NEW MEXICO DEPARTMENT OF HEALTH

EMS FUND ACT
VEHICLE PURCHASE APPLICATION
FOR FISCAL YEAR 2015

Due Date: November 12, 2013

FOR BUREAU USE ONLY (do not write in this area)				
Date Received	**Region**	**Statues**	**Reviewer**	**Disposition**

Name of Recipient → *(EMS Service/Agency)*	Glorieta Pass Fire and Rescue District
Address →	P.O. Box 206 Glorieta, N.M. 87535
Contact Person →	Jane McSweeney, Fire Chief

505 490-0145	505 757-6800 call first	mcsweeney_79_220@yahoo.com
Telephone #	Fax #	Email

Fiscal Agent → *(County or Municipality)*	Finance Division , Santa Fe County
Address →	Santa Fe, N.M.
Contact Person →	Teresa Martinez, Finance Division Director

505 992-2780	505 986-6277	tsanchez@santafecountynm.gov
Telephone #	Fax #	Email

A. Detailed Analysis of Problem and Need:

Describe in **detail** the existing problem, and the **need & rational** for this new or replacement EMS vehicle and its relationship to your operational mission. This will include the number and type of calls, the **condition** of current vehicle(s), service area characteristics, etc. If you are proposing a Non-Transport EMS vehicle, please provide details and rationale.

Glorieta Pass Fire and Rescue has a 1991 Chevrolet 3500 4x4 Light Duty Rescue to respond to our calls and we would like to replace it. This is a non-transport vehicle even thou we had to put an ambulatory medical patient in the passenger seat to bring them out of a narrow snow packed driveway because the Ambulance was too big. This Rescue has been used in 3 districts in Santa Fe County Fire Department for 22 years. Rescue 6 is past the 15 year replacement recommendation by NFPA for Emergency apparatus.
We have ALS Ambulances on 2 sides of our district borders. SF Co FD Medic 80 is at exit 290 staffed 24/7 by 2 career personnel. Hondo Volunteer Fire District also has an Ambulance staffed with volunteers. Pecos Valley Ambulance (Superