	1
23	0020018		Frame Liner Not Req'd	1
24	0508849		Axle, Front, Oshkosh TAK-4, Non Drive, 22,800 lb, Imp/Vel	1
25	0010427		Suspension, Front TAK-4, 22,800 lb, Qtm/AXT/Imp/Vel/DCF/Enf	1
26	0087572		Shock Absorbers, KONI, TAK-4, Qtm/AXT/Imp/Vel/DCF/Enf	1
27	0000322		Oil Seals, Front Axle	1
28	0686052		Tires, Front, Michelin, XFE (wb), 425/65R22.50, 20 ply, Fire Service Speed Rtnng	1
29	0019611		Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Hub Pilot	1
30	0000310		Request for Turning Radius Report	1
31	0530466		Axle, Rear, Meritor RS26-185, 27,000 lb, Imp/Vel/Dash CF	1
32	0544253		Top Speed of Vehicle, 68 MPH	1

Line	Option	Type	Option Description	Qty
33	0035481		Suspen, Rear, Neway AD126, Air Ride, 27,000 lb	1
34	0000485		Oil Seals, Rear Axle	1
35	0000482		Driver Controlled Differential Lock, Single Axle	1
36	0070728		Tires, Rear, Michelin, XDN2, 12R22.50, 16 ply, Single	1
37	0019625		Wheels, Rear, Alcoa, 22.50" x 8.25", Aluminum, Hub Pilot, Single	1
38	0568081		Tire Balancing, Counteract Beads	1
39	0620570		Tire Pressure Monitoring, RealWheels, AirSecure, Valve Cap, Single Axle	1
			Qty, Tire Pressure Ind - 6	
40	0097571		Mud Flap, Mounted even with Fenderetts	1
			Location - front	
			Qty, - 1	
41	0002045		Mud Flap, Front and Rear, Pierce Logo	1
42	0011930		Tire, "Crossfire" Air Pressure Equalization	1
43	0760675		Chains, Onspot, Automatic Tire, Custom	1
44	0544802		Chocks, Wheel, SAC-44-E, Folding	1
			Qty, Pair - 01	
45	0544806		Mounting Brackets, Chocks, SAC-44-E, Folding, Horizontal	1
			Qty, Pair - 01	
			Location, Wheel Chocks - Left Side Rear Compt	
46	0593760		ESC/ABS/ATC Wabco Brake System, Single Rear Axle, 2010	1
47	0030185		Brakes, Knorr/Bendix 17", Disc, Front, TAK-4	1
48	0000740		Brakes, Meritor, Cam, Rear, 16.50 x 8.63"	1
49	0731553		Air Compressor, Brake, Cummins/Wabco 25.9 CFM	1
50	0000785		Brake Reservoirs, Three	1
51	0568012		Air Dryer, Wabco System Saver 1200, Heater, 2010	1
52	0000790		Brake Lines, Nylon	1
53	0000856		Air Inlet, with Kussmaul Air Eject	1
			Location, Air Coupling(s) - k) DS Rear Body	
			Qty, Air Coupling (s) - 1	
54	0000860		Outlet, Air, with shut off valve	1
			Location, Air Coupling(s) - o) DS Frt Body Compt	
			Qty, Air Coupling (s) - 1	
55	0004200		Hose, Air 25' length, w/air chuck	2
			Qty, - 02	
56	0014130		Air Tank, Additional for Extra Air Horn Capacity	1
57	0522855		Aux Braking Systems, Simultaneous Operation	1
58	0736412		Engine, Cummins X12, 500 hp, 1700 lb-ft, W/OBD, EPA 2021, Velocity	1
59	0730962		Filters, Remote Mounted, Oil, Fuel, X12, VEL/AXT, ENF, QTM	1
60	0001244		High Idle w/Electronic Engine, Custom	1
61	0678027		Engine Brake, Jacobs Compression Brake, Cummins Engine, with Allison Retarder	1
			Switch, Engine Brake - e) ISC/ISM/ISL9/ISX Hi Med Lo	
62	0552334		Clutch, Fan, Air Actuated, Horton Drive Master	1
63	0123135		Air Intake, w/Ember separator, Imp/Vel	1
64	0794743		Exhaust System, 5", X12/X15, MX13, Engine, Horizontal, Right Side	1
64	0000000	STF	Ward No Smoke - Installed @ Dealer By Ward	1
65	0521146		Exhaust, Modified for Plymovent System, 7.00" Diffuser, CARE	1
66	0787999		Radiator, Impel/Veloccity	1
67	0722487		Cooling Hoses, Gates Silicone and Rubber Combination	1
68	0567425		Fuel Tank, 65 Gallon, w/2G Pumper Body and Air Suspension, Left Side Fill	1
69	0001129		Lines, Fuel	1
70	0582182		DEF Tank, 4.5 Gallon, DS Fill, Rear of Rear Axle, Common Door	1
			Door, Material & Finish, DEF Tank - Polished Stainless	
71	0723716		Fuel Priming Pump, Electronic, Automatic, Cummins, No Swt Req'd	1
72	0582243		Shutoff Valves, Fuel Line @ Primary Filter, Cummins	1
73	0553019		Cooler, Engine Fuel, Imp/Vel, AXT/Qtm/Sab/DCF/SFR/Enf	1
74	0578959		Fuel/Water Separator, Racor Inline	1
75	0642591		Trans, Allison 5th Gen, 4000 EVS PR, Imp/Vel/Dash CF	1
			Trans. retarder capacity - d. low/1300, 4000 EVS	
			Trans, retarder control - l) Auto 1/3, 2/3, 3/3	
76	0625331		Transmission, Shifter, 6-Spd, Push Button, 4000 EVS	1
77	0797408		Transmission Oil Cooler, Modine, External, w/Modine External Sump	1
78	0001375		Driveline, Spicer 1810	1

Line	Option	Type	Option Description	Qty
79	0669988		Steering, Sheppard M110 w/Tilt, TAK-4, Eaton Pump, w/Cooler	1
80	0001544		Not Required, Steering Assist Cylinder on Front Axle	1
81	0509230		Steering Wheel, 4 Spoke without Controls	1
82	0690274		Logo/Emblem, on Dash	1
			Text, Row (1) One - Denver	
			Text, Row (2) Two - Fire	
			Text, Row (3) Three - Department	
83	0034671		Lube System, Vogel, 22 Point, w/TAK-4 Suspension	1
			Location - best location	
84	0123625		Bumper, 19" Extended, Imp/Vel	1
85	0616492		Tray, Hose, Center, 19" Bumper, Outside Air Horns, Imp/Vel	1
			Grating, Bumper extension - Grating, Rubber	
			Capacity, Bumper Tray - 20) 125' of 1.75"	
86	0626469		Cover, Aluminum Treadplate, Two (2) Flush Lift and Turn, Hose Tray, Notched	1
			Stay arm, Tray Cover - c)Pneumatic Stay Arm, Dual	
87	0510226		Lift & Tow Package, Imp/Vel, AXT, Dash CF	1
88	0002270		Tow Hooks, Chrome	1
89	0547106		Lights, Fog, PIAA 2110, 15213 LED Bulb (Rect) , Under Bumper	1
90	0668315		Cab, Velocity FR, 7010 Raised Roof	1
91	0724207		Engine Tunnel, X12-15, MX13, Mech Fasteners, Velocity FR	1
92	0677478		Rear Wall, Exterior, Cab, Aluminum Treadplate	1
93	0122466		Cab Lift, Elec/Hyd, w/Manual Override, Imp/Vel	1
94	0123176		Grille, Bright Finished, Front of Cab, Impel/Velocit	1
95	0002224		Scuffplates, S/S At Cab Door Jambs, 4-Door Cab	1
			Material Trim/Scuffplate - c) S/S, Polished	
96	0527032		Trim, S/S Band, Across Cab Face, Rect Lights, Velocity	1
			Material Trim/Scuffplate - e) S/S, Patterned	
			Turnsignal Covers - No Covers	
97	0087357		Molding, Chrome on Side of Cab	1
98	0521669		Mirrors, Retractable, West Coast Style, Htd/Rmt, w/Htd/Rmt Convex	1
99	0667937		Door, Full Height, Velocity FR 4-Door Cab, Raised Roof	1
			Key Model, Cab Doors - 1041	
			Cab, Exterior Door Handle, Finish - 4-Door, Chrome/Black	
100	0655511		Door Panel, Brushed Stainless Steel, Impel/Velocit	1
101	0667905		Storage Pockets w/ Elastic Cover, Recessed, Overhead, Impel/Velocit	1
102	0667902		Controls, Electric Windows, All Cab Doors, Impel/Velocit	1
103	0555485		Steps, 4-Door Full Tilt Cab, Imp/Vel	1
104	0770194		Handrail, Exterior, Knurled, Alum, 4-Door Cab	1
105	0697689		Steps, Stirrup, Formed w/Grip Strut, Cab & Crew Cab Doors	1
			Light, Step, Additional - Amdor, 4 Dr Cab	
106	0892637		Lights, Cab & Crw Cab Acs Stps, P25, LED w/Bezel, 1Lt Per Step	1
			Color, Trim - Chrome Housing	
107	0002140		Fenders, S/S on Cab	1
108	0122479		Window, Side of C/C, Fixed, Velocity	1
109	0552935		Trim, Cab Side Windows, Velocity	1
110	0667980		Windows, (2), Front of Crew Cab, 10" Raised Roof, Impel/Velocit	1
111	0509286		Not Required, Windows Rear of Crew Cab, Imp/Vel	1
112	0558334		Not Required, Trim, Cab Rear Windows, No Rear Windows	1
113	0748671		Cab Interior, Vinyl, Velocity FR, CARE	1
			Color, Cab Interior Vinyl/Fabric - Endure Vinyl - Silver/Gray	
114	0667943		Cab Interior, Paint Color, Impel/Velocit	1
			Color, Cab Interior Paint - a) gray	
115	0509532		Floor, Rubber Padded Cab & Crew Cab, Imp/Vel, Dash CF	1
116	0741239		HVAC, Impel/Velocit	1
			Paint Color, A/C Condenser - Painted to Match Cab Roof	
			HVAC System, Filter Access - Removable Panel	
			Auxiliary Cab Heater - Both	
117	0639675		Sun Visor, Smoked Lexan, AXT, Imp/Vel, Saber FR/Enforcer	1
			Sun Visor Retention - No Retention	
118	0548173		Grab Handles, Driver and Passenger Door Post, Imp/Vel	1
119	0002526		Light, Engine Comp, All Custom Chassis	1

Line	Option	Type	Option Description	Qty
120	0122516		Fluid Check Access, Imp/Vel	1
			Latch, Door, Storage - Lift and Turn Latch, Flush	
121	0583042		Side Roll and Frontal Impact Protection	1
122	0622617		Seating Capacity, 6 Seats	1
123	0697005		Seat, Driver, Pierce PS6, Premium, Air Ride, High Back, Safety	1
124	0696994		Seat, Officer, Pierce PS6, Premium, Air Ride, SCBA, Safety	1
125	0656795		Radio Compartment, Behind Officer Air Ride SCBA Seat, Imp/Vel	1
126	0122183		Seat, Rear Facing C/C, DS Outboard, Pierce PS6, Premium, SCBA, Safety	1
127	0102783		Not Required, Seat, Rr Facing C/C, Center	1
128	0122186		Seat, Rear Facing C/C, PS Outboard, Pierce PS6, Premium, SCBA, Safety	1
129	0782296		Cabinet, Forward Facing, LS, 21 W x 64 H x 14 D, Roll, Imp/Vel	1
			Material Finish, Shelf - Painted - Cab Interior	
			Shelf/Tray, Cabinet - (3) Shelves, Adjustable, 1.25" Up-Turned Lip	
			Door, Cab Interior Cabinet - Rollup, Amdor, White, Non-Locking	
			Light, Tall Cabinet - Amdor, Interior, White, Left Side and Amdor, Interior, White, Right Side	
			Louvers, Cabinet - 0-No Louvers	
130	0729083	SP	Seat, Forward Facing C/C, Ctr, (2) Pierce PS6, Premium, Air Ride, SCBA, Safety	1
131	0782130		Cabinet, Forward Facing, RS, 21 W x 64 H x 14 D, Roll, Imp/Vel	1
			Material Finish, Shelf - Painted - Cab Interior	
			Shelf/Tray, Cabinet - (3) Shelves, Adjustable, 1.25" Up-Turned Lip	
			Door, Cab Interior Cabinet - Rollup, Amdor, White, Non-Locking	
			Light, Tall Cabinet - Amdor, Interior, White, Left Side and Amdor, Interior, White, Right Side	
			Louvers, Cabinet - 0-No Louvers	
132	0566653		Upholstery, Seats In Cab, Turnout Tuff	1
			Color, Cab Interior Vinyl/Fabric - m) Gray	
133	0543991		Bracket, Air Bottle, Hands-Free II, Cab Seats	5
			Qty, - 05	
134	0603867		Seat Belt, ReadyReach	1
			Seat Belt Color - Red	
135	0604863		Seat Belt Height Adjustment, 6 Seats, Imp/Vel, Dash CF	1
136	0627014		Pick Not Required, Seat Belt Color Selected in Seat Belt Category	1
137	0543133		Bracket, Helmet Holder, Zico UHH-1	1
			Qty, Helmet Storage Brkt - 6	
138	0647638		Lights, Dome, Weldon Dual LED 4 Lts	1
			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	
139	0631776		Not Required, Overhead Map Lights	1
140	0627589	SP	Handlts, (2) Pelican, 9415 LED, 6061F 12v Direct Wire Fast, Shoulder Strap	1
			Location, Lights - one at the rear of the engine tunnel left side and one in the D3 compartment on forward wall	
			Color, Handlight - a) yellow	
141	0544516		Spotlight, Handheld Cab, Specialty Lighting 2150-1	1
			Location, Fixed Hand Light - Officer Side Cab	
142	0568369		Cab Instruments, Ivory Gauges, Chrome Bezels, Impel/Velocity 2010, Dash CF	1
143	0509511		Air Restriction Indicator, Imp/Vel, AXT, Dash CF, Enf MUX	1
144	0543751		Light, Do Not Move Apparatus	1
			Alarm, Do Not Move Truck - Pulsing Alarm	
145	0509042		Messages, Open Dr/DNMT, Color Dsply,	1
146	0611681		Switching, Cab, Membrane, Impel/Velocity/Quantum, Dash CF, AXT WiFi MUX	1
			Location, Emerg Sw Pnls - Driver's Side Overhead	
147	0555915		Wiper Control, 2-Speed with Intermittent, MUX, Impel/Velocity	1
148	0548009		Wiring, Spare, 20 A 12V DC 1st	1
			Qty, - 01	
			12vdc power from - Battery direct	
			Wire termination - Stud	
			Location, Spare Wiring - in the electronics box over the engine	
149	0548004		Wiring, Spare, 15 A 12V DC 1st	3
			Qty, - 03	
			12vdc power from - Battery direct	

Line	Option	Type	Option Description	Qty
149			Wire termination - Butt Splice Location, Spare Wiring - two (2) in the front of the cab behind panel #9 and two (1) in the rear, tucked into the center seat riser	
150	0548007		Wiring, Spare, 15 A 12V DC 3rd Qty, - 01 12vdc power from - Battery direct Wire termination - Butt Splice Location - (1) in the rear, tucked into the center seat riser	1
151	0548006		Wiring, Spare, 15 A 12V DC 2nd Qty, - 02 12vdc power from - Battery direct Wire termination - 15 amp power point plug Location - panel #9	2
152	0891871	SP	Wireless Router, Cradlepoint IBR900, Netcloud, Panorama, Sub1 Location - in cab 12vdc power from - Battery direct Color, Antenna - White	1
153	0566101		Recess, Dash Panel, Officer Side, Vel/Imp	1
154	0528869		Labels, Power Distribution, Job Specific, VEL/IMP/Qtm/AXT/DCF/Enf	1
155	0615386		Vehicle Information Center, 7" Color Display, Touchscreen, MUX System Of Measurement - US Customary	1
156	0734854		Collision Mitigation, Not Requested	1
157	0606247		Vehicle Data Recorder w/CZ Display Seat Belt Monitor	1
158	0696438		Antenna Mount, Custom Chassis, Cable Routed to Radio Box Location - on the driver and passenger side cab roof just to the rear of the lightbar Qty, - 02	2
159	0653526		Camera, Pierce, Driver Mux, Rear Camera Only Camera System Audio - Not Provided	1
160	0615100		Pierce Command Zone, Advanced Electronics & Control System, Diag LEDs, Vel, WiFi	1
161	0730603		Electrical System, Velocity ESP, Cummins, Paccar	1
162	0079166		Batteries, (4) Exide Grp 31, 950 CCA ea, Threaded Stud	1
163	0008621		Battery System, Single Start, All Custom Chassis	1
164	0123174		Battery Compartment, Imp/Vel	1
165	0579436		Charger, Sngl Sys, Kussmaul, 1200, 091-187-12-Remote, 40 Amp Bar Display	1
166	0012782		Location, Charger, Front Left Side Body Compartment Location, Battery Chrgr/Cmpr - High On Left Wall	1
167	0536099		Location, Bat Chrg Ind, Driver's Step Area	1
168	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
169	0026800		Shoreline Location Location, Shoreline(s) - DS Rear bulkhead	1
170	0529667		Cover, Protection Battery Box IO Modules	1
171	0625793		Alternator, 350 amp, Leece-Neville BLP4004H	1
172	0540367		Programming, Multi-Plex, Changes Per Hour Location - Whelen 800 AOA lights Qty, - 02 Fill in Blank - activate with ignition switch and de-activate with the emergency master. The separate switch labeled "Airport Light" shall also operate the lights	2
173	0092582		Load Manager/Sequencer, MUX Enable/Disable Hi-Idle - d)High Idle disable	1
174	0783153		Headlights, Rect LED, JW Spkr Evo 2, AXT/DCF/Enf/Imp/Sab/Vel Color, Headlight Bez - Chrome Bezel	1
175	0648425		Light, Directional, WIn 600 Cmb, Cab Crn, Imp/Vel/AXT/Qtm/DCF Color, Lens, LED's - m)match LED's	1
176	0648256		Light, Directional, WIn M6T* LED Arrow, Recessed, Angle Bracket, Back of Cab Color, Lens, LED's - Match	1
177	0768311		Light, Directional/Marker, Intermediate, Truck-Lite 30375Y Grm Mt LED 2lts	1
178	0648074		Lights, Clearance/Marker/ID, Front, P25 LED 7 Lts	1

Line	Option	Type	Option Description	Qty
179	0090155		Lights, Clearance/Marker/ID, Rear, Truck-Lite 35200R LED 7Lts	1
180	0551870		Lights, Tail, WIn M6BTT* Red LED Stop/Tail & M6T* Amber LED Dir w/Flange Color, Lens - Colored	1
181	0892058		Lights, Backup, WIn M6BUW Color, Trim - Chrome Trim	1
182	0663884		Bracket, License Plate & Light, P25 LED, Temp Under Tailbrd Location - under tailboard driver side	1
183	0589905		Alarm, Back-up Warning, PRECO 1040	1
184	0763690		Indicator, Back-up Warning, Ultrasonic 4-zone Location - next to driver - see photo of the locations of the sensors on the rear bumper on the S:drive 28692 Stage 7 Job Folder	1
185	0769569		Lights, Perimeter Cab, Amdor AY-LB-12HW012 LED 4Dr	1
186	0769572		Lights, Perimeter Pump House, Amdor AY-LB-12HW020 LED 2lts	1
187	0770056		Lights, Perimeter Body, Amdor AY-LB-12HW020 LED 2lts, Rear Step Control, Perimeter Lts - DS Switch Panel and Parking Brake Applied	1
188	0556360		Lights, Step, P25 LED 4lts, Pump Pnl Sw	1
189	0776357		Light, Visor, WIn, 12V P*H2* Pioneer, Cnt Feature, 1st Qty, - 02 Location, driver's/passenger's/center - 1DS & 1PS Color, WIn Lt Housing - White Paint Control, Scene Lts - Cab Sw Panel DS and Cab Sw Panel PS Scene Light Optics - Flood/Spot	2
190	0774308		Lights, WIn, P*H2* Pioneer, 12 VDC, 2nd Location - passenger side back of cab Qty, - 01 Color, WIn Lt Housing - White Paint Control, Scene Lts - Pump Panel Sw LS Scene Light Optics - combination	1
191	0774309		Mount, WIn II - Push Up Sd Mnt 20" Handle Holder & Sensor Lights, WIn, P*H2* Pioneer, 12 VDC, 1st Location - driver side back of cab Qty, - 01 Color, WIn Lt Housing - White Paint Control, Scene Lts - Pump Panel Sw LS Scene Light Optics - combination	1
192	0732694	SP	Mount, WIn II - Push Up Sd Mnt 20" Handle Holder & Sensor Lights, Deck, Betts (2), (1) Spot, (1) Flood Color, Lt Housing - White	1
193	0645676		Lights, Not Required, Hose Bed, Deck Lights At Rear	1
194	0645681		Lights, Not Required, Rear Work, Deck Lights At Rear	1
195	0645687		Lights, Rear Scene, WIn, M6ZC LED, 1st Qty, - 02 Control, Rear Scene Lts - Cab Switch Panel DS Location, Scene Lights - Each Side Rear Body, High, 2lts	2
196	0709438		Light, Walking Surf, FRP Flood, LED	1
197	0608771	SP	Switch, Radio Master, w/40 Amp Breaker Radio Default To On Battery Switched	1
198	0060016		Pumper, Long, Aluminum, 2nd Gen	1
199	0554271		Body Skirt Height, 20"	1
200	0028297		Tank, Water, 750 Gallon, Poly, Long	1
201	0003405		Overflow, 4.00" Water Tank, Poly	1
202	0028104		Foam Cell Required	1
203	0635329		Modified Poly Tank & Cradle, Ext'd To Rear, Pumper	1
204	0553725		Restraint, Water Tank, Heavy Duty, Special Type Tank, 4x4, or Export	1
205	0003429		Not Required, Direct Tank Fill	1
206	0003424		Not Required, Dump Valve	1
207	0048710		Not Required, Jet Assist	1
208	0030007		Not Required, Dump Valve Chute	1
209	0514778		Not Required, Switch, Tank Dump Master	1
210	0126633		Hose Bed, Aluminum, Pumper	1
211	0723549		Painted Hose Bed Paint Color, Hose Bed Interior - Match Lower Body	1

Line	Option	Type	Option Description	Qty
212	0003481		Hose Bed Capacity, Special Capacity, Hosebed - 300' X 1.75", 500' X 2.5", 500' X 2.5", 500' X 2.5", 300' X 1.75"	1
213	0003488		Divider, Hose Bed, Unpainted Qty, Hosebed Dividers - 4	4
214	0620997	SP	Hose Restraint, Hose Bed, Vinyl, 22 oz,Top/Rr,Perm Frt,StayPut Fasteners Spacing Color, Vinyl Cover - i) blue Vinyl flap weight - Lead Shot Weighted	1
215	0013512		Running Boards, 12.75" Deep	1
216	0676397		Tailboard, 18" Deep, Full Width, Extended Substructure,	1
217	0690027		Wall, Rear, Smooth Aluminum/Body Material, Flush Rear Wall	1
218	0003531		Tow Bar, Under Tailboard	1
219	0077384		Bumper, Rear, Aluminum Treadplate, Raised	1
220	0003518		Morton Cass Insert in Running Boards	1
221	0003516		Morton Cass Insert in Tailboard	1
222	0003561		Construction, Compt, Alum, Pumper	1
223	0063662		LS 161" Rollup, Full Height Front & Rear, FDLER	1
224	0063669		RS 161" Rollup, Full Height Front & Rear, FDLER	1
225	0796649		Doors, Rollup, ROM Series IV, Side Compartments Qty, Door Accessory - 06 Color, Roll-up Door - ROM Series IV Satin Finish Latch, Roll-up Door - Non-Locking Liftbar	6
226	0565805		Compt, Flush Rear, Rollup, 44.50" FF, 25.88" D	1
227	0791760		Door, ROM Series IV, Rollup, Rear Compartment Color, Roll-up Door - ROM Series IV Satin Finish Latch, Roll-up Door - Non-Locking Liftbar	1
228	0584381	SP	No Body Modification Required, Air Suspension, Approval Required	1
229	0634453		Scuffplate, Polished S/S, Insides of Hose Bed Walls (3)	1
230	0551416		Lights, Compt, On Scene Solutions, LED & Truck-Lite Model 79384 Location - each compartment Qty, - 07	7
231	0687146		Shelf Tracks, Painted Qty, Shelf Track - 07 Location, Shelf Track - LS1 Upper, LS2, LS3 Upper, RS1 Upper, RS2, RS3 Upper and B1	7
232	0687112		Shelves, Adjustable, 500 lb Capacity, Full Width/Depth, Painted Qty, Shelf - 11 Location, Shelf - two (2) in upper P1, one (1) in P2, three (3) in upper P3, two (2) in upper D1, three (1) in upper D3, one (1) in R1, one (1) in D2	11
233	0709690		Tray, 250 lb Slide-out, 2" Sides - Adj. Height, Predefined Locations Qty, Tray (slide-out) - 02 Location, Shelves/Trays, Predefined - LS1-Lower Third and LS3-Lower Third Material Finish, Tray - Painted - Spatter Gray	2
234	0647091		Tray, Floor Mounted, Slide-Out, 500lb, 2.00" Sides Qty, - 01 Location, Tray Slide-Out, Floor Mounted - RS1 Material Finish, Tray - Painted - Spatter Gray	1
235	0726441		Partition, Trans Rear Compt Qty, Partition - 02 Location, Partition - c) both sides Material Finish, Partition - Painted - Spatter Gray	2
236	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
237	0004033		Rub Rail, Aluminum Extruded, Side of Body, Xtra Space (.50")	1
238	0784811		Fender Crowns, Rear, Stainless, w/Removable Liner Material Finish, Fender Liner - Brushed Stainless	1
239	0519849		Not Required, Hose, Hard Suction	1
240	0626229		Handrails, Side Pump Panels, Per Print	1
241	0588719		Handrails, Beavertail, Full Length LS, Offset RS	1
242	0004146		Handrail, Rear, Below Hose Bed, Full Width	1

Line	Option	Type	Option Description	Qty
243	0795333		Compt, Air Bottle, Single, Fender Panel, Bolt-In Qty, Air Bottle Comp - 3 Door Finish, Fender Compt - Polished Location, Fender Compt - Single - LS Fwd, Single - RS Fwd and Single - RS Rear Latch, Air Bottle Compt - Flush Lift & Turn Insert, Air Bottle Compt - Rubber Matting	3
244	0045527		Horizontal Mounting Tracks for Air Bottle Holders Location, Bracket/comp. - D2 and P2 over the rear wheel each side Qty, - 02 qty, Mounting Studs - 03	2
244	0000000	STF	Ladder, 24' Duo-Safety 900A 2-Sect, Provided By FRFA	1
244	0000000	STF	Ladder, 14' Duo-Safety 775A Roof, Provided By FRFA	1
245	0015036		Rack, Ladders, Hydraulic, Right Side, Air Clamps Ladder Rack Lock Enclosure/Light Mounting Bracket - RS Front & Rear S/S Enclosures Location, Hydraulic Ladder Rack Controls - Pump Panel	1
246	0089550		Brkt, for 10' Folding Ladder Storage on HLR	1
247	0756375		Lights, Hyd Lad Rack Deployed, Truck-Lite 15**** Color, Light - Amber Flashing Color, Lens, LED's - Colored Trim, T-L 15 - Chrome	1
247	0000000	STF	Ladder, Folding, 10' 585A, Duo-Safety (NO MOUNT) Provided By FRFA	1
248	0509678		Cover,S/S, Over RS Ladder Rack Air Locks, & LS Spacer to Match Ht	1
249	0725371		Compt w/Door, Backboard, Over Pump Door, Material & Finish, Storage - Aluminum Treadplate Latch, Door, Storage - Lift and Turn Latch Qty, Backboard Troughs - 2 Hinge Location - Rearward Location, BB/Stokes/Long Tool Storage Over Pump - Rearward, Crosslays Access, Backboard/Stokes/Long Tool Compt - Both Size, Backboard, Predefined - 72"L x 16" W x 2"H	1
250	0554059		Pike Pole, 10' Nupla, I Beam, Pumper NFPA Classification Qty, Pike Poles - 1	1
251	0548182		Pike Pole, 6' Nupla, Fiberglass, I Beam, SPD-6 Qty, Pike Poles - 1	1
252	0004361		Tubes, Alum, Pike Pole Storage Qty, Pike Pole Tubes - 02 Location, Pike Pole Tube - Hyd Ladder Rack	2
253	0593072		Steps, Folding, Front of Body, One Each Side, w/LED, Trident Coating, Step - luminescent	1
254	0592994		Steps, Folding, Rear of Body, w/LED, Trident Coating, Step - black	1
255	0724153		Step, Folding - Extra, Body Only, w/LED, Trident Qty, Folding Step - 02 Location, Additional Step - two on the left front body Coating, Step - luminescent	2
256	0007575		Pump House, Side Control, 48", Control Zone	1
257	0035501		Pump House Structure, Std Height	1
258	0004435		Pump, Waterous, CSU, 2000 GPM, Single Stage	1
259	0004482		Seal, Mechanical, Waterous	1
260	0559769		Trans, Pump, Waterous C20 Series	1
261	0635600		Pumping Mode, Stationary Only	1
262	0605126		Pump Shift, Air Mnl Override, Split Shaft, Interlocked, Waterous	1
263	0003148		Transmission Lock-up, EVS	1
264	0004547		Auxiliary Cooling System	1
265	0014486		Not Required, Transfer Valve, Single Stage Pump	1
266	0737989		Valve, Relief Intake, Waterous Qty - 1 Pressure Setting - 125 psig	1
267	0564941		Controller, Pressure, FRC, Pump Boss, PBA200	1
268	0072153		Primer, Trident, Air Prime, Air Operated	1

Line	Option	Type	Option Description	Qty
269	0528229		Drain Locations, Special Instructions	1
270	0780364		Manuals, Pump, (2) Total, Electronic Copies	1
271	0602512		Plumbing, Stainless Steel and Hose, Single Stage Pump, Control Zone	1
272	0795135		Plumbing, Stainless Steel, w/Foam System	1
273	0004645		Inlets, 6.00" - 1250 GPM or Larger Pump	1
274	0034651		Pump Suction Tube(s), Short, Right Side	1
275	0549882		Valve, w/Relief, LS Inlet, 6", Electric Cntrl, LED, Manual Override, Wat Pump	1
276	0004646		Cap, Main Pump Inlet, Long Handle, NST, VLH	1
277	0024615		Valves, Full Flow Waterous Side with Akron 8000 Series Valve	5
			Qty, Valves - 5	
278	0016158		Valve, Inlet(s) Recessed, Side Cntrl, "Control Zone"	2
			Qty, Inlets - 2	
279	0004700		Control, Inlet, at Valve	1
280	0004660		Inlet (1), Left Side, 2.50"	1
281	0004680		Inlet, Right Side, 2.50"	1
282	0092569		No Rear Inlet (Large Dia) Requested	1
283	0064116		No Rear Inlet Actuation Required	1
284	0092696		Not Required, Cap, Rear Inlet	1
285	0009648		No Rear Intake Relief Valve Required on Rear Inlet	1
286	0092568		No Rear Auxiliary Inlet Requested	1
287	0723049		Valve, .75" Bleeder, Aux. Side Inlet, "T" Swing Handle	1
288	0029043		Tank to Pump, (1) 3.00" Valve, 3.00" Plumbing	1
289	0004905		Outlet, Tank Fill, 1.50"	1
290	0062133		Control, Outlets, Manual, Pierce HW if applicable	1
291	0004940		Outlet, Left Side, 2.50"	2
			Qty, Discharges - 02	
292	0005091		Elbow, Left Side Outlets, 45 Degree, 2.50" FNST x 2.50" MNST, VLH	1
293	0092570		Not Required, Outlets, Left Side Additional	1
294	0035094		Not Required, Elbow, Left Side Outlets, Additional	1
295	0004945		Outlet, Right Side, 2.50"	2
			Qty, Discharges - 02	
296	0025091		Elbow, Right Side Outlets, 45 Degree, 2.50" FNST x 2.50" MNST, VLH	1
297	0092571		Not Required, Outlets, Right Side Additional	1
298	0089584		Not Required, Elbow, Right Side Outlets, Additional	1
299	0766323		Outlet, 5" w/4" Valve, Right Side, Akron 9333 Elec Controller	1
300	0005099		Elbow, Large Dia Outlet, 30 Deg, 5.00" FNST x 5.00" Storz	1
301	0648906		Outlet, Front, 2.50" w/2.50" Plumbing	1
			Fitting, Outlet - 2.50" NST with 90 degree swivel	
			Drain, Front Outlet - Automatic	
			Location, Front, Single - top of right bumper	
302	0092575		Not Required, Outlet, Rear	1
303	0045099		Not Required, Elbow, Rear Outlets	1
304	0044930		Outlet, Rear, 2.50", Additional	2
			Location - Location will be one left and right side	
			Qty, Discharges - 02	
305	0076593		Elbow, Rear Outlets, 45 Degree, 2.50" FNST x 2.5" MNST, VLH, Additional	1
306	0004925		Outlet, Front HB, 1.50" w/2.00" Plumbing	2
			Qty, Discharges - 02	
			Location, Outlet - c) one (1) each side	
307	0752097		Caps/Plugs for 1.00" to 3.00" Discharges/Inlets, Chain	1
308	0723042		Valve, 0.75" Bleeder, Discharges, "T" Swing Handle	1
309	0085090		Adapter, 1.50" FNST X 1.50" M Special	2
			Qty, Adapter for Outlets - 02	
			Special Threads - NPSH	
			Location, Adapter(s) - rear hose bed outlets	
310	0005085		Adapter, Thread - 2.50" FNST X 2.50" M Special	1
			Qty, Adapter for Outlets - 01	
			Special Threads - NPSH	
			Location, Adapter(s) - the 2.5" crosslay	
311	0729303	SP	Adapter, Thread - 2.50" FNST X 1.50" NPSH, Kochek HardCoat	1
			Qty, Adapter for Outlets - 01	
			Special Threads - FNST	

Line	Option	Type	Option Description	Qty
311			Location, Adapter(s) - front bumper discharge	
			Fill in Blank - gray	
312	0039313		Adapter, Thread - 5" Storz X 2.50" MNST & Cap	1
			Qty, Adapter for Outlets - 01	
313	0005090		Location, Adapter(s) - passenger side large diameter	
			Reducer, 2.50" FNST X 1.50" M Special, w/Cap	1
			Qty, Adapter for Outlets - 01	
			Special Threads - NPSH	
			Location, Adapter(s) - front bumper discharge	
314	0005065		Outlet, 3.00" Deluge Riser	1
315	0543541		Monitor, Akron 3423, With (2) 2.5" Inlet Ground Base	1
			Monitor Finish - Painted by OEM	
316	0501504		Nozzle, Akron 2499, Quad Tips, 3488 and 5160 Manual Fog	1
317	0005070		Deluge Mount, NPT	1
318	0723726		Speedlay Module Not Required	1
319	0722432		Hose Restraint Not Required, No Speedlay Module	1
320	0723395		Speedlays, Not Required	1
321	0723394		Speedlays, Not Required	1
322	0015140		Crosslay, 1.50" Special Cap or Single Stack, (Pan Style)	1
			Capacity, Special Xlay - 300' x 1.75".	
			Qty, Crosslays - 1	
323	0029203		Crosslay, (1) 2.50" Std Cap, Pan Style	1
324	0591145		Hose Restraint, Crosslay/Deadlay, Top and Ends, Elastic Netting	2
			Qty, - 02	
325	0029260		Not Required, Speedlays	1
326	0750536		Hose Restr, Spdly, Not Required, No Spdly	1
327	0015180		Roller, Horizl/Vertical, (2) Crosslays	1
328	0005248		Reel, Booster - Rear Compt., Steel, Roll-up Door	1
			Finish, Reel - Painted Gray	
329	0005279		Switch, Reel Rewind - One at Reel	1
330	0015300		No booster Hose Required (1) Reel	1
331	0005244		Capacity, Hose Reel 200' of 1"	1
332	0007428		Nozzle for Booster Reel Not Req'd	1
333	0005326		Blowout, Hose Reel - Valve at Panel	1
			Qty, - 1	
334	0095358		Foam Sys, Husky 12, Single Agent	1
			Discharge - the front bumper outlet and the two crosslays	
			Amount of Disc. W/Foam - 3	
335	0012126		Not Required, CAF Compressor	1
336	0552481		Refill, Foam Tank, Single Tank, Husky 12, Class B Foam	1
337	0028553		Tag, Foam Tank	1
338	0031896		Demonstration, Foam System, Dealer Provided	1
339	0005448		Foam Cell, 40 Gallon, Not Reduce Water	1
			Type of Foam - Class "B"	
			Foam, Brand Name - AR-ARFF	
340	0505016		Drain, 1.00", Foam Tank #1, Husky 12 Foam System	1
341	0091079		Not Required, Foam Tank #2	1
342	0091112		Not Required, Foam Tank #2 Drain	1
343	0738111		Approval Dwg, All Pump Panel(s), Includes Color And Label Tags, FLEET	1
			Num Of Truck(s) or Sim Unit, ALL Pump Pnl, Dwg - 28692	
344	0032479		Pump Panel Configuration, Control Zone	1
345	0005525		Material, Pump Panels, Side Control Brushed Stainless	1
346	0721772		Panel, Pump Access - Right Side, Front, Side Control	1
			Latch, Pump Panel Access, Side Mount - Flush Lift and Turn, Chrome	
347	0005945		Light, Pump Compt	1
348	0586438		Gauges, Engine - Pump Panel, IAT Pressure Controller	1
349	0005601		Throttle, Engine, Incl'd w/Press Controller	1
350	0739224		Indicator Light @ Pump Panel, Throttle Ready, Incl w/Pressure Gov/Throttle,Green	1
351	0549333		Indicators, Engine, Included with Pressure Controller	1
352	0745568		Indicator Light, Pump Panel, Ok To Pump, Green	1
353	0065626		Compt, RS Pump Panel, Insulated, Rectifier	1
354	0044860		Test Port, Electronic, Pump RPM, Waterous Pump	1

Line	Option	Type	Option Description	Qty
355	0005690		Gauges, 6.00" Master, Class 1, 30"-0-600psi	1
356	0005715		Gauge, 3.50" Pressure, Class 1, 30"-0-600psi	1
357	0766823		Gauge, Pressure, Akron 9335 Elec Controller, IAT	1
			Location - per panel print.	
			Qty, Gauges/Disc. - 01	
358	0732634	SP	Gauge, Water Level, IC, 5001MWLC 5 Light LED, Lt Driver	1
359	0750438		Water Level Gauge, WIn PSTANK2, LED 1-Light, 4-Level	2
			Qty, - 02	
			Activation, Water Level G - b) battery switched	
			Location, Water Level Gauge, Multi-Select - LS Crew Cab - High and Aft	
			Door and RS Crew Cab - High and Aft of Door	
			Color, Trim - Chrome Trim	
360	0062992		Gauge, Foam Level, (1) Tank, Class 1, GAAAR 5lt	1
361	0679660		Light Shield, S/S, On Scene Night Axe, LED	1
362	0003930		Microphone & Speaker w/Plain Door - Pump Operator's Position, Body Bulkhead	1
363	0606694		Air Horns, (2) Hadley, 6" Round, In Bumper	1
364	0606835		Location, Air Horns, Bumper, Each Side, Outside Frame, Outboard (Pos #1 & #7)	1
365	0757092		Control, Air Horn, Multi Select	1
366	0757081		Control, Air Horn, Ft Sw, LS	1
367	0757080		Control, Air Horn, Ft Sw, RS	1
368	0613587		No Electronic Siren, Included With Two-Way Radio	1
369	0046133		No Siren Location	1
370	0076155		No Siren Switch	1
371	0006188		No Speaker	1
372	0550461		Location, Not Required, No Speaker (Q2B)	1
373	0895310		Siren, Federal Q2B	1
			Finish, Q2B Siren - Chrome	
374	0006095		Siren, Mechanical, Mounted Above Deckplate	1
			Location, Siren, Mech - a) Left	
375	0748305		Control, Mech Siren, Multi Select	1
376	0748281		Control Mech Siren, Ft Sw RS	1
377	0748280		Control Mech Siren, Horn Ring	1
378	0740834		Sw, Siren Brake, Momentary Red, LS Overhead Sw Pnl	1
379	0746353		Not Required, Warning Lights Intensity	1
379	0000000	STF	Lightbar, WIn, Freedom IV-Q, 92", RR_BR_BR_Opt_RB_RB_RR	1
			Opticom Priority - b) High	
			Opticom Activation - Cab Switch & E-Master	
			Momentary Opticom Activation - no activation	
			Filter, Whl Freedom Ltbrs - No Filters	
380	0898734		Light, Front Zone, WIn M6** M6** M6** M6** Q Bzl	1
			Color, Lens, LED's - Colored	
			Color, Lt DS Frnt Outside - Left Red	
			Color, Lt PS Frnt Outside - Right Red	
			Color, Lt DS Front Inside - Left White	
			Color, Lt PS Front Inside - Right White	
			Color, Q Bezel and Trim - Polished Chrome	
381	0653937		Flasher, Headlight Alternating	1
			Headlt flash deactivation - b)w/any head lights	
382	0747228		Lights, Side Zone Lower, WIn M6**, M6**, M6**, 6Lts	1
			Location, Lights Front Side - b)each side bumper	
			Color, Lens, LED's - Colored	
			Location, Lights Mid Side - Rearward of Crew Cab Doors	
			Location, Lights Rear Side - Over Rear Wheels	
			Color, Trim - Chrome Trim	
			Color, Lt Side Front, DS - Red	
			Color, Lt Side Front, PS - Red	
			Color, Lt Side Mid DS - Blue	
			Color, Lt Side Mid PS - Blue	
			Color, Lt Side Rear PS - Red	
			Color, Lt Side Rear DS - Red	
383	0899856		Lights, Side, WIn M6**, 45 Deg Bzl, Cab Corner, 1st	2
			Qty, - 02	
			Color, Lights, Warning - Red Flashing	

Line	Option	Type	Option Description	Qty
383			Control, Light - b) side warning Color, Lens, LED's - Match Material, Bracket - Polished S/S Color, Trim - Chrome Trim	
384	0540777		Lights, Rear Zn Lwr, WIn M6*, Colored Lens Color, Lt DS Rear - r) DS Rear Lt Red Color, Lt PS Rear - b) PS Rear Lt Blue	1
385	0006700		Mounting, Lights, Recess In Rear Bulkhead (pair) Location - upper rear scene lights Qty, Lights, Pair - 1	1
386	0680854		Light, Rear Zone Up, WIn B6M7**1P, Super LED Beacon w/M7 LED Lt 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	1
387	0006551		Not Required, Lights, Rear Upper Zone Blocking	1
388	0006615		Mtg, Rear Warn Lts, On Top of Compt	1
389	0762435		Light, Traffic Directing, WIn TAL85, 46.87" Long LED, Lens Feature Activation, Traffic Dir L - Not Connected Color, Lens, LED's - m)match LED's	1
390	0551728		Location, Traf Dir Lt, Recessed with S/S Trim	1
391	0530282		Location, Traf Dir Lt Controller, Overhead Switch Panel DS Right End	1
392	0732699	SP	Light, Airport, WIn L41AP LED, Beacon, Z Bracket, Spcl Sw Location - front airport light behind lightbar Qty, - 01	1
393	0728998	SP	Light, Airport, WIn L41AP LED, Amber Beacon, Wedge Brkt Back of Cab, Spcl Sw Location - centered back of cab positioned like previous unit Qty, - 01 Material, Bracket - Aluminum Treadplate	1
394	0780350		Receptacle Strip, 15A 120V 6-Place, Interior Cab Qty, - 1 Location 1 - keep receptacle strip loose for Customer to install - hard wire from the shoreline to the lower rear engine tunnel area per the photo, department will mount receptacle strip AC Power Source - Shoreline	1
395	0780309		Receptacle, 15/20A 120V 3-Pr 3-Wr SB Dup, 4 place, Interior Cab Qty, - 02 Location 1 - one (1) in each EMS cabinet, low center of back wall AC Power Source - Shoreline Cover, Receptacle - Interior SS Wall Plate(s)	2
396	0652605		Brand, Hydraulic Tool System, Hurst eDraulic	1
397	0649753		Not Required, PTO Driven Hydraulic Tool System	1
398	0007150		Bag of Nuts and Bolts Qty, Bag Nuts and Bolts - 1	1
399	0602516		NFPA Required Loose Equipment, Pumper, NFPA 2016, Provided by Fire Department	1
400	0000000		Training Package, Shop Technicians	1
401	0027023		No Strainer Required	1
402	0602531		Extinguisher, Dry Chemical, Pumper, NFPA 2016, Provided by Dealer	1
403	0602359		Extinguisher, 2.5 Gal. Pressurized Water, Pumper, NFPA 2016, Provided by Dealer	1
404	0602678		Axe, Flathead, Pumper, Provided by Dealer, NFPA 2016	1
405	0602668		Axe, Pickhead, Pumper, Provided by Dealer, NFPA 2016	1
406	0741569		Paint Process / Environmental Requirements, Appleton	1
407	0709763		Paint, Single Color, Velocity/Impel Paint Color, Cab - #40 Lime Yellow	1
408	0709845		Paint, Single Color, Body Paint, Body - Match Lower Cab	1
409	0636525		Coating, Chassis Frame Assy, Hot Dip Galvanized Paint Color, Frame Assembly, Predefined - Gloss Black	1
410	0693797		No Paint Required, Aluminum Front Wheels	1
411	0693792		No Paint Required, Aluminum Rear Wheels	1
412	0733739		Paint, Axle Hubs Paint, Axle Hub - Primary Job Color	1
413	0007230		Compartment, Painted, Spatter Gray	1

Line	Option	Type	Option Description	Qty
414	0544111		Reflective Band, 10"	1
			Color, Reflect Band - A - d) blue	
415	0510041		Reflective across Cab Face, Imp/Vel	1
416	0536954		Stripe, Chevron, Rear, Diamond Grade, Pumper	1
			Color, Rear Chevron DG - fluorescent yellow green	
417	0545179		Stripe, Diamond Grade, Chevron, Front Bumper	1
			Size, Chevron Stripping - 06	
			Color, Chevron DG - Red	
			Color, Chevron DG - B - Yellow Green, Fluorescent	
418	0593225		Stripe, Reflective, Cab Doors Interior, Diamond Grade	1
			Color, Reflect Band - A - p) fluorescent yellow green diamond grade	
419	0033179		Lettering Specifications, Reflective	1
420	0685960		Lettering, Reflective, 3.00", (1-20)	1
			Outline, Lettering - No Outline or Shade	
421	0685058		Lettering, Reflective, 24.00", Each	2
			Qty, Lettering - 02	
			Outline, Lettering - No Outline or Shade	
422	0686038		Lettering, Reflective, 2.00", (61-80)	1
			Outline, Lettering - No Outline or Shade	
423	0685978		Lettering, Reflective, 18.00", Each	4
			Qty, Lettering - 04	
			Outline, Lettering - No Outline or Shade	
424	0041534		Emblem, (3) Letter Monogram Style with Lettering, Reflective, Denver, Each	2
			Qty, - 02	
			Location, Emblem - on the front cab doors	
			Color, Reflective - d) blue	
425	0530793		Emblem, American Flag, Flat (Not Moving), Pair, Mirror Images	2
			Qty, - 02	
			Location, Emblem - rear upper corners of crew cab each side	
			Height, Emblem - e) 8"	
426	0695610		Emblem, Reflective, Per Dept. Submittal, Each	3
			Qty, - 03	
			Location, Emblem - D2, P2 over wheels and R1	
			Size, Dept Seal, Reflect - 14" - 16"	
426	0000000	STF	Allison Transmission Service & Parts Manual, Denver	1
426	0000000	STF	Service - Oil Samples, Denver	1
426	0000000	STF	Intercom & Radio Allowance for DIA - 12-08-2022	1
426	0000000	STF	Hydraulic Tools, Hurst EDraulic, DIA, 12-03-2022	1
426	0000000	STF	Cummins Service and Parts Manual, 02/1/2022	1
			Qty, - 1	
427	0032773		Manuals, Two (2), Fire Apparatus Parts, & (1) CD, Custom Chassis	1
428	0002905		Manuals, (2) Chassis Service, Custom	1
429	0032433		Manuals, Two (2) Chassis Operation, Custom	1
430	0030008		Warranty, Basic, 1 Year, Apparatus, WA0008	1
431	0611136		Warranty, Chassis, 3 Year, Velocity/Impel, WA0284	1
432	0696698		Warranty, Engine, Cummins, 5 Year, WA0181	1
433	0684953		Warranty, Steering Gear, Sheppard M110, 3 Year WA0201	1
434	0595767		Warranty, Frame, 50 Year, Velocity/Impel, Dash CF, WA0038	1
435	0595698		Warranty, Axle, 3 Year, TAK-4, WA0050	1
436	0683925	SP	Warranty, Axle, Rear, Meritor, Waived (Job Specific)	1
437	0652758		Warranty, ABS Brake System, 3 Year, Meritor Wabco, WA0232	1
438	0019914		Warranty, Structure, 10 Year, Custom Cab, WA0012	1
439	0744240		Warranty, Paint, 10 Year, Cab, Pro-Rate, WA0055	1
440	0524627		Warranty, Electronics, 5 Year, MUX, WA0014	1
441	0695416		Warranty, Pierce Camera System, WA0188	1
442	0708760		Warranty, Not Applicable, LED Strip Lights	1
443	0046369		Warranty, 5-year EVS Transmission, Standard Custom, WA0187	1
444	0685945		Warranty, Transmission Cooler, WA0216	1
445	0688798		Warranty, Water Tank, Lifetime, UPF, Poly Tank, WA0195	1
446	0596025		Warranty, Structure, 10 Year, Body, WA0009	1
447	0681118		Warranty, ROM, Roll-up Door, 7 Year, WA0206	1
448	0734463		Warranty, Pump, Waterous, 7 Year Parts, WA0382	1

Line	Option	Type	Option Description	Qty
449	0648675		Warranty, 10 Year S/S Pumbing, WA0035	1
450	0657846		Warranty, Foam System, Husky 12, WA0231	1
451	0595820		Warranty, Paint, 10 Year, Body, Pro-Rate, WA0057	1
452	0595412		Warranty, Graphics Lamination, 1 Year, Apparatus, WA0168	1
453	0683627		Certification, Vehicle Stability, CD0156	1
454	0736237		Certification, Engine Installation, Velocity, Cummins X12, 2021, CD0171	1
455	0686786		Certification, Power Steering, CD0098	1
456	0667417		Certification, Cab Integrity, Velocity FR, CD0009	1
457	0548950		Certification, Cab Door Durability, Velocity/Impel, CD0001	1
458	0548967		Certification, Windshield Wiper Durability, Impel/Velocit, CD0005	1
459	0667411		Certification, Electric Window Durability, Velocity/Impel FR, CD0004	1
460	0549273		Certification, Seat Belt Anchors and Mounting, Imp/Vel/Vel SLT, CD0018	1
461	0735950		Certification, Cab HVAC System Perf, Vel/Imp FR, CD0166/CD0168/CD0176/CD0177	1
462	0545073		Amp Draw Report, NFPA Current Edition	1
463	0002758		Amp Draw, NFPA/ULC Radio Allowance	1
464	0799248		Appleton/Florida BTO	1
465	0000018		PUMPER, 2ND GEN	1
466	0000012		PIERCE CHASSIS	1
467	0004713		ENGINE, OTHER	1
468	0046396		EVS 4000 Series TRANSMISSION	1
469	0020011		WATEROUS PUMP	1
470	0020009		POLY TANK	1
471	0028048		FOAM SYSTEM	1
472	0020006		SIDE CONTROL	1
473	0020007		AKRON VALVES	1
474	0020015		ABS SYSTEM	1
475	0658751		PUMPER BASE	1



Turning Performance Analysis

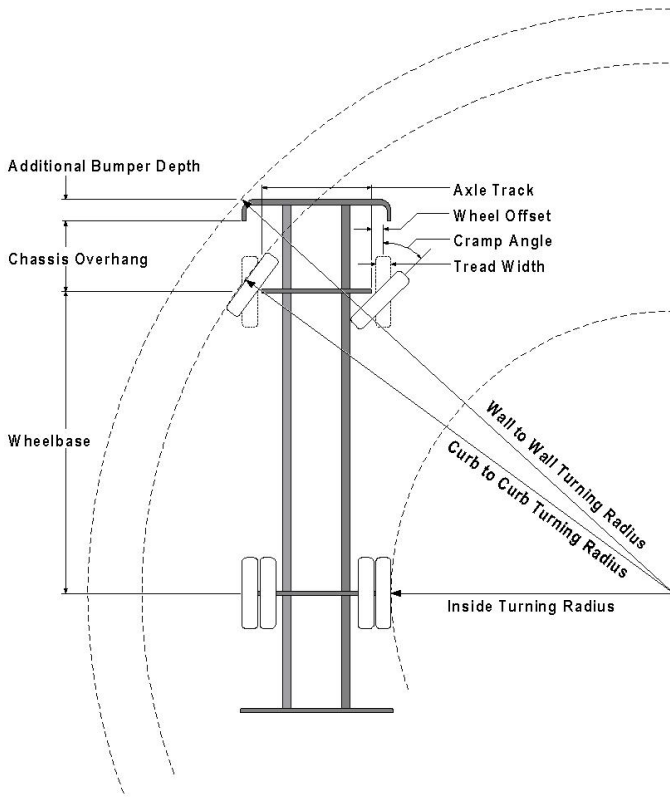
02/20/2022

Bid Number: 974

Department: Denver, City and County-DIA

Chassis: Velocity Chassis (Big Block), 2010

Body: Pumper, Long, Aluminum, 2nd Gen



Parameters:

*Inside Cramp Angle:	45°
Axle Track:	82.92 in.
Wheel Offset:	4.68 in.
Tread Width:	17.7 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	19 in.
Front Overhang:	97 in.
Wheelbase:	197 in.

Calculated Turning Radii:

Inside Turn:	15 ft. 3 in.
Curb to curb:	29 ft. 8 in.
Wall to wall:	34 ft. 7 in.

Category	Option	Description
Bumpers	0123625	Bumper, 19" Extended, Imp/Vel
Wheels, Front	0019611	Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Hub Pilot
Axle, Front, Custom	0508849	Axle, Front, Oshkosh TAK-4, Non Drive, 22,800 lb, Imp/Vel
Tires, Front	0686052	Tires, Front, Michelin, XFE (wb), 425/65R22.50, 20 ply, Fire Service Speed Rtnng

Notes:

*Actual Inside cramp angle may be less than shown.

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

2/20/2022

Bid #: 974
Desc: Pumper, Velocity 4x2 DIA
Customer: Denver, City and County-DIA

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
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
0044860	Test Port, Electronic, Pump RPM, Waterous Pump		0.00	0.00	0.08
0062992	Gauge, Foam Level, (1) Tank, Class 1, GAAAR 5lt		0.00	0.00	1.00
0065626	Compt, RS Pump Panel, Insulated, Rectifier		0.00	0.00	1.00
0072153	Primer, Trident, Air Prime, Air Operated		0.00	0.01	0.00
0079166	Batteries, (4) Exide Grp 31, 950 CCA ea, Threaded Stud		0.00	3.00	0.00
0095358	Foam Sys, Husky 12, Single Agent		0.00	5.00	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	0.80	0.00
0544516	Spotlight, Handheld Cab, Specialty Lighting 2150-1		0.00	7.81	0.00
0547106	Lights, Fog, PIAA 2110, 15213 LED Bulb (Rect) , Under Bumper		0.00	8.59	0.00
0548004	Wiring, Spare, 15 A 12V DC 1st		0.00	0.00	45.00
0548006	Wiring, Spare, 15 A 12V DC 2nd		0.00	0.00	30.00
0549333	Indicators, Engine, Included with Pressure Controller		0.00	0.35	0.00
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
0627589	Handlts, (2) Pelican, 9415 LED, 6061F 12v Direct Wire Fast, Shoulder		0.00	1.50	0.00
0645687	Signs, Rear Scene, WIn, M6ZC LED, 1st		0.00	0.00	4.00
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/Veloccity FR		0.00	26.00	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
0776357	Light, Visor, WIn, 12V P*H2* Pioneer, Cnt Feature, 1st		0.00	0.00	26.00
0891871	Wireless Router, Cradlepoint IBR900, Netcloud, Panorama, Sub1		0.00	0.00	0.00
0892058	Lights, Backup, WIn M6BUW		0.00	3.20	0.00
0895310	Siren, Federal Q2B		0.00	100.00	0.00
0899856	Lights, Side, WIn M6**, 45 Deg Bzl, Cab Corner, 1st		0.00	2.70	1.80
0548007	Wiring, Spare, 15 A 12V DC 3rd	LM	0.00	0.00	15.00
0548009	Wiring, Spare, 20 A 12V DC 1st	LM	0.00	0.00	20.00
0741239	HVAC, Impel/Veloccity FR, CARE	LM	0.00	0.00	136.00
0000000	Lightbar, WIn, Freedom IV-Q, 92", RR_BR_BR_Opt_RB_RB_RR	NFPA	4.48	0.20	11.92
0002758	Amp Draw, NFPA/ULC Radio Allowance	NFPA	5.00	0.00	0.00
0063662	LS 161" Rollup, Full Height Front & Rear, FDLER	NFPA	4.50	0.00	4.50
0063669	RS 161" Rollup, Full Height Front & Rear, FDLER	NFPA	4.50	0.00	4.50
0090155	Lights, Clearance/Marker/ID, Rear, Truck-Lite 35200R LED 7Lts	NFPA	0.50	0.00	0.00
0092582	Load Manager/Sequencer, MUX	NFPA	0.56	0.56	0.00
0540777	Lights, Rear Zn Lwr, WIn M6*, Colored Lens	NFPA	1.80	2.70	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/Veloccity	NFPA	2.10	8.40	0.00
0556360	Lights, Step, P25 LED 4lts, Pump Pnl Sw	NFPA	1.00	0.00	0.00
0564941	Controller, Pressure, FRC, Pump Boss, PBA200	NFPA	1.80	0.00	0.00
0565805	Compt, Flush Rear, Rollup, 44.50" FF, 25.88" D	NFPA	0.90	0.00	0.90
0568012	Air Dryer, Wabco System Saver 1200, Heater, 2010	NFPA	7.81	0.00	0.00
0568369	Cab Instruments, Ivory Gauges, Chrome Bezels, Impel/Veloccity 2010,	NFPA	1.26	0.00	0.00
0582182	Def Tank, 4.5 Gallon, DS Fill, Rear of Rear Axle, Common Door	NFPA	0.60	11.40	0.00

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



Electrical Analysis

2/20/2022

Bid #: 974

Job #:

Desc: Pumper, Velocity 4x2 DIA

Sales Rep: Doucette, Duane

Customer: Denver, City and County-DIA

Organization: Front Range Fire Apparatus, Ltd

Option	Description	Type*	Minimum Load	Intermittent Load	Total Connected
0586438	Gauges, Engine - Pump Panel, IAT Pressure Controller	NFPA	0.30	0.00	0.00
0605126	Pump Shift, Air Mnl Override, Split Shaft, Interlocked, Waterous	NFPA	1.00	0.00	0.00
0615386	Vehicle Information Center, 7" Color Display, Touchscreen, MUX	NFPA	1.20	0.00	0.00
0642591	Trans, Allison 5th Gen, 4000 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, Wln M6T* LED Arrow, Recessed, Angle Bracket,	NFPA	1.80	2.70	0.00
0648425	Light, Directional, Wln 600 Cmb, Cab Crn, Imp/Vel/AXT/Qtm/DCF	NFPA	0.70	0.70	0.00
0663884	Bracket, License Plate & Light, P25 LED, Temp Under Tailbrd	NFPA	0.07	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 Night Axe, LED	NFPA	2.00	0.00	0.00
0680854	Light, Rear Zone Up, Wln B6M7**1P, Super LED Beacon w/M7 LED Lt	NFPA	6.00	0.00	0.00
0709438	Light, Walking Surf, FRP Flood, LED	NFPA	2.00	0.00	0.00
0728998	Light, Airport, Wln L41AP LED, Amber Beacon, Wedge Brkt Back of	NFPA	0.60	0.90	0.00
0732634	Gauge, Water Level, IC, 5001MWLC 5 Light LED, Lt Driver	NFPA	1.23	0.00	0.00
0732694	Lights, Deck, Betts (2), (1) Spot, (1) Flood	NFPA	8.12	0.00	0.00
0732699	Light, Airport, Wln L41AP LED, Beacon, Z Bracket, Spcl Sw	NFPA	1.50	0.00	0.00
0736412	Engine, Cummins X12, 500 hp, 1700 lb-ft, W/OBD, EPA 2021, Velocity	NFPA	6.00	0.00	0.00
0739224	Indicator Light @ Pump Panel, Throttle Ready, Incl w/Pressure	NFPA	0.10	0.00	0.00
0745568	Indicator Light, Pump Panel, Ok To Pump, Green	NFPA	0.10	0.00	0.00
0747228	Lights, Side Zone Lower, Wln M6**, M6**, M6**, 6Lts	NFPA	5.40	8.10	0.00
0750438	Water Level Gauge, Wln PSTANK2, LED 1-Light, 4-Level	NFPA	1.60	0.00	0.00
0756375	Lights, Hyd Lad Rack Deployed, Truck-Lite 15****	NFPA	0.10	0.00	0.00
0762435	Light, Traffic Directing, Wln TAL85, 46.87" Long LED, Lens Feature	NFPA	2.52	2.52	0.00
0768311	Light, Directional/Marker, Intermediate, Truck-Lite 30375Y Grm Mt	NFPA	0.10	1.00	0.00
0769569	Lights, Perimeter Cab, Amdor AY-LB-12HW012 LED 4Dr	NFPA	0.72	0.00	0.00
0769572	Lights, Perimeter Pump House, Amdor AY-LB-12HW020 LED 2lts	NFPA	0.58	0.00	0.00
0770056	Lights, Perimeter Body, Amdor AY-LB-12HW020 LED 2lts, Rear Step	NFPA	0.60	0.00	0.00
0782130	Cabinet, Forward Facing, RS, 21 W x 64 H x 14 D, Roll, Imp/Vel	NFPA	0.64	0.64	0.00
0782296	Cabinet, Forward Facing, LS, 21 W x 64 H x 14 D, Roll, Imp/Vel	NFPA	0.64	0.64	0.00
0783153	Headlights, Rect LED, JW Spkr Evo 2, AXT/DCF/Enf/Imp/Sab/Vel	NFPA	4.20	4.20	0.00
0892637	Lights, Cab & Crw Cab Acs Stps, P25, LED w/Bezel, 1Lt Per Step	NFPA	1.00	0.00	0.00
0898734	Light, Front Zone, Wln M6** M6** M6** M6** Q Bzl	NFPA	1.80	5.40	1.80
0625793	Alternator, 350 amp, Leece-Neville BLP4004H	S	0.00	0.00	0.00
Load Totals:			100.35	453.23	329.58

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: 244.00

Minimum Continuous Load	
Supply:	244.00
Demand:	100.35
Variance:	143.65

Alternator Output at Governed Speed: 318.00

Total Connected Load	
Supply:	318.00
Demand:	258.93
Variance:	59.07

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

CONTENTS

GENERAL DESIGN AND CONSTRUCTION.....	16
QUALITY AND WORKMANSHIP	16
DELIVERY	17
MANUAL AND SERVICE INFORMATION	17
SAFETY VIDEO	17
PERFORMANCE TESTS.....	17
SERVICE AND WARRANTY SUPPORT.....	17
LIABILITY.....	18
INSURANCE PROVIDED BY BIDDER.....	18
COMMERCIAL GENERAL LIABILITY INSURANCE	18
COMMERCIAL AUTOMOBILE LIABILITY INSURANCE	19
UMBRELLA/EXCESS LIABILITY INSURANCE.....	19
INSURANCE PROVIDED BY MANUFACTURER	19
PRODUCT LIABILITY INSURANCE	19
UMBRELLA/EXCESS LIABILITY INSURANCE.....	20
SINGLE SOURCE MANUFACTURER	20
SPECIAL INSTRUCTIONS	20
NFPA 2016 STANDARDS.....	20
NFPA COMPLIANCY	21
VEHICLE INSPECTION PROGRAM CERTIFICATION.....	21
PUMP TEST	21
GENERATOR TEST	21
BREATHING AIR TEST	22
INSPECTION TRIP #1	22
INSPECTION TRIP #2	22
INSPECTION TRIP #3	22
BID BOND NOT REQUESTED	22
PERFORMANCE BOND, 1 YEAR.....	22
APPROVAL DRAWING.....	23
ELECTRICAL WIRING DIAGRAMS	23
VELOCITY CHASSIS.....	23

TARGET OVERALL LENGTH.....	23
WHEELBASE.....	23
GVW RATING.....	23
FRAME	23
FRONT NON DRIVE AXLE	24
FRONT SUSPENSION	24
FRONT SHOCK ABSORBERS	25
FRONT OIL SEALS.....	25
FRONT TIRES	25
TURNING RADIUS REPORT.....	25
REAR AXLE.....	25
TOP SPEED OF VEHICLE.....	25
REAR SUSPENSION.....	25
REAR OIL SEALS.....	26
DRIVER CONTROL DIFFERENTIAL LOCK (DCDL).....	26
REAR TIRES.....	26
TIRE BALANCE	26
TIRE PRESSURE MANAGEMENT	26
MUD FLAP EVEN WITH FENDERETTS.....	26
MUD FLAPS	26
AIR PRESSURE TIRE EQUALIZATION.....	26
AUTOMATIC TIRE CHAINS.....	26
WHEEL CHOCKS	27
Wheel Chock Brackets.....	27
ELECTRONIC STABILITY CONTROL	27
ANTI-LOCK BRAKE SYSTEM	27
AUTOMATIC TRACTION CONTROL.....	27
BRAKES	27
BRAKE SYSTEM AIR COMPRESSOR.....	28
BRAKE SYSTEM	28
BRAKE SYSTEM AIR DRYER	28
BRAKE LINES.....	28
AIR INLET WITH AUTOMATIC EJECT	28

AIR OUTLET	29
AIR HOSE	29
ADDITIONAL AIR TANK FOR AIR HORN.....	29
AUXILLARY BRAKING SYSTEMS.....	29
ENGINE	29
REMOTE MOUNTED ENGINE FILTERS.....	30
HIGH IDLE	30
ENGINE BRAKE	30
CLUTCH FAN	30
ENGINE AIR INTAKE.....	30
EXHAUST SYSTEM.....	31
EXHAUST MODIFICATION	31
EXHAUST MODIFICATION	31
RADIATOR	31
COOLANT LINES	32
FUEL TANK	32
DIESEL EXHAUST FLUID TANK.....	32
FUEL PRIMING PUMP	33
FUEL SHUTOFF	33
FUEL COOLER.....	33
FUEL SEPARATOR.....	33
TRANSMISSION.....	33
TRANSMISSION SHIFTER.....	33
TRANSMISSION COOLER.....	34
DRIVELINE	34
STEERING.....	34
STEERING WHEEL	34
LOGO AND CUSTOMER DESIGNATION ON DASH.....	34
AUTOMATIC CHASSIS LUBRICATION.....	35
BUMPER.....	35
Gravel Pan.....	35
CENTER HOSE TRAY	35
Center Hose Tray Cover	35

LIFT AND TOW MOUNTS.....	36
TOW HOOKS.....	36
FOG LIGHTS	36
CAB	36
INTERIOR CAB INSULATION	37
FENDER LINERS	37
PANORAMIC WINDSHIELD	37
WINDSHIELD WIPERS.....	38
FAST SERVICE ACCESS FRONT TILT HOOD.....	38
ENGINE TUNNEL	38
CAB REAR WALL EXTERIOR COVERING	38
CAB LIFT	38
Cab Lift Interlock.....	39
GRILLE	39
DOOR JAMB SCUFFPLATES	39
FRONT CAB TRIM.....	39
SIDE OF CAB MOLDING	39
MIRRORS	39
CAB DOORS.....	39
Door Panels.....	40
RECESSED POCKET WITH ELASTIC COVER.....	40
ELECTRIC WINDOW CONTROLS	40
CAB STEPS	41
CAB EXTERIOR HANDRAILS	41
STIRRUP STEPS.....	41
STEP LIGHTS	41
FENDER CROWNS	41
CREW CAB WINDOWS.....	42
WINDOWS INTERIOR TRIM	42
FRONT WINDOWS FOR RAISED ROOF	42
CAB INTERIOR.....	42
CAB INTERIOR UPHOLSTERY	43
CAB INTERIOR PAINT	43

CAB FLOOR	43
DEFROST/AIR CONDITIONING SYSTEM	43
Cab Defroster	43
Cab/Crew Auxiliary Heater	43
Air Conditioning	44
Climate Control	44
Gravity Drain Tubes	45
SUN VISORS	45
GRAB HANDLE	45
ENGINE COMPARTMENT LIGHT	45
ACCESS TO ENGINE DIPSTICKS	45
CAB SAFETY SYSTEM	46
FRONTAL IMPACT PROTECTION	46
SIDE ROLL PROTECTION	47
SEATING CAPACITY	47
DRIVER SEAT	47
OFFICER SEAT	47
RADIO COMPARTMENT	48
REAR FACING DRIVER SIDE OUTBOARD SEAT	48
REAR FACING PASSENGER SIDE OUTBOARD SEAT	48
FORWARD FACING LEFT SIDE CABINET	49
Cabinet Light	49
FORWARD FACING CENTER SEATS	49
FORWARD FACING RIGHT SIDE CABINET	50
Cabinet Light	50
SEAT UPHOLSTERY	50
AIR BOTTLE HOLDERS	50
SEAT BELTS	51
SHOULDER HARNESS HEIGHT ADJUSTMENT	51
HELMET HOLDER	51
CAB DOME LIGHTS	51
HAND HELD SPOTLIGHT	51
HAND HELD SPOTLIGHT	51

CAB INSTRUMENTATION.....	52
Gauges.....	52
Indicator Lamps	53
Alarms	54
Indicator Lamp and Alarm Prove-Out.....	54
Control Switches.....	54
Custom Switch Panels	55
Diagnostic Panel.....	55
Cab LCD Display	56
AIR RESTRICTION INDICATOR.....	56
"DO NOT MOVE APPARATUS" INDICATOR	56
DO NOT MOVE TRUCK MESSAGES.....	56
SWITCH PANELS	57
WIPER CONTROL.....	57
SPARE CIRCUIT	57
SPARE CIRCUIT	58
SPARE CIRCUIT	58
SPARE CIRCUIT	58
WIRELESS ROUTER.....	59
DASH PANEL RECESS	59
POWER DISTRIBUTION LABEL.....	59
INFORMATION CENTER.....	59
General Screen Design.....	60
Home/Transit Screen.....	60
On Scene Screen	60
Virtual Buttons	61
Page Screen.....	61
VEHICLE DATA RECORDER	63
Seat Belt Monitoring System.....	63
RADIO ANTENNA MOUNT	64
VEHICLE CAMERA SYSTEM	64
ELECTRICAL POWER CONTROL SYSTEM	64
Solid-State Control System.....	65

Circuit Protection and Control Diagram.....	66
On-Board Advanced/Visual Electrical System Diagnostics	66
Tech Module with WiFi.....	66
Prognostics.....	66
Advanced Diagnostics	67
Indicator Light and Alarm Prove-Out System	67
Voltage Monitor System.....	67
Dedicated Radio Equipment Connection Points.....	67
Enhanced Software	67
EMI/RFI Protection	68
ELECTRICAL	68
BATTERY SYSTEM	69
BATTERY SYSTEM	69
MASTER BATTERY SWITCH	69
BATTERY COMPARTMENTS	69
JUMPER STUDS	70
BATTERY CHARGER.....	70
KUSSMAUL AUTO EJECT FOR SHORELINE.....	70
COVER IO MODULE	70
ALTERNATOR.....	71
CHANGE PROGRAM - PER HOUR.....	71
ELECTRONIC LOAD MANAGER.....	71
SEQUENCER	71
HEADLIGHTS	72
DIRECTIONAL LIGHTS	72
ADDITIONAL DIRECTIONAL LIGHTS	72
INTERMEDIATE LIGHT	73
CAB CLEARANCE/MARKER/ID LIGHTS.....	73
REAR CLEARANCE/MARKER/ID LIGHTING	73
REAR FMVSS LIGHTING	74
LICENSE PLATE BRACKET	74
BACK-UP ALARM.....	74
BACK-UP OBSTACLE SENSING SYSTEM.....	74

CAB PERIMETER SCENE LIGHTS	74
PUMP HOUSE PERIMETER LIGHTS.....	75
BODY PERIMETER SCENE LIGHTS	75
STEP LIGHTS	75
12 VOLT LIGHTING	75
12 VOLT DC SCENE LIGHTS.....	76
12 VOLT DC SCENE LIGHTS.....	76
DECK LIGHTS	76
REAR SCENE LIGHT(S).....	76
WALKING SURFACE LIGHT	76
SWITCH, RADIO MASTER W/40 AMP BREAKER	77
WATER TANK.....	77
WATER TANK RESTRAINT.....	78
HOSE BED	78
HOSE BED DIVIDER	78
HOSEBED HOSE RESTRAINT	78
RUNNING BOARDS	79
TAILBOARD.....	79
REAR WALL, SMOOTH ALUMINUM/BODY MATERIAL	79
TOW BAR	79
REAR BUMPER.....	79
COMPARTMENTATION	80
UNDERBODY SUPPORT SYSTEM.....	80
AGGRESSIVE WALKING SURFACE	81
LOUVERS.....	81
TESTING OF BODY DESIGN	81
LEFT SIDE COMPARTMENTATION	81
RIGHT SIDE COMPARTMENTATION	82
SIDE COMPARTMENT ROLLUP DOOR(S)	83
REAR COMPARTMENTATION.....	83
ROLLUP REAR COMPARTMENT DOOR.....	84
SCUFFPLATE.....	84
COMPARTMENT LIGHTING	84

MOUNTING TRACKS	85
ADJUSTABLE SHELVES.....	85
SLIDE-OUT ADJUSTABLE HEIGHT TRAY	85
SLIDE-OUT FLOOR MOUNTED TRAY.....	85
PARTITION, TRANSVERSE REAR COMPARTMENT.....	86
ACCESS PANEL.....	86
RUB RAIL	86
BODY FENDER CROWNS	86
BODY FENDER LINER.....	86
HARD SUCTION HOSE.....	86
HANDRAILS	86
HANDRAIL.....	87
AIR BOTTLE STORAGE (Single).....	87
MOUNTING TRACKS	87
EXTENSION LADDER	87
ROOF LADDER	87
HYDRAULIC LADDER RACK	87
LADDER RACK INTERLOCK AND NOT STOWED INDICATOR LIGHT	88
LADDER STORAGE, FOLDING LADDER	88
HYDRAULIC LADDER RACK DEPLOYED LIGHTS	88
FOLDING LADDER.....	88
LADDER LOCK COVERS & LS SPACER.....	88
BACKBOARD STORAGE	89
10' PIKE POLE.....	89
PIKE POLE, 6'.....	89
PIKE POLE STORAGE	89
STEPS	89
REAR FOLDING STEPS.....	89
PUMP COMPARTMENT	89
PUMP MOUNTING	90
LEFT SIDE PUMP CONTROL PANEL.....	90
IDENTIFICATION TAGS	90
PUMP	91

PUMP TRANSMISSION.....	92
PUMPING MODE.....	92
AIR PUMP SHIFT	92
TRANSMISSION LOCK-UP	92
AUXILIARY COOLING SYSTEM.....	92
PRESSURE CONTROLLER	93
PRIMING PUMP	93
DRAINS- SPECIAL INSTRUCTIONS.....	93
PUMP MANUALS	93
PLUMBING, STAINLESS STEEL AND HOSE	93
FOAM SYSTEM PLUMBING.....	93
MAIN PUMP INLETS	94
RIGHT SIDE SHORT SUCTION TUBE(S)	94
INLET BUTTERFLY VALVE.....	94
MAIN PUMP INLET CAP	94
VALVES	94
INLET CONTROL	94
LEFT SIDE INLET	95
RIGHT SIDE INLET.....	95
INLET BLEEDER VALVE.....	95
TANK TO PUMP	95
TANK REFILL	95
DISCHARGE OUTLET CONTROLS	95
LEFT SIDE DISCHARGE OUTLETS.....	96
LEFT SIDE OUTLET ELBOWS.....	96
RIGHT SIDE DISCHARGE OUTLETS	96
RIGHT SIDE OUTLET ELBOWS.....	96
LARGE DIAMETER DISCHARGE OUTLET.....	96
LARGE DIAMETER OUTLET ELBOWS.....	96
FRONT DISCHARGE OUTLET	96
DISCHARGE OUTLET (Rear).....	97
ADDITIONAL REAR OUTLET ELBOWS.....	97
FRONT OF HOSE BED DISCHARGE OUTLET.....	97

DISCHARGE CAPS/ INLET PLUGS	97
OUTLET BLEEDER VALVE	97
ADAPTER	98
ADAPTER	98
ADAPTER, STORZ	98
SPECIAL THREAD ADAPTERS	98
DELUGE RISER	98
MONITOR	98
NOZZLE, DELUGE	98
CROSSLAY HOSE BEDS	98
2.50" CROSSLAY HOSE BED	99
CROSSLAY/DEADLAY HOSE RESTRAINT	99
CROSSLAY ROLLER	99
BOOSTER HOSE REEL	99
HOSE REEL BLOWOUT	100
FOAM PROPORTIONER	100
System Capacity	100
Control System	101
Low Level Foam Tank	101
Hydraulic Drive System	101
Foam Concentrate Pump	101
External Foam Concentrate Connection	102
Panel Mounted Strainer / External Pick-Up Connection	102
Pick-Up Hose	102
Discharges	102
System Electrical Load	102
Foam Supply Valve	102
Maintenance Message	102
Flush System	103
SINGLE FOAM TANK REFILL	103
LABEL, FOAM CONTENT	103
FOAM TANK	103
FOAM TANK DRAIN	103

PUMP OPERATOR'S PANEL DRAWING	103
REMAINING PUMP PANEL(S)	104
COLOR CODED TAGS	104
SPECIAL TEXT/VERBIAGE TAGS	104
PUMP PANEL CONFIGURATION	104
PUMP AND GAUGE PANEL	105
PUMP ACCESS	105
Right Side Panel	105
Panel Fastener	105
Front Pump House Access	105
PUMP COMPARTMENT LIGHT	105
PUMP PANEL GAUGES AND CONTROLS	105
THROTTLE READY GREEN INDICATOR LIGHT	105
OK TO PUMP INDICATOR LIGHT	105
INSULATED COMPARTMENT IN PUMP PANEL	106
TEST PORT	106
VACUUM AND PRESSURE GAUGES	106
PRESSURE GAUGES	106
DISCHARGE OUTLET PRESSURE DISPLAY	106
WATER LEVEL GAUGE	106
WATER LEVEL GAUGE	107
FOAM LEVEL GAUGE	107
LIGHT SHIELD	108
MICROPHONE AND SPEAKER COMPARTMENT	108
AIR HORN SYSTEM	108
Air Horn Location	108
AIR HORN CONTROL	108
AUXILIARY MECHANICAL SIREN	109
MECHANICAL SIREN CONTROL	109
FRONT ZONE UPPER WARNING LIGHTS	109
CAB FACE WARNING LIGHTS	110
HEADLIGHT FLASHER	111
SIDE ZONE LOWER LIGHTING	111

SIDE WARNING LIGHTS.....	111
REAR ZONE LOWER LIGHTING.....	111
MOUNTING, RECESS LIGHT	112
REAR OF HOSEBED WARNING LIGHTS	112
TRAFFIC DIRECTING LIGHT	112
AIRPORT LIGHT.....	112
AIRPORT LIGHT.....	113
120 VOLT RECEPTACLE	113
POWER OUTLET STRIP	113
ADDITIONAL TECHNICAL TRAINING PACKAGE.....	113
LOOSE EQUIPMENT.....	114
NFPA REQUIRED LOOSE EQUIPMENT PROVIDED BY FIRE DEPARTMENT	114
SOFT SUCTION HOSE	115
DRY CHEMICAL EXTINGUISHER PROVIDED BY DEALER	115
WATER EXTINGUISHER PROVIDED BY DEALER	115
FLATHEAD AXE PROVIDED BY DEALER	115
PICKHEAD AXE PROVIDED BY DEALER	115
PAINT	116
PAINT - ENVIRONMENTAL IMPACT	117
CAB PAINT	117
BODY PAINT	117
GALVANIZED CHASSIS FRAME ASSEMBLY.....	117
AXLE HUB PAINT	118
COMPARTMENT INTERIOR PAINT	118
REFLECTIVE BAND	118
REAR CHEVRON STRIPING.....	118
CHEVRON STRIPING ON THE FRONT BUMPER.....	118
CAB DOOR REFLECTIVE STRIPE	118
LETTERING.....	118
LETTERING.....	119
LETTERING.....	119
LETTERING.....	119
EMBLEMS	119

EMBLEMS	119
EMBLEM.....	119
FLUID ANALYSIS	119
MANUAL, FIRE APPARATUS PARTS	120
SERVICE PARTS INTERNET SITE	121
MANUALS, CHASSIS SERVICE.....	121
MANUALS, CHASSIS OPERATION	121
ONE (1) YEAR MATERIAL AND WORKMANSHIP	122
THREE (3) YEAR MATERIAL AND WORKMANSHIP	122
ENGINE WARRANTY	122
STEERING GEAR WARRANTY.....	122
FIFTY (50) YEAR STRUCTURAL INTEGRITY.....	122
FRONT AXLE THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY	122
REAR AXLE WARRANTY.....	122
ABS BRAKE SYSTEM THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY	122
TEN (10) YEAR STRUCTURAL INTEGRITY	122
TEN (10) YEAR PRO-RATED PAINT AND CORROSION.....	122
FIVE (5) YEAR MATERIAL AND WORKMANSHIP	122
CAMERA SYSTEM WARRANTY	122
COMPARTMENT LIGHT WARRANTY.....	122
TRANSMISSION WARRANTY.....	123
TRANSMISSION COOLER WARRANTY	123
WATER TANK WARRANTY	123
TEN (10) YEAR STRUCTURAL INTEGRITY	123
ROLLUP DOOR MATERIAL AND WORKMANSHIP WARRANTY.....	123
PUMP WARRANTY	123
TEN (10) YEAR PUMP PLUMBING WARRANTY	123
FOAM SYSTEM WARRANTY	123
TEN (10) YEAR PRO-RATED PAINT AND CORROSION.....	123
ONE (1) YEAR MATERIAL AND WORKMANSHIP	123
VEHICLE STABILITY CERTIFICATION	124
ENGINE INSTALLATION CERTIFICATION	124
POWER STEERING CERTIFICATION	124

CAB INTEGRITY CERTIFICATION.....	124
Roof Crush	124
Additional Roof Crush.....	124
Side Impact.....	124
Frontal Impact.....	124
Additional Frontal Impact	124
CAB DOOR DURABILITY CERTIFICATION	125
WINDSHIELD WIPER DURABILITY CERTIFICATION	125
ELECTRIC WINDOW DURABILITY CERTIFICATION	125
SEAT BELT ANCHOR STRENGTH.....	125
SEAT MOUNTING STRENGTH	125
PERFORMANCE CERTIFICATIONS.....	125
Cab Air Conditioning.....	125
Cab Defroster	125
Cab Auxiliary Heater	126
AMP DRAW REPORT.....	126

Front Range Fire Apparatus is pleased to submit a 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 proposed. 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 75 years of experience in the fire apparatus market. Pierce Manufacturing has built and put into service more than 62,500 apparatus, including more than 33,900 on Pierce custom chassis designed and built specifically for fire and emergency applications. Our Appleton, Wisconsin facility has over 870,000 total square feet of floor space situated on approximately 105 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.

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 an 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 ten (10) 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 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 being proposed 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 EVTs, and offers hands-on repair and maintenance training classes multiple times a year.

LIABILITY

The successful bidder will defend any and all suits and assume all liability for the use of any patented process including any device or article forming a part of the apparatus or any appliance furnished under the contract.

INSURANCE PROVIDED BY BIDDER

COMMERCIAL GENERAL LIABILITY INSURANCE

The successful bidder will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of commercial general liability insurance:

Each Occurrence\$1,000,000

Products/Completed Operations Aggregate\$1,000,000

Personal and Advertising Injury\$1,000,000

General Aggregate\$2,000,000

Coverage will be written on a Commercial General Liability form. The policy will be written on an occurrence form and will include Contractual Liability coverage for bodily injury and property damage subject to the terms and conditions of the policy. The policy will include Owner as an additional insured when required by written contract.

COMMERCIAL AUTOMOBILE LIABILITY INSURANCE

The successful bidder will, during the performance of the contract, keep in force at least the following minimum limits of commercial automobile liability insurance and coverage will be written on a Commercial Automobile liability form:

Each Accident Combined Single Limit:\$1,000,000

UMBRELLA/EXCESS LIABILITY INSURANCE

The successful bidder will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Aggregate:\$3,000,000

Each Occurrence:\$3,000,000

The umbrella policy will be written on an occurrence basis and at a minimum provide excess to the bidder's General Liability and Automobile Liability policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage will be provided by a carrier(s) rated A- or better by A.M. Best.

All policies will provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance will provide the following cancellation clause: Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Bidder agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate will show the purchaser as certificate holder.

INSURANCE PROVIDED BY MANUFACTURER

PRODUCT LIABILITY INSURANCE

The manufacturer will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of Product Liability insurance:

Each Occurrence\$1,000,000

Products/Completed Operations Aggregate\$1,000,000

Coverage will be written on a Commercial General Liability form. The policy will be written on an occurrence form. The manufacturer's policy will include the owner as additional insured when required by written contract between the Owner and a Pierce authorized dealer.

UMBRELLA/EXCESS LIABILITY INSURANCE

The manufacturer will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Each Occurrence:\$25,000,000

Aggregate:\$25,000,000

The umbrella policy will be written on an occurrence basis and provide excess to the manufacturer's General Liability/Products policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage will be provided by a carrier(s) rated A- or better by A.M. Best.

All policies will provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance will provide the following cancellation clause: Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Manufacturer agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate will show the purchaser as the certificate holder.

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 being proposed will be designed and built to match the unit delivered in 2012. job number 25594. 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.

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

INSPECTION TRIP #2

An inspection trip will be provided for three (3) people. Trip will take place at the factory for a post paint inspection.

INSPECTION TRIP #3

An inspection trip will be provided for three (3) 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 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 proposed 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.

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 32' - 5.25" .

WHEELBASE

The wheelbase of the vehicle will be 197.00".

GVW RATING

The gross vehicle weight rating will be 49,800 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. T

he 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 inch-pounds over the critical regions of the frame assembly, with a section modulus of 18.96 cubic inches with an rbm of 2,275,200 inch-pounds over the rear axle.

The frame rails will be constructed of 120,000 psi yield strength heat-treated .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 22,800 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 will 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.

The wheel ends will 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 22,800 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 at moderate speeds over rough terrain with minimal transfer of road shock and vibration to the vehicle's crew compartment.

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

The suspension design will be such that there is 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 was put through a durability test 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 Michelin 425/65R22.50 radials, 20 ply XFE wide base tread, rated for 22,800 lb maximum axle load and 75 mph maximum speed.

The tires will be mounted on Alcoa 22.50" x 12.25" polished aluminum disc type wheels with a ten (10)stud, 11.25" bolt circle.

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-26-185, with a capacity of 27,000 lb.

TOP SPEED OF VEHICLE

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

REAR SUSPENSION

Rear suspension will be a Neway, model AD126, air ride with a ground rating of 27,000 lb. The suspension will have the following features:

- Outboard vertical mounted heavy-duty shock absorbers
- Adjustable torque and track rods (pan hard)
- Utilizes track bars and Ultra Torque Rod Plus torque rods to restrict lateral axle movement and maintain constant pinion angles
- Super heavy-duty transverse beam to help reduce axle stress while increasing roll stability or resistance to lean
- Low spring rate air springs for excellent ride quality

- Dual height control valves to maintain level vehicle from side to side

REAR OIL SEALS

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

DRIVER CONTROL DIFFERENTIAL LOCK (DCDL)

A rear axle will be equipped with a driver controlled differential lock (DCDL).

The control will be located within easy reach of the driver. An indicator light will be provided next to the control switch.

REAR TIRES

Rear tires will be four (4) Michelin 12R22.50 radials, 16 ply all season XDN2 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 six (6) 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 5 to 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.

MUD FLAP EVEN WITH FENDERETTS

A mud flap will 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.

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.

AUTOMATIC TIRE CHAINS

One (1) pair of ONSPOT automatic tire chains will be provided at the rear. System will be electric over air operated with switch on cab instrument panel. System may be engaged at speeds up to 25 mph and operated at speeds up to 35 mph.

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 below the left side rear compartment.

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), 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. An "off road traction" 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 8.63" cam operated with automatic slack adjusters. Dust shields cannot be provided.

BRAKE SYSTEM AIR COMPRESSOR

The air compressor will be a Cummins/WABCO with 25.9 cubic feet per minute output.

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.

BRAKE SYSTEM AIR DRYER

The air dryer will be WABCO System Saver 1200 with spin-on coalescing filter cartridge and 100 watt heater.

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 WITH AUTOMATIC EJECT

One (1) air inlet with Kussmaul Air Eject will be provided. It will allow station air to be supplied to the apparatus brake system through a shoreline hose. The inlet will automatically disconnect the air line when the truck is started. It will be equipped with a male coupling and be located on the driver side rear bulkhead of body. 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 coupling 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.

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.

ADDITIONAL AIR TANK FOR AIR HORN

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.

ENGINE

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

Make:	Cummins
Model:	X12
Power:	500 hp at 1900 rpm
Torque:	1700 lb-ft at 1000 rpm
Governed Speed:	2000 rpm
Emissions Level:	EPA 2021
Fuel:	Diesel
Cylinders:	Six (6)
Displacement:	720 cubic inches (11.8L)

Starter:	Delco 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.

REMOTE MOUNTED ENGINE FILTERS

The engine fuel and oil filters will be remote mounted for ease of maintenance.

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.

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.

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, roto-molded polyethylene housing. It will be easily accessible by the hinged access panel at the front of the vehicle.

EXHAUST SYSTEM

The exhaust system will include a Single Module™ aftertreatment device to meet current EPA standards. The exhaust system will be stainless steel from the turbo to the inlet of the aftertreatment device, and will be 5.00" in diameter. 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

A Ward Diesel Filter Systems NO SMOKE 2 vehicle exhaust filtration system will be installed on the apparatus by a Ward Diesel factory service technician. Installation shall take place either at the dealer location or end user location as close to delivery as possible. All coordination will be conducted with dealer and Ward Diesel once delivery timeline is put into place.

EXHAUST MODIFICATION

The exhaust pipe will be brought out from under the body at a 90 degree angle from the truck. The tail pipe will extend a minimum of 2.00" past the body, adaptable for the Plymovent system. The diameter of the diffuser will be 7.00". There will be a clearance of 4.00" completely around the pipe once past the side of the body. A stop will be provided on the tail pipe that will prevent the nozzle from sliding too far on.

RADIATOR

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

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. 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 will 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 or a combination of silicone and rubber hoses will be used for the radiator and cab heater hoses installed by the chassis manufacturer.

The chassis manufacturer will also use Gates® brand hose on other heater 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.

Rubber hoses will be used for the overhead defrost/heater system.

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.

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 .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 "Diesel Fuel Only".

A .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 rearward 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 provided and marked "Diesel Exhaust Fluid Only". The fill inlet will be located adjacent to the engine fuel inlet behind a common hinged, spring loaded, polished stainless steel door on the driver side of the vehicle.

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 PRIMING PUMP

A Cummins automatic electronic fuel priming pump will be integrated as part of the engine.

FUEL SHUTOFF

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

FUEL COOLER

An air to fuel cooler will be installed in the engine fuel return line.

FUEL SEPARATOR

The engine will be equipped with a Racor in-line spin-on fuel and water separator in addition to the engine fuel filters.

TRANSMISSION

An Allison 5th generation, model EVS 4000PR, electronic, torque converting, automatic transmission with retarder will be provided.

Two (2) PTO openings will be located on left side and top of converter housing (positions 8 o'clock and 1 o'clock).

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 1300 ft. lb. torque (low) spring setting for retardation force.

The transmission retarder will have a master "on/off" switch on the instrument panel. A red indicator light will be provided to warn that the 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 will be mounted to right of driver on console. Shift position indicator will be indirectly lit for after dark operation.

The transmission ratio will be:

1st	3.51 to 1.00
2nd	1.91 to 1.00
3rd	1.43 to 1.00

4th	1.00 to 1.00
5th	0.75 to 1.00
6th	0.64 to 1.00
R	4.80 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.

DRIVELINE

Drivelines will be a heavy-duty metal tube and be equipped with Spicer® 1810 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 braded 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.

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 best location.

- 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.

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.

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 125' of 1.75" double jacket cotton-polyester hose.

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

Center 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 on each side 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.

FOG LIGHTS

Two (2) PIAA Model 2110 rectangular halogen fog lamps, with clear lenses, will be provided one (1) on each side under the front bumper.

The fog lamp switch will include an internal indicator. This switch will be properly identified and installed on the switch panel within reach of the driver. The parking, tail, side marker and license plate lamps will be activated by the headlamp switch prior to the activation of these fog lights. The fog lights will be able to switch on or off independently of the low beam headlights. The front fog lights will be reset to an off position whenever the headlight switch or the vehicle ignition switch is set to the off position. The fog lights will be deactivated when the high beam headlights are activated, when the headlight switch is turned off or when the ignition switch is turned off.

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. 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.

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 .50" aluminum plate that is welded to both the .25" firewall and .38" heavy wall extrusion under the crew cab floor. To maximize occupant space, the top edges will be tapered.

The engine tunnel will be insulated for protection from heat and sound. Perforated foil faced insulation will be over a 1.00" thick closed cell foam affixed with pressure sensitive adhesive and further secured with mechanical fasteners. Thermal rating for this insulation will be -40 degrees Fahrenheit to 300 degrees Fahrenheit. The noise insulation keeps the dBA level within the limits stated in the current 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.

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 band of 22 gauge patterned 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.

SIDE OF CAB MOLDING

Chrome molding will be provided on both sides of cab.

MIRRORS

A Retractable, Model 613423, dual vision, motorized, west coast style mirror, with chrome finish, will be mounted on each side of the front cab door with spring loaded retractable arms. The flat glass and convex glass will be heated and adjustable with remote control within reach of 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 finish of the door handle will be chrome/black. 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.

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.

A red webbed grab handle will be installed on the crew cab door stop strap. The grab handles will be securely mounted.

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

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 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.

CAB EXTERIOR HANDRAILS

A 1.25" diameter slip-resistant, knurled aluminum handrail will be provided adjacent to each cab and crew cab door opening to assist during cab ingress and egress.

STIRRUP STEPS

A stirrup step will be provided below each cab and crew cab door. The steps will be designed with a grip strut tread material providing support, slip resistance, and drainage. The steps will be a bolt-on design and provide a 18.50" wide x 5.00" deep stepping surface. Each step will provide a step height of 8.00" from the top of the stirrup step to the first step of the cab.

The stirrup step will be lit by an Amdor, Model AY-LB-12HW-012 12 volt DC LED light provided on the step.

The step light will be activated automatically when the battery switch is on and the exit doors are opened or by the same means as the body step lights.

STEP LIGHTS

There will be four (4) white P25 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 light(s) will have a chrome housing.

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.

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.

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.

CAB INTERIOR UPHOLSTERY

The cab interior upholstery will be 36 oz dark silver gray vinyl. All cab interior materials will meet FMVSS 302 (flammability of interior materials).

CAB INTERIOR PAINT

The following metal surfaces will be painted black, vinyl textured paint:

- Modesty panel in front of driver
- Vertical surface of dash in front of the officer (not applicable for recessed dash)
- Glove box in front of the officer (if applicable)
- Power distribution in front of the officer
- Rear heater vent panels

The remaining cab interior metal surfaces will be painted 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.

DEFROST/AIR CONDITIONING SYSTEM

A ceiling mounted combination heater, defroster and air conditioning system will be installed in the cab above the engine tunnel area.

Cab Defroster

A 54,000 BTU heater-defroster unit with 690 SCFM of air flow will be provided inside the cab. The heater-defrost will be installed in the forward portion of the cab ceiling. Air outlets will be strategically located in the cab header extrusion per the following:

- One (1) adjustable will be directed towards the left side cab window
- One (1) adjustable will be directed towards the right side cab window
- Six (6) fixed outlets will be directed at the windshield

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 Auxiliary Heater

There will be one (1) 31,000 BTU auxiliary heater with 560 SCFM of air flow provided in each outboard rear facing seat risers with a dual scroll blower. An aluminum plenum incorporated into the cab structure used to transfer heat to the forward positions.

Air Conditioning

A 19.10 cubic inch compressor will be installed on the engine.

A roof-mounted condenser with a 78,000 BTU output at 2,400 SCFM that meets and exceeds the performance specification will be installed on the cab roof. The condenser cover to be painted to match the cab roof.

The air conditioning system will be capable of cooling the average cab temperature from 100 degrees Fahrenheit to 75 degrees Fahrenheit 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.

The evaporator unit will be installed in the rear portion of the cab ceiling over the engine tunnel. The evaporator will include one (1) high performance heating core, one (1) high performance cooling core with (1) plenum directed to the front and one (1) plenum directed to the rear of the cab.

The evaporator unit will have a 52,000 BTU at 690 SCFM rating that meets and exceeds the performance specifications.

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

- Four (4) will be directed towards the seating position on the left side of the cab
- Four (4) will be directed towards the seating position on the right side of the cab

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

- Five (5) will be directed towards crew cab area

A high efficiency particulate air (HEPA) filter will be included for the system. Access to the filter cover will be secured with four (4) screws.

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

Climate Control

An automotive style controller will be provided to control the heat and air conditioning system within the cab. The controller will have three (3) functional knobs for fan speed, temperature, and air flow distribution (front to rear) control.



The system will control the temperature of the cab and crew cab automatically by pushing the center of the fan speed control knob. Rotate the center temperature control knob to set the cab and crew cab temperature.

The AC system will be manually activated by pushing the center of the temperature control knob. Pushing the center of the air flow distribution knob will engage the AC for max defrost, setting the fan speeds to 100 percent and directing all air flow to the overhead forward position.

Gravity Drain Tubes

Two (2) condensate drain tubes will be provided for the air conditioning evaporator. The drip pan will have two (2) drain tubes plumbed separately to allow for the condensate to exit the drip pan. No pumps will be provided.

The drain tubes will terminate under the cab, on the inboard side of the front wheelwells.

SUN VISORS

Two (2) smoked Lexan™ sun visors will be 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 20.00" wide x 8.25" 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 lift and turn 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 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

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 (1.75" travel) and horizontal (7.00" 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 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.

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 LEFT SIDE CABINET

A forward facing cabinet will be provided in the crew cab located at the left side outboard position.

The cabinet will be 21.00" wide x 64.00" high x 14.00" deep with one (1) Amdor rollup door with white finish, non-locking. The frame to frame opening of the cabinet will be 18.50" wide x 58.75" high. The minimum clear door opening will be 15.75" wide x 52.87" high.

CLEAR DOOR OPENINGS (F-F = Frame to Frame)					
AMDOR		GORTITE		ROM	
HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Subtract 2.00" from F-F	Subtract 5.88" from F-F	Subtract 2.75" from F-F	Subtract 4.75" from F-F	Subtract 2.56" from F-F	Subtract 4.50" from F-F

The cabinet will include three (3) infinitely adjustable shelves with a 1.25" up-turned lippainted to match the cab interior.

The cabinet will include no louvers.

The cabinet will be constructed of smooth aluminum and painted to match the cab interior.

CABINET LIGHT

There will be one (1) white Amdor LED strip light installed on the left side of the interior cabinet door opening and one (1) white Amdor LED strip light installed on the right side of the interior cabinet door opening. The lighting will be controlled by an automatic door switch.

FORWARD FACING CENTER SEATS

There will be two (2) forward facing seats provided at the center position in the crew cab. The seats will be cam action type with air suspension. For increased convenience, the seat will include manual controls to adjust the height (1.12" travel) and horizontal (6.00" travel) position. The manual horizontal control will be a towel-bar style located below the forward part of the seat cushion. The seat backs will be a high back style with manual lumbar adjustment lever, and will include minimum 7.50" deep side bolster pads for maximum support. 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 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 seats will include the following feature incorporated into the side roll protection system:

- A suspension seat safety system will be included. When activated, this system will pretension the seat belts around the occupants to firmly hold them in place, and retract the seats to their lowest travel position.

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.

FORWARD FACING RIGHT SIDE CABINET

A forward facing cabinet will be provided in the crew cab located at the right side outboard position.

The cabinet will be 21.00" wide x 64.00" high x 14.00" deep with one (1) Amdor rollup door with white finish, non-locking. The frame to frame opening of the cabinet will be 18.50" wide x 58.75" high. The minimum clear door opening of the cabinet will be 15.75" wide x 52.87" high.

CLEAR DOOR OPENINGS (F-F = Frame to Frame)					
AMDOR		GORTITE		ROM	
HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Subtract 2.00" from F-F	Subtract 5.88" from F-F	Subtract 2.75" from F-F	Subtract 4.75" from F-F	Subtract 2.56" from F-F	Subtract 4.50" from F-F

The cabinet will include three (3) infinitely adjustable shelves with a 1.25" up-turned lippainted to match the cab interior.

The cabinet will include no louvers.

The cabinet will be constructed of smooth aluminum, and painted to match the cab interior.

Cabinet Light

There will be one (1) white Amdor LED strip light installed on the left side of the interior cabinet door opening and one (1) white Amdor LED strip light installed on the right side of the interior cabinet door opening. The lighting will be controlled by an automatic door switch.

SEAT UPHOLSTERY

All seat upholstery will be gray Turnout Tuff 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.

Any flip up seats will include a 3-point shoulder type belts only.

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.

HELMET HOLDER

There will be a total of six (6) Zico, Model UHH-1, helmet holder bracket(s) provided in the cab. The brackets will provide secure storage and quick access to each helmet. The location of the helmet holder bracket(s) will be determined at the time of final inspection.

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.

HAND HELD SPOTLIGHT

There will be two (2) Pelican Products, Model 9415, LED rechargeable hand lights with Model 6061F, 12 volt DC chargers mounted one at the rear of the engine tunnel left side and one in the D3 compartment on forward wall.

HAND HELD SPOTLIGHT

There will be a Specialty Lighting, Model 2150-1, hand held spotlight installed within reach of the officer seat. The light will be furnished with a 9 foot coil cord.

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)
 - 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.

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
- 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 3 to 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.

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 3 to 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.

Heater, defroster, and air conditioning control panel.

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)
- 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 will 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 activate a pulsing 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).

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 appliques. 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 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 (1) in the rear, tucked into the center seat riser.
- Termination will be with heat shrinkable butt splicing.
- Wires will be sized to 125 percent of the protection.

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

SPARE CIRCUIT

There will be two (2) 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 panel #9.
- Termination will be with 15 amp, power point plug with rubber cover.
- Wires will be sized to 125 percent of the protection.

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

SPARE CIRCUIT

There will be three (3) 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 two (2) in the front of the cab behind panel #9 and two (1) in the rear, tucked into the center 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 in the electronics box over the engine

- 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.

WIRELESS ROUTER

There will be one (1) IBR900 router with WiFi (600Mbps modem), no AC power supply in cab. The router will include a Cradlepoint NetCloud Essentials for Mobile Routers (Prime) - subscription I, one (1) year subscription license.

The router will be connected directly to the battery power.

There will be a low profile multimode 5 in 1 antenna provided on the roof for cellular / WiFi (802.11 a/b/g/n/ac) connected to the router.

The color of the antenna will be white

Features of the router will include:

- Two (2) Configurable LAN/WAN Ports
- VPN Support
- Active GPS support

The following components will be included:

- One (1) Cradlepoint MA1-0900600M-NNA, IBR900 router
- One (1) Antenna, Panorama, 5 in 1, LG-IN2457, Low Profile Dome Antenna. 5G
- All necessary antenna and power cables

DASH PANEL RECESS

The dash panel across from the officer will be recessed to accommodate the mounting of miscellaneous items. The recess will be 7.25" down x 7.81" back and 20.88" wide.

POWER DISTRIBUTION LABEL

Gravoply labels will be provided for each power distribution box (engine, transmission, cab, etc) on the truck according to the job specific IO sheets.

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
- 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 the water level system includes compatible communications to the information center)
- Foam Level (if the foam level system includes compatible communications to the information center)
- 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
- 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
 - 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 indicated
 - Driver Side Cab Door
 - Passenger's Side Cab Door
 - Driver Side Crew Cab Door
 - Passenger's Side Crew Cab Door
 - 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
- 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 two (2) standard 1.125", 18 thread antenna-mounting base(s) installed on the driver and passenger side cab roof just to the rear of the lightbar on the cab roof with high efficiency, low loss, coaxial cable(s) routed to the radio box. 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 vehicle information center display. Audio from the microphone on the active camera will be not provided.

The following components will be included:

- 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
- 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

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)

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 10 seconds for improved visibility after the doors close. The dome lights will dim after 10 seconds or immediately if the vehicle is put into gear.

Cab and crew cab perimeter lights will remain on for 10 seconds for improved visibility after the doors close. The dome lights will dim after 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.

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. Large fender washers, liberally caulked, will be used when fastening equipment to the underside of the cab roof.
2. Any electrical component that is installed in an exposed area will be mounted in a manner that will not allow moisture to accumulate in it. Exposed area 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.

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 left wall as high as possible.

The battery charger indicator will be located in the driver's step area.

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

A Leece-Neville, Model BLP4004H, alternator will be provided. It will have a rated output current of 350 amp as measured by SAE method J56. The alternator will feature an integral, self diagnostic 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.

CHANGE PROGRAM - PER HOUR

There will be two (2) hours charged for reprogramming of the chassis.

The Whelen 800 AOA lights will be programmed to activate with ignition switch and de-activate with the emergency master. The separate switch labeled "Airport Light" shall also operate the lights.

ELECTRONIC LOAD MANAGER

An electronic load management (ELM) system will be provided that monitors the vehicle's 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.
- High Idle to not be controlled by the load manager.
 - 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)
- Exhaust Fans (if applicable)
- Third Evaporator (if applicable)

HEADLIGHTS

There will be four (4) JW Speaker®, Model 8800, 4" x 6" rectangular LED lights mounted in the front quad style, chrome housing on each side of the cab grille:

- the outside light on each side will contain a part number 055***1 low beam module
- the inside light on each side will contain a part number 055***1 high beam module
- the headlights to include chrome bezels

The low beam lights will be activated when the headlight switch is on.

The high beam and low beam lights will be activated when the headlight switch and the high beam switch is activated.

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.

INTERMEDIATE LIGHT

There will be two (2) Truck-Lite®, part number 303757Y, 2.24" diameter lights with amber LEDs, grommet mount and chrome cover furnished, one (1) each side in the rear fender panel. The light will double as a turn signal and marker light.

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.

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 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 will 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, 4.31" high x 6.75" wide x 1.37" deep backup lights with white LEDs, clear lenses and chrome trim provided.

LICENSE PLATE BRACKET

There will be one (1) license plate bracket located below the tailboard on a removable bolt-on bracket located under tailboard driver side.

A white LED light will illuminate the license plate. A stainless steel light shield will be provided over the light that will direct illumination downward, preventing white light to the rear.

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 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 - see photo of the locations of the sensors on the rear bumper on the S:drive 28692 Stage 7 Job Folder 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 audible alarm with volume control integrated into the display.

CAB PERIMETER SCENE LIGHTS

There will be four (4) Amdor, Model AY-LB-12HW012, 190 lumens each, 12.00" white LED strip lights provided.

- One (1) under the driver's side cab access step.
- One (1) under the passenger's side cab access step.
- One (1) under the passenger's side crew cab access step.
- One (1) under the driver's side crew cab access step.

The lights will be activated when the battery switch is on and the respective door is open and whenever control has been selected for the body perimeter lights.

PUMP HOUSE PERIMETER LIGHTS

There will be two (2) Amdor, Model AY-LB-12HW020, 350 lumens each, 20.00" LED weatherproof strip lights with brackets provided under the pump panel running boards, one (1) each side.

If the combination of options in the vehicle does not permit clearance for a 20.00" light, a 12.00" version of the Amdor light will be installed.

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

BODY PERIMETER SCENE LIGHTS

There will be two (2) Amdor, Model AY-LB-12HW020, 350 lumens, 20.00" long, white LED's, 12 volt DC lights provided at the rear step area of the body, one (1) each side shining to the rear.

The perimeter scene lights will be activated when a switch within reach of the driver is activated and the parking brake is applied.

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 two (2) Whelen® Model P*H2*, 17,750 lumens 12 volt DC light(s) with a combination of flood and spot optics provided on the front visor, one (1) on the driver's side and one (1) on the passenger's side.

The housing(s) painted parts of this light assembly to be white.

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

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

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, driver side back of cab.

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 left side pump panel.

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

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, passenger side back of cab.

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 left side pump panel.

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

DECK LIGHTS

There will be two (2) Betts deck lights with swivel mount and switch provided at the rear of the truck per the following:

One (1) Model 325003 flood light, 2 wire light with switch on the light housing.

One (1) Model 325007 spot light, 2 wire light with switch on the light housing.

The painted parts to be white.

The circuit will be energized when the battery switch is on.

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, one (1) each side high on 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 LIGHT

There will be Model FRP, 4" round black 12 volt DC LED floodlight(s) with bolt mount provided to illuminate the entire designated walking surface on top of the body.

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

SWITCH, RADIO MASTER W/40 AMP BREAKER

A master switch will be provided for the radio operating electrical system to include a 40 amp breaker. Radio will default to on with battery switch. The wiring will terminate beneath the officers seat, in the radio compartment.

WATER TANK

Booster tank will have a capacity of 750 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.

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.

WATER TANK RESTRAINT

A heavy-duty water tank restraint will be provided.

HOSE BED

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

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.

The hose bed interior will be painted to match the lower body color.

Hose bed will accommodate 300' X 1.75", 500' X 3", 500' X 2.5", 500' X 3", 200' X 1.75".

HOSE BED DIVIDER

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

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.

HOSEBED HOSE RESTRAINT

A 22 oz blue 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 lead shot weighted.

Hosebed cover will be dual-reinforced at the bed of the hosebed dividers.

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 18.00" deep and full width of the body.

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.

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

The rear wall will be flush.

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.

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

The side 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.

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 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.

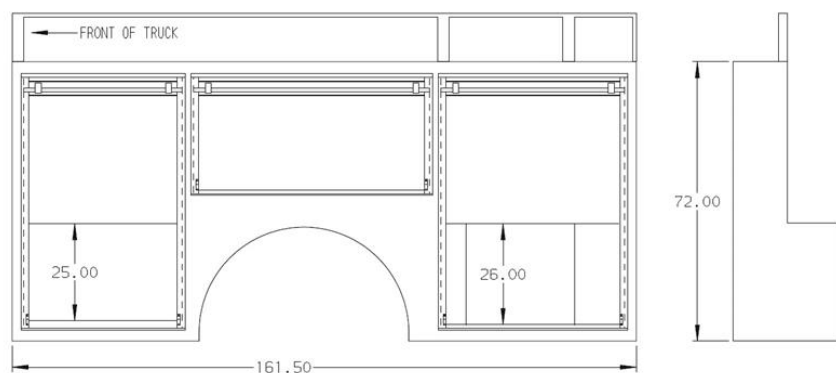
LEFT SIDE COMPARTMENTATION

The left side compartmentation will consist of three (3) 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 44.00" 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 38.25" 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 25.88" deep in the lower 26.00" of height and 12.00" deep in the remaining upper section of the compartment. The clear door opening will be a minimum of 44.75" wide x 57.88" high.



COMPARTMENT	CLEAR DOOR OPENINGS					
	AMDOR		GORTITE		ROM	
	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL	HORIZONTAL	VERTICAL
Ahead of axle	39.00	56.88	38.25	58.00	38.44	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 will 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 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 (1) hand.

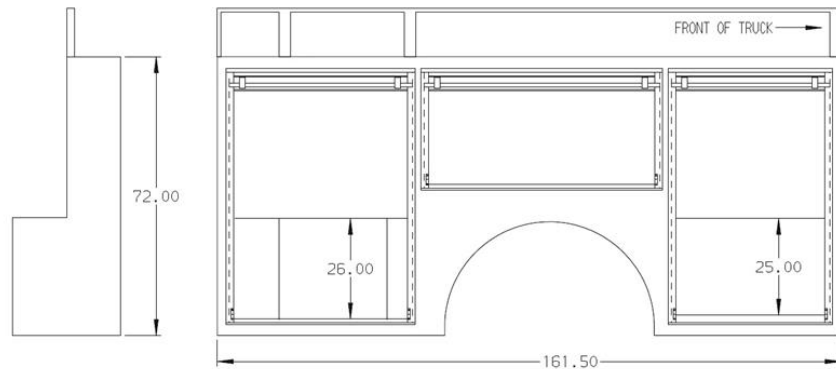
RIGHT SIDE COMPARTMENTATION

The right side compartmentation will consist of three (3) 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 44.00" 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 38.25" 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 25.88" deep in the lower 26.00" of height and 12.00" deep in the remaining upper section of the compartment. The clear door opening will be a minimum of 44.75" wide x 57.88" high.



COMPARTMENT	CLEAR DOOR OPENINGS					
	AMDOR		GORTITE		ROM	
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Ahead of axle	39.00	56.88	38.25	58.00	38.44	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 will 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 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 (1) hand.

SIDE COMPARTMENT ROLLUP DOOR(S)

There will be six (6) compartment doors installed on the side compartments. The doors will be double faced, aluminum construction, anodized satin finish and manufactured by R-O-M Corporation.

The slats will be double wall box frame extrusion. The exterior surface will be flat and the interior surface will be concave to help loose equipment fall to the ground and prevent it from jamming the door.

Between each slat will be a PVC inner seal to prevent metal to metal contact and prevent dirt or moisture from entering the compartments.

A non-locking liftbar to be provided for each roll-up door. The lift bar will be located at the bottom of the door and have latches on the outer extrusion of the door frame. A ledge will be supplied over the lift bar as additional area to aid in closing the door.

Each door will have a 4.00" counter balance to assist in lifting.

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

REAR COMPARTMENTATION

A roll-up door compartment above the rear tailboard will be provided.

The interior dimensions of this compartment will be 40.00" wide x 47.38" high x 25.88" deep. The interior height of the compartments will 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 will be measured from the back wall to the inside of the door frame.

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 a minimum of 33.25" wide x 37.63" high.

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

ROLLUP REAR COMPARTMENT DOOR

The rear roll up door will be double faced aluminum construction, anodized satin finish and manufactured by R-O-M Corporation.

The slats will be double wall box frame extrusion. The exterior surface will be flat and the interior surface will be concaved to help loose equipment fall to the ground and prevent loose equipment from jamming the door.

Between each slat will be a PVC inner seal to prevent metal to metal contact and prevent dirt or moisture from entering the compartments.

A non-locking liftbar to be provided for each roll-up door. The lift bar will be located at the bottom of the door and have latches on the outer extrusion of the door frame. A ledge will be supplied over the lift bar as additional area to aid in closing the door.

Each door will have a 4.00" counter balance to assist in lifting.

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

SCUFFPLATE

A polished stainless steel scuffplate shall installed on the sides of the hose bed area both sides and front. This scuffplate shall cover from the top flange of the hose bed area down to the hose bed grating. The scuffplate shall be fastened with self tapping screws.

COMPARTMENT LIGHTING

There will be seven (7) 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.

MOUNTING TRACKS

There will be seven (7) sets of tracks for mounting shelf(s) in upper portion of LS1, LS2, upper portion of LS3, upper portion of RS1, RS2, upper portion of RS3 and B1. 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 11 shelves with a capacity of 500 lb provided. The shelf construction will consist of .188" aluminum with 2.00" sides. Each shelf will be painted spatter gray. 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 will be two (2) in upper P1, one (1) in P2, three (3) in upper P3, two (2) in upper D1, three (1 in upper D3, one (1) in R1, one (1) in D2 .

SLIDE-OUT ADJUSTABLE HEIGHT TRAY

There will be two (2) slide-out trays provided.

Each tray will have 2.00" high sides and a minimum capacity rating of 250 lb in the extended position.

Each tray will be constructed of aluminum painted spatter gray.

Each tray will be mounted on a pair of side mounted slides. The slide mechanisms will have ball bearings for ease of operation and years of dependable service. The slides will be mounted to shelf tracks to allow the tray to be adjustable up and down within the designated mounting location.

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

The location(s) will be in LS1 in the lower third and in LS3 in the lower third

SLIDE-OUT FLOOR MOUNTED TRAY

There will be one (1) floor mounted slide-out tray(s) provided.

Each tray will have 2.00" high sides and a minimum capacity rating of 500 lb in the extended position.

Each tray will be constructed of aluminum painted spatter gray

There will be two undermount-roller bearing type slides rated at 250lb each provided. The pair of slides will have a safety factor rating of 2.

To ensure years of dependable service, the slides will be coated with a finish that is tested to withstand a minimum of 1,000 hours of salt spray per ASTM B117.

To ensure years of easy operation, the slides will require no more than a 50lb force for push-in or pull-out movement when fully loaded after having been subjected to a 40 hour vibration (shaker) test under full load. The vibration drive file will have been generated from accelerometer data collected from a

heavy truck chassis driven over rough gravel roads in an unloaded condition. Proof of compliance will be provided upon request.

Automatic locks will be provided for both the "in" and "out" positions. The trip mechanism for the locks will be located at the front of the tray for ease of use with a gloved hand.

The location(s) will be RS1.

PARTITION, TRANSVERSE REAR COMPARTMENT

Two (2) partitions will be bolted in place to separate the left and right side rear compartments from the rear tailboard compartment. The partition will be body material painted spatter gray.

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 .

RUB RAIL

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

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

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

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

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. Rubber welting will be provided between the body and crown.

BODY FENDER LINER

A unpainted brushed stainless 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 knurled aluminum 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 left side rear beavertail.
- One (1) standard length offset handrail will be mounted on the right side rear beavertail.

HANDRAIL

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 three (3) air bottle compartments, approximately 7.50" wide x 7.50" tall x 26.00" deep, will be provided on the left side forward of the rear wheels, on the right side forward of the rear wheels and on the right side 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 two (2) pair of horizontal mounting tracks provided for mounting air bottle brackets in D2 and P2 over the rear wheel each side. 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.

HYDRAULIC LADDER RACK

Ground ladders will be mounted above the right side of the hose body in a specially designed swing-down cradle. This cradle will be electric/hydraulic operated. The system design will have been life cycle tested for at least 14 years of dependable service.

An independent hydraulic pump powered by a 12-volt electric motor will operate the hydraulics. The hydraulic pump and reservoir will be accessible from the ground through a stainless steel inspection door.

The ladder rack will incorporate two hydraulic rotary actuators, one each located inside the front compartment and the rear compartment. The actuators will be completely enclosed within each compartment to eliminate any pinch points while operating the ladder rack. Lifting arms will be attached outside the compartment body to the front and rear actuator.

The rack can be designed in certain situations to provide lifting capabilities up to 500 lb.

The maximum height of the rack from the ground in the lowered position will be no more than 47.00".

The electric control panel will have a master switch on/off switch, an actuation switch, an operation indicator light and operation instructions. The electric controls will be located at the pump panel adjacent to the ladder rack in such a manner to allow the operator full view of the area into which the ladders will be lowered.

Two (2) air operated safety locks will be furnished to securely maintain the ladder bracket assembly in the travel position. These air operated safety locks will be controlled from the ladder rack control panel.

A polished stainless steel enclosure shall be provided over the hydraulic ladder rack locks at the front and the rear on the right side to cover the ladder rack locks (2) and provide mounting for any rear warning lights.

Ladders will be secured to the brackets with two (2) locks retaining the roof ladder and the extension ladder. The locks 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.

LADDER RACK INTERLOCK AND NOT STOWED INDICATOR LIGHT

An interlock will be provided to prevent operation of the ladder rack unless the apparatus parking brake has been activated.

A steady red indicator light will be located on the cab instrument panel and illuminated when the hydraulic ladder rack is not in the stowed position. The light will be labeled "Ladder Rack". In addition, the "Do Not Move Apparatus" light located in the cab will be activated when the hydraulic ladder rack is not in the stowed position.

LADDER STORAGE, FOLDING LADDER

Mounting provisions will be provided to store a 10' folding ladder on the hydraulic ladder rack.

HYDRAULIC LADDER RACK DEPLOYED LIGHTS

There will be two (2) Truck-Lite catalog number 15***, 1.20" high x 2.49" wide x 0.94" deep lights with chrome trim, amber flashing LEDs and, provided per the following:

- One (1) light installed on the front of the hydraulic ladder rack
- One (1) light installed on the rear of the hydraulic ladder rack
- The warning light lens colors to be the same as the LEDs

The lights will be activated when the battery switch is on and the hydraulic ladder rack is not in the stowed position.

FOLDING LADDER

One (1) 10' aluminum, Series 585-A Duo-Safety folding ladder will be installed [Location, Fold Ladder].

LADDER LOCK COVERS & LS SPACER

A pair of stainless steel covers will be provided over the hydraulic ladder rack air locks on the right side body, and a single spacer will be provided on the left side body to match the height of the right side rear light.

BACKBOARD STORAGE

A transverse area over the pump and rearward of the crosslays will hold two (2) storage troughs.

A blister will be supplied at each side to enclose the backboards due to their length.

The backboards will be accessible from either side of the vehicle through the aluminum treadplate door(s) with a lift and turn latch. The door(s) will be hinged along the rearward edge.

The size of the backboard(s) to be stored will be 72.00" long x 16.00" wide x 2.00" high.

10' PIKE POLE

One (1) pike pole, 10 foot long Nupla, with a fiberglass I-beam handle, will be provided.

PIKE POLE, 6'

One (1) pike pole, 6' long Nupla with a fiberglass I-beam handle, will be provided.

PIKE POLE STORAGE

Aluminum tubing will be used for the storage of two (2) pike poles and will be located on hydraulic ladder rack. If the head of a pike pole can come in contact with a painted surface, a stainless steel scuffplate will be provided.

STEPS

A folding step will be provided on the front of each fender compartment. The step will be bright finished, non-skid with a luminescent tread coating, that is rechargeable from any light source and can hold a charge for up to 24 hours, on the stepping surface. Each step will incorporate an LED light to illuminate the stepping surface. The step can be used as a hand hold with two openings wide enough for a gloved hand.

REAR FOLDING STEPS

Bright finished, non-skid folding steps with a black tread coating on the stepping surface will be provided at the rear. Each step will incorporate an LED light to illuminate the stepping surface. The steps can be used as a hand hold with two openings wide enough for a gloved hand.

Two (2) additional folding steps will be located two on the left front body. The step(s) will be bright finished, non-skid with a luminescent tread coating, that is rechargeable from any light source and can hold a charge for up to 24 hours, on the stepping surface. Each step will incorporate an LED light to illuminate the stepping surface. The step(s) can be used as a hand hold with two openings wide enough for a gloved hand.

PUMP COMPARTMENT

The pump compartment will be separate from the hose body and compartments so that each may flex independently of the other. The pump compartment will be constructed of the same material as the body compartmentation.

The pump compartment substructure 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.

LEFT SIDE PUMP CONTROL PANEL

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.

PUMP

Pump will be a Waterous CSU, 2000 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 a 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.

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.

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".

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 a separate unit. It will be installed in the pump or engine compartment with the control located on the pump operator's control panel. The exchanger will be plumbed to the master drain valve.

INTAKE RELIEF VALVE - PUMP

There will be One (1) Waterous Model #83827 relief valve(s) installed on the suction side of the pump preset at 125 psig.

The relief valve(s) will have a working range of 50 psi to 250 psi.

The outlet will terminate below the frame rails with a 2.50" National Standard hose thread adapter and will have a "do not cap" warning tag.

PRESSURE CONTROLLER

A Fire Research Pump Boss Model PBA200 pressure governor will be provided.

A pressure transducer will be installed in the water discharge manifold on the pump.

The display panel will be located at the pump operator's panel.

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.

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).

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.

FOAM SYSTEM PLUMBING

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.

RIGHT SIDE SHORT SUCTION TUBE(S)

The suction tube(s) on the right side of the water pump will have short suction tube(s) installed to allow for installation of adapters, elbows or intake valves without excessive overhang.

INLET BUTTERFLY VALVE

There will be one (1) butterfly valve provided on the left side main pump inlet.

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.

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.



VALVES

Five (5) 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.

The location of the valve for the two (2) inlets will be recessed behind the pump panel.

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.

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.

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 "T" 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 stainless steel 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.

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.

Any 3.00 inch or larger discharge valve will be a slow-operating valve in accordance with NFPA 16.7.5.3.

LEFT SIDE DISCHARGE OUTLETS

There will be Two (2) discharge outlets with a 2.50" valve on the left side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

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 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.

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.

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.

There will be an Akron 9333 electric valve controller provided on the pump operators panel. The electric control must be of a true position feedback design, requiring no clutches in the motor or current limiting. The unit must be completely sealed with momentary open, close as well and an optional one touch full open feature to operate the valve actuator. The controller will provide position indication on a full color, backlit LCD display. It will have manual adjustment of the brightness as well as an auto dimming option.

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.

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 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.

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.

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) National Standard hose thread adapter.

DISCHARGE CAPS/ INLET PLUGS

Chrome plated, rocker lug, caps with chain will be furnished for all discharge outlets 1.00" thru 3.00" in size, besides the pre-connected hose outlets.

Chrome plated, rocker lug, plugs with chain will be furnished for all auxiliary inlets 1.00" thru 3.00" in size.

The caps and plugs will incorporate a 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 T 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 T 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.

ADAPTER

There will be two (2) adapters with 1.50" FNST X NPSH . These adapters will be installed on rear hose bed outlets .

ADAPTER

There will be one (1) adapter with 2.50" Female NST x 2.50" Male NPSH installed the 2.5" crosslay .

There will be one (1) adapter provided with 2.50" FNST X 1.50" NPSH threads front bumper discharge. The adapter will be Kochek Hard Coat color gray .

ADAPTER, STORZ

There will be one (1) adapter with 5.00" Storz x 2.50" MNST with cap, installed passenger side large diameter.

SPECIAL THREAD ADAPTERS

There will be one (1) adapter with NPSH and cap. These adapters will be installed on front bumper discharge.

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 movement develops when the line is charged. The riser will be gated and controlled at the pump operator's panel.

Any 3.00 inch or larger discharge valve will be a slow-operating valve in accordance with NFPA 16.7.5.3.

MONITOR

An Akron Model 3423 monitor will be properly installed on the deluge riser. This monitor will include both a fixed mounting base and a portable base with two (2) clappered 2.5" inlets.

The monitor will be painted as provided by monitor manufacturer.

NOZZLE, DELUGE

Akron model 5160 Akromatic manual pattern, control fog nozzle will be provided. The nozzle will be rated for 250 to 1250 gallons per minute of flow.

Also included is an Akron model 2499 quad stacked pyrolite, deluge tips and an Akron 3488 pyrolite stream shaper .

The tip sizes will be 1.375", 1.50", 1.75", and 2.00".

The deluge riser will have male National Pipe Threads for mounting the monitor.

CROSSLAY HOSE BEDS

One (1) crosslay with 1.50" outlets will be provided. Each bed to be capable of carrying 300' x 1.75". and will be plumbed with 2.00" i.d. pipe and gated with a 2.00" quarter turn ball valve.

Outlets to be equipped with a 1.50" 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 a pan style, fabricated of .090 aluminum and will provide adjustment from side to side. The divider 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.

2.50" CROSSLAY HOSE BED

One (1) crosslay with a 2.50" outlet will be provided. The 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 outlet 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 control will be at the pump operator's panel.

The crosslay bed will be painted job color.

Stainless steel vertical scuffplates will be provided at hose bed end (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.

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.

HOSE REEL BLOWOUT

A hose reel blowout will be furnished to blow out any remaining water from the hose reel. The blowout will be piped from the wet tank of the brake system to the hose reel and will be controlled at the pump operator's panel.

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.

Capacity of the hose reel will be 200 feet of 1.00" booster hose.

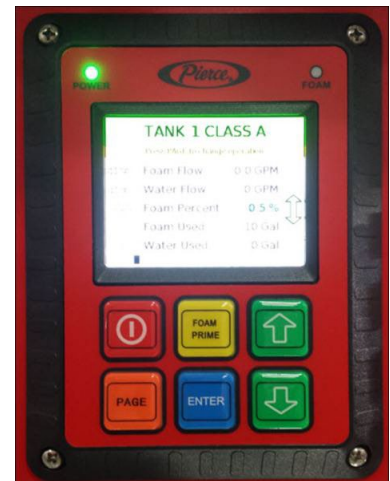
HOSE REEL BLOWOUT

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 PROPORTIONER

A Pierce Husky™ 12 foam proportioning system will be provided that is an on demand, automatic proportioning, single point, direct injection system suitable for all types of Class A and B foam concentrates, including the high viscosity (6000 cps), alcohol resistant Class B foams. Operation will be based on direct measurement of water flow, and remain consistent within the specified flows and pressures. The system will automatically balance and proportion foam solution at rates from .1 percent to 9.9 percent regardless of variations in water pressure and flow, up to the maximum rated capacity of the foam concentrate pump.

The design of the system will allow operation from draft, hydrant, or relay operation. This will provide a versatile system to meet the demands at a fire scene.



System Capacity

The system will have the ability to deliver the following minimum foam solution flow rates that meet or exceed NFPA requirements at a pump rating of 250 psi.

200 gpm @ 6 percent

400 gpm @ 3 percent

1200 gpm @ 1 percent

The foam concentrate setting may be adjusted in .1 percent increments from .1 percent to 9.9 percent. Typical settings are .3 percent, .5 percent and 1.0 percent (The maximum capacity will be limited to the plumbing and water pump capacity).

Control System

The system will be equipped with a digital electronic control display located on the pump operators panel. Push button controls will be integrated into the panel to turn the system on/off, control the foam percentage, direct which foam to use on a multi-tank system, and to set the operation modes (automatic, manual, draft, calibration, or flush).

The percent of injection will have presets for Class A or Class B foam. These presets can be changed at the fire department as desired. The percent of injection will be able to be easily changed at the scene to adjust to changing demands.

In order to minimize the use of abbreviations and interpretations, system information will be displayed on the panel by way of .50 tall LEDs that total 14 characters (two (2) lines of seven (7) each). System on and foam pump on indicator lights will also be included. Information displayed will include mode of operation (automatic, manual, draft, calibration, or flush), foam supply selected (Class A or Class B), water total, foam total, foam percentage, remaining gallons, and time remaining.

The control display will direct a microprocessor, which receives input from the systems water flow meter while also monitoring the position of the foam concentrate pump. The microprocessor will compare the values of the water flow versus the position/rate of the foam pump, to ensure the proportion rate is accurate. One (1) check valve will be installed in the plumbing to prevent foam from contaminating the water pump.

Low Level Foam Tank

The control head will display a warning message when the foam tank in use is below a quarter tank.

Hydraulic Drive System

The foam concentrate pump will be powered by a hydraulic drive system, which is automatically activated, whenever the vehicle water pump is engaged. A large parasitic electric load used to power the foam pump can cause an overload of the chassis electrical system.

Hydraulic oil cooler will be provided to automatically prevent overheating of the hydraulic oil, which is detrimental to system components. The oil/water cooler will be designed to allow continuous system operation without allowing hydraulic oil temperature to exceed the oil specifications.

The hydraulic oil reservoir will be of four (4) gallons minimum capacity and will also be of sufficient size to minimize foaming and be located to facilitate checking oil level or adding oil without spillage or the need to remove access panels.

Foam Concentrate Pump

The foam concentrate pump will be of positive displacement, self-priming; linear actuated design, driven by the hydraulic motor. The pump will be constructed of brass body; chrome plated stainless steel shaft, with a stainless steel piston. In order to increase longevity of the pump, no aluminum will be present in its construction.

A relief system will be provided which is designed to protect the drive system components and prevent over pressuring the foam concentrate pump

The foam concentrate pump will have minimum capacity for 12 gpm with all types of foam concentrates with a viscosity at or below 6000 cps including protein, fluoroprotein, AFFF, FFFP, or AR-AFFF. The system will deliver only the amount of foam concentrate flow required, without recirculating foam back to the storage tank. Recirculating foam concentrate back to the storage tank can cause agitation and premature foaming of the concentrate, which can result in system failure. The foam concentrate pump will be self-priming and have the ability to draw foam concentrate from external supplies such as drums or pails.

External Foam Concentrate Connection

An external foam pick-up will be provided to enable use of a foam agent that is not stored on the vehicle. The external foam pick-up will be designed to allow continued operation after the on-board foam tank is empty. The external foam pick-up will be designed to allow use with training foam or colored water for training purposes.

Panel Mounted Strainer / External Pick-Up Connection

A bronze body strainer / connector unit will be provided. The unit will be mounted to the pump panel. The external foam pick-up will be one (1) 1.00" male connection with chrome-plated cap integrated to a 2.00" strainer cleanout cap. A check valve will be installed in the pick-up portion of the cleanout cap. A basket style stainless steel screen will be installed in the body of the strainer / connector unit. Removal of the 2.00" cleanout cap will be all that is required to gain access to and remove the stainless steel basket screen. The strainer / connector unit will be ahead of the foam concentrate pump inlet port to insure that all agents reaching the foam pump has been strained.

Pick-Up Hose

A 1.00" flexible hose with an end for insertion into foam containers will be provided. The hose will be supplied with a 1.00" female swivel NST thread swivel connector. The hose will be shipped loose.

Discharges

The foam system will be plumbed to three (3) discharges. The discharges capable of dispensing foam will be the front bumper outlet and the two crosslays.

System Electrical Load

The foam proportioning will not impose an electrical load on the vehicle electrical system any greater than five (5) amps at 12VDC.

Foam Supply Valve

An electric valve will be used for the foam supply valve. The foam supply valve will be controlled at the foam system control head for ease of operation. The supply valve will be electric, remote controlled, to eliminate air pockets in the foam tank supply hose.

Maintenance Message

A message will be displayed on the control head to advise when system maintenance needs to be performed. The message will display interval for cleaning the foam strainer, cleaning for the water strainers, and changing the hydraulic oil.

Flush System

The system will be designed such that a flush mode will be provided to allow the system to flush all foam concentrate with clear water. The flush circuit control logic will ensure the foam tank supply valve is closed prior to opening the flush valve. The flush valve will be operated at the foam system control head for ease of operation. The valve will be electrically controlled and located as close to the foam tank supply valve as possible. A manual flush drain valve will be labeled and located under the left side running board.

SINGLE FOAM TANK REFILL

The foam system's proportioning pump will be used to fill the Class A foam tank. This will allow use of the auxiliary foam pick-up to pump the foam from pails or a drum on the ground into the foam tank. A foam shut-off switch will be installed in the fill dome of the tank to shut the system down when the tank is full. The fill operation will be controlled by a mode in the foam system controller stating TANK FILL. While the proportioner pump is filling the tank, the controller will display FILL TANK. When the tank is full, as determined by the float switch in the tank dome, the pump will stop and the controller will display TANK FULL.

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 40 gallons of foam with the intended use of Class B foam. The brand of foam stored in this tank will be AR-ARFF. 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

A system of 1.00" foam tank drains will be provided, integrated into the foam systems strainer and tank to foam pump valve management system. The tank to pump hoses running from the tank(s) to the panel mounted strainer will 1.00" diameter. The foam system controller will have a mode that allows for a given foam valve to be opened at will. Flow of foam from the tank valve to the strainer will be usable as a tank drain mode.

An adaptor will be supplied, that allows the 1.00" foam intake screen to assembly to be used as a drain outlet. The standard supplied 1.00" foam pick up hose will be attached to the screen assembly by way of the adaptor. The drain mode will allow the operator to open and close the tank valve as required from the control head, to drain foam and re-fill foam containers through the connected hose, without foam spillage beneath the vehicle.

The following drawing(s) will be provided for approval by the customer. The drawing(s) will be made to match 28692 similar Pierce job number.

PUMP OPERATOR'S PANEL DRAWING

A detailed drawing to scale of the pump operator's panel will be provided for the customer to review. The drawing will include all of the gauges, controls, switching, etc., located on the pump operator's panel. The customer will be allowed to make changes and/or mark-ups to this approval drawing. The

fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved pump operator's panel drawing will become part of the contract documents.

Due to the way drain(s), bleeder(s), operational/maintenance tag(s) and NFPA required warning tag(s) are placed on pump panel(s), these items will NOT be shown on any pump panel approval drawing(s). These item(s) will be placed on pump panel(s) at the fire apparatus manufacturer discretion.

REMAINING PUMP PANEL(S)

Detailed drawing(s) to scale of the remaining pump panel(s) will be provided for the customer to review. The drawing(s) will include all of the gauges, controls, switching, etc., located on the pump panel(s). The customer will be allowed to make changes and/or mark-ups to these approval drawing(s). The fire apparatus manufacturer will make revisions (If needed) to the drawing(s) per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved pump panel drawing(s) will become part of the contract documents.

Due to the way drain(s), bleeder(s), operational/maintenance tag(s) and NFPA required warning tag(s) are placed on pump panel(s), these items will NOT be shown on any pump panel approval drawing(s). These item(s) will be placed on pump panel(s) at the fire apparatus manufacturer discretion.

COLOR CODED TAGS

A detailed drawing/chart of the colors used on all of the inlet(s) and outlet(s) will be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the colors will become part of the contract documents.

SPECIAL TEXT/VERBIAGE TAGS

A detailed drawing/chart of the text/verbiage used on all of the inlet(s) and outlet(s) will be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the text/verbiage will become part of the contract documents.

PUMP PANEL CONFIGURATION

The pump panel configuration will be arranged and installed in an organized manner that will provide user-friendly operation.

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.

PUMP ACCESS

Right Side Panel

The right side pump panel will be removable.

Panel Fastener

The right side removable panel will be secured using a chrome flush lift and turn latch .

The left side pump panels will be attached with screws.

The right side lower panel (drain bank) will be secured using screws.

Front Pump House Access

The front of the pump house structure will have provisions 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
- Fuel

THROTTLE READY GREEN INDICATOR LIGHT

There will be a green indicator light integrated with the pressure governor and/or engine throttle installed on the pump operators panel that is activated when the pump is in throttle ready mode.

OK TO PUMP INDICATOR LIGHT

There will be a green indicator light installed on the pump operators panel that is activated when the pump is in Ok To Pump mode.

INSULATED COMPARTMENT IN PUMP PANEL

An insulated compartment will be provided for a rectifier in the right side pump panel. A louvered stainless steel access door will be provided.

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.

DISCHARGE OUTLET PRESSURE DISPLAY

There will be one (1) discharge(s) that have Akron 9335 electric valve controller(s) provided on the pump operators panel. The electric control(s) must be of a true position feedback design, requiring no clutches in the motor or current limiting. The unit must be completely sealed with momentary open, close as well and an optional one touch full open feature to operate the valve actuator. The controller(s) will provide position indication on a full color, backlit LCD display. They will have manual adjustment of the brightness as well as an auto dimming option.

In addition to valve position the following discharges will include pressure in the display per panel print..

WATER LEVEL GAUGE

There will be an Innovative Controls Inc., Model 5001MWLC, LED water level gauge provided on the operator's panel. The gauge will register water level by means of five (5) LED lights. The water level indicators will be as follows:

- Full = Green
- 3/4 = Yellow

- 1/2 = Yellow
- 1/4 = Yellow
- Refill = Red
 - To further alert the pump operator, the refill light will start flashing when the water level drops below the 1/4 mark.

The level measurement will be based on the sensing of the electrical conductivity of the water in the tank.

The display will be constructed of a solid plastic material to reduce vibrations that can cause broken wires and loose electronic components. The encapsulated design will provide complete protection from water and environmental elements.

The cover plate panel bezel will be of a chrome plated die cast design. The overlay graphics will be on the inside surface of the composite overlay to provide protection from wear. The composite overlay will be scratch resistant and immune to cleaning solvents and UV light weathering.

The water level probe will be constructed of chemical resistant, PVC plastic with a 3.00" diameter anodized flange. The internal wire connectors and electronics will be fully encapsulated to protect against water, dirt, and vibration. The probe system will not contain moving parts or mechanical switching.

There will be a light driver included to control other water level gauges on the apparatus.

WATER LEVEL GAUGE

There will be two (2) additional water level indicator(s), Whelen®, Model PSTANK2, LED module with chrome trim, installed one (1) single light high and aft of the left side crew cab door and one (1) single light high and aft of the right side crew cab door.

This light module(s) will include four (4) colored levels, and function similar to the water level indicator located at the operators panel:

- First green module indicates a full water level
- Second blue module indicates a water level above 3/4 full
- Third amber module indicates a water level above 1/2 full
- Last red module indicates a water level above 1/4 full and empty
 - Above 1/4 this light will be steady burning
 - At empty this light will be flashing

The flash rate will be determined by the main water level tank sensor.

This module will be activated when the battery switch is on.

FOAM LEVEL GAUGE

An electronic foam level gauge will be provided on the operator's panel that registers foam level by means of five (5) colored LED lights. The lights will be durable, ultra-bright five (5) LED design viewable through 180 degrees. The foam level indicators will be as follows:

- 100 percent = Green
- 75 percent = Yellow
- 50 percent = Yellow
- 25 percent = Yellow
- Refill = Red

The light will flash when the level drops below the given level indicator to provide an eighth of a tank indication. To further alert the pump operator, the lights will flash sequentially when the foam tank is empty.

The level measurement will be based on the sensing of head pressure of the fluid in the tank.

The display will be constructed of a solid plastic material with a chrome plated die cast bezel to reduce vibrations that can cause broken wires and loose electronic components. The encapsulated design will provide complete protection from foam and environmental elements. An industrial pressure transducer will be mounted to the outside of the tank. The display will be able to be calibrated in the field and will measure head pressure to accurately show the tank level.

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.

MICROPHONE AND SPEAKER COMPARTMENT

A microphone and speaker compartment with a polished stainless steel door will be furnished adjacent to the pump operator's panel. The compartment size will be 12.00" high x 9.00" wide x 6.00" deep.

AIR HORN SYSTEM

Two (2) Hadley round air horns with 6.00" bell will be 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, towards the outside.

AIR HORN CONTROL

The air horn(s) will be activated by the following:

- Left side foot switch
- Right side foot switch

There will be a customer supplied and furnished siren.

AUXILIARY MECHANICAL SIREN

There will be a Federal Signal Model Q2B mechanical siren furnished and installed in the front of the apparatus.

The Q2B will be chrome finish.

The siren will have a 2-gauge cable connected to a power solenoid that is connected by a 2-gauge cable ran battery direct to the primary chassis batteries and will be labeled Q2B+ at the battery. The power solenoid will only be enabled when the emergency master switch is on.

The siren will have a 2-gauge ground wire connected to the chassis battery stud. The cable will be labeled Q2B- at the battery.

When the chassis battery switch is on, and the emergency master switch is on, the Q2B siren will be activated by the following:

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.

MECHANICAL SIREN CONTROL

The mechanical siren will be activated by the following:

- Right side foot switch.
- Steering wheel horn ring with horn/siren selector switch.

A momentary red switch will be included in the left side overhead switch panel to activate the siren brake.

FRONT ZONE UPPER WARNING LIGHTS

There will be one (1) 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.
- Open in the left side first front position.
- One (1) blue flashing LED module in the left side second front position.
- One (1) red flashing LED module in the left side third front position.
- Open in the left side fourth front position.
- One (1) blue flashing LED module in the left side fifth front position.

- One (1) red flashing LED module in the left side sixth front position.
- Open in the left side seventh front position.
- One (1) 795 LED traffic light controller sent to national standard high priority in the center front positions.
- Open in the right side seventh front position.
- One (1) red flashing LED module in the right side sixth front position.
- One (1) blue flashing LED module in the right side fifth front position.
- Open in the right side fourth front position.
- One (1) red flashing LED module in the right side third front position.
- One (1) blue flashing LED module in the right side second front position.
- Open in the right side first front position.
- 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 by a cab switch with emergency master control.
- no momentary activation switch.

The traffic light controller will be disabled when the parking brake is applied.

The four (4) red and four (4) blue 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**, 4.31" high x 6.75" wide x 1.37" deep flashing LED warning lights installed on the cab face, above the headlights in a housing that matches the headlights per the following:

- The left side outside warning light to include red LEDs.
- The left side inside warning light to include white LEDs.
- The right side inside warning light to include white LEDs.
- The right side outside warning light to include red LEDs.
- The warning light lens colors to be the same as the LEDs.
- The housing to be polished and the trim shall be chrome.

The lights will be controlled per the following:

- A switch in the cab, on the switch panel will control the lights.
- White LEDs will be deactivated when the parking brake is applied.

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.

SIDE ZONE LOWER LIGHTING

There will be six (6) Whelen®, Model M6**, 4.31" high x 6.75" long x 1.37" deep flashing LED warning lights with chrome trim installed per the following:

- Two (2) lights located, one (1) each side on the bumper extension. The driver's side, side front light to include red warning LEDs and the passenger's side, side front light to include red warning LEDs.
- Two (2) lights located, one (1) each side of cab rearward of crew cab doors. The driver's side, side middle light to include blue warning LEDs and the passenger's side, side middle light to include blue warning LEDs.
- Two (2) lights located, one (1) each side above rear wheels. The driver's side, side rear light to include red warning LEDs and the passenger's side, side rear light to include red warning LEDs.
- The warning light lens colors to be the same as the LEDs.

There will be a switch in the cab on the switch panel to control the lights.

SIDE WARNING LIGHTS

There will be two (2) Whelen®, Model M6**, 4.31" high x 6.75" wide x 1.37" deep flashing LED warning light(s) with chrome trim provided on the cab corner(s) per the following:

The light(s) to include red flashing LEDs and the lens color(s) to be the same as the LEDs.

The light(s) will be mounted on a 45 degree angled polished stainless steel bracket(s).

The light(s) may be controlled with the side warning switch.

REAR ZONE LOWER LIGHTING

Two (2) Whelen, Model M6* LED flashing warning lights with chrome 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.

MOUNTING, RECESS LIGHT

There will be one (1) pair of upper rear warning lights, on the rear bulkheads, recessed into the body. The lights will be flush to the compartment sheet and will be installed upper rear scene 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.

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 top of the compartmentation with all wiring totally enclosed. The rear deck lights will be mounted on the beavertails as high as possible.

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 lens color will be the same color as the LED's.

The control head will be included with this installation. The control head will be energized when the battery switch is on.

The auxiliary flash not activated.

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 control head will be located in the driver side overhead switch panel in the right panel position.

AIRPORT LIGHT

There will be one (1) Whelen®, Model L41AP, 4.75" high x 6.43" diameter beacon(s) with amber LEDs and amber lens. The light(s) will be installed front airport light behind lightbar with a painted Z bracket.

The light(s) will be used for FAA amber requirement for airport operation.

The light(s) will activate with ignition switch, and de-activate when the emergency master switch is turned on. Also, when emergency master is turned off the airport light will turn back on automatically.

AIRPORT LIGHT

There will be one (1) Whelen®, Model L41AP, 4.75" high x 6.43" diameter beacon(s) with amber LEDs and amber lens provided. The light(s) will be installed on the back of the cab with a aluminum treadplate wedge bracket, located centered back of cab positioned like previous unit.

The light(s) will be used for FAA amber requirement for airport operation.

The light(s) will activate with ignition switch, and de-activate when the emergency master switch is turned on. Also, when emergency master is turned off the airport light will turn back on automatically.

120 VOLT RECEPTACLE

There will be two (2), 4-place receptacle box(es) with four (4) 15/20 amp 120 volt AC three (3) wire straight blade receptacles with interior stainless steel wall plate(s) installed one (1) in each EMS cabinet, low center of back wall. The NEMA configuration for the receptacles will be 5-15R.

The receptacle(s) will be powered from the shoreline inlet.

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

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

POWER OUTLET STRIP

There will be one (1) receptacle strip(s) with six (6) 15 amp 120 volt AC straight blade receptacles provided keep receptacle strip loose for Customer to install - hard wire from the shoreline to the lower rear engine tunnel area per the photo, department will mount receptacle strip.

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

ADDITIONAL TECHNICAL TRAINING PACKAGE

Pierce Factory Trainer will travel to Colorado to Pierce dealer location in Frederick for training.

There will be one (1) week of training provide at Front Range Fire Apparatus for a total of four (4) technicians. The classes will consist of:

- Chassis Electrical (2-Days)
- Command Zone (3-Days)

The second week of training also provided at Front Range Fire Apparatus will consist of:

- DEF/DPF Emissions (1-Day)
- SRP/Frontal Protection - Certification exam required at end of session (1-Day)
- Husky 12 Foam (1-Day)
- TAK-4 (2-Days)

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).
- 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

There will be no soft suction hose provided.

DRY CHEMICAL EXTINGUISHER PROVIDED BY DEALER

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 dealer will provide and mount the extinguisher.

WATER EXTINGUISHER PROVIDED BY DEALER

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 dealer will provide and mount the extinguisher.

FLATHEAD AXE PROVIDED BY DEALER

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) 8lb flathead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The dealer will provide and mount the axe.

PICKHEAD AXE PROVIDED BY DEALER

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) 8lb pickhead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The dealer will provide and mount the axe.

PAINT

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.
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-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 manufacturer.

After the cab and body are painted, the color will be verified to make sure that it matches the color standard. Electronic color measuring equipment will be used to compare the color sample to the color standard entered into the computer. Color specifications will be used to determine the color match. A Delta E reading will be 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 painted 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.

The paint finish quality levels for critical areas of the apparatus (cab front and sides, body sides and doors, and boom lettering panels) are to meet or exceed Cadillac/General Motors GMW15777 global paint requirements. Orange peel levels are to meet or exceed the #6 A.C.T. standard in critical areas. These requirements must be met in order for the exterior paint finish to be considered acceptable. The manufacture's written paint standards will be available upon request.

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.
- 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 recycled 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.

CAB PAINT

The cab will be painted #40 lime yellow.

BODY PAINT

The body will be painted to match the lower section of the cab.

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 primer and gloss black paint.

AXLE HUB PAINT

All axle hubs will be painted to match primary job color.

COMPARTMENT INTERIOR PAINT

The interior of all compartments will be painted with a gray spatter finish for ease of cleaning and to make it easier to touch up scratches and nicks.

REFLECTIVE BAND

A 10.00" blue reflective band will be provided across the front of the vehicle and along the sides of the body.

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.

CHEVRON STRIPING ON THE FRONT BUMPER

There will be alternating chevron striping located on the front bumper.

The colors will be red and fluorescent yellow green diamond grade.

The size of the striping will be 6.00".

CAB DOOR REFLECTIVE STRIPE

A 6.00" x 16.00" fluorescent yellow green diamond grade reflective stripe will be provided across the interior of each cab door. The stripe will be located approximately 1.00" up from the bottom, on the door panel.

This stripe will meet the NFPA 1901 requirement.

LETTERING

One (1) to twenty (20) reflective lettering, 3.00" high, with no outline or shade will be provided.

LETTERING

There will be reflective lettering, 18.00" high, with no outline or shade provided. There will be four (4) letters provided.

LETTERING

Sixty-one (61) to eighty (80) reflective lettering, 2.00" high, with no outline or shade will be provided.

LETTERING

There will be reflective lettering, 24.00" high, with no outline or shade provided. There will be two (2) letters provided.

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 blue reflective material with black outline.

The design will be the same as on previous units.

EMBLEMS

There will be two (2) pair of American flag emblems, 8.00" high, installed rear upper corners of crew cab each side. The flag will be flat (not moving) and made out of vinyl material. The pair will be mirror images of each other.

EMBLEM

There will be three (3) reflective emblem(s), approximately 14.00" - 16.00" in size, installed D2, P2 over wheels and R1. the emblem will be modeled after the department submitted information (art, patch, etc).

MANUALS, CHASSIS TRANSMISSION

Transmission service and parts manuals will be provided.

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.

HYDRAULIC TOOL SYSTEM

Hurst eDraulic tools list below will be provided and installed on the truck:

- One (1) S788E2 eDraulic cutter package
- One (1) SP333E2 eDraulic spreader package
- One (1) R421E eDraulic 2 ram package
- One (1) KSV11 chain set with clevis lock and hook
- One (1) Hurst eDRAULIC DC four (4) bank charger

Each of the tools will include two (2) batteries and one (1) 100-volt charger

RADIO/INTERCOM

The radio and intercom equipment listed below will be installed after apparatus is complete:

- One (1) Harris M7300 800 MHz Mobile Radio-Scan Type
- One (1) Harris M7300 800 MHz Mobile Radios-System
- Five (2) Endura Vehicle Chargers for Harris portable radios EC1M-HA1A
- SetCom System 1350 6 Position Headset Intercom System, Driver & Officer will have Radio & Intercom. 4 Jump seats will have Intercom only system will also have Radio Select Switch for ICom Radio
- One (1) Icom IC-A220T, Aviation Transceiver with External Speaker & Antenna
- Five (5) Console Brackets
- Driver headset (Cord needs to come off right side): Left ear: DEN DFD and OPS (UHF) Right ear: Tower (VHF)
- Officer headset (Cord needs to come off left side): Left ear: DEN DFD and OPS (UHF) Right ear: Tower (VHF)
- 2 separate external speakers; one UHF, one VHF; volume adjusts both headset and speaker.

Radio and hand mics shall have the following colors if available from Harris:

- VHF Airband: Blue
- UHF DEN DFD: Red
- UHF DEN Ops: Yellow

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

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.

One (1) Cummins engine service and parts manuals will be provided.

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 will be provided. A copy of the warranty certificate will 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 WARRANTY

The customer has elected to waive the warranty for this axle and opt for simultaneous operation of their auxiliary brakes. The activation of the simultaneous braking systems creates high amounts of torque in excess of the axle manufacturer's recommendations. The entire rear axle warranty will be null and void.

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.

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.

ROLLUP DOOR MATERIAL AND WORKMANSHIP WARRANTY

A R-O-M Corporation rollup door limited warranty will be provided. The mechanical components of the rollup door will be warranted against defects in material and workmanship for a period of seven (7) years. The door ajar switch will be warranted for a period of three (3) years and all other electrical components will be warranted for a period of one (1) year. A seven (7) year limited warranty will be provided on painted rollup doors.

The limited warranty certificate, WA0206, is included with this document.

PUMP WARRANTY

The Waterous pump will be provided with a Seven (7) year material and workmanship limited warranty.

A copy of the warranty certificate will be submitted with the bid package (no exception).

TEN (10) YEAR PUMP PLUMBING WARRANTY

The Pierce apparatus plumbing limited warranty certificate, WA0035, is included with this document.

FOAM SYSTEM WARRANTY

The Husky 12 foam system limited warranty certificate, WA0231, 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.

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.

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 mount and cab structure design was pull tested to the required force and met the appropriate criteria.

PERFORMANCE CERTIFICATIONS

Cab Air Conditioning

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 78 degrees Fahrenheit in 30 minutes. The bidder will certify that a substantially similar cab has been tested and has met these criteria.

Cab Defroster

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 Auxiliary Heater

Good cab heat performance and regulation provides a more effective working environment for personnel, whether in-transit, or at a scene. An auxiliary cab heater will warm the cab 77 degrees Fahrenheit from a cold-soak, within 30 minutes when tested using the coolant supply methods found in SAE J381. The bidder will certify, at time of delivery, that a substantially similar cab has been tested and has met these criteria.

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.

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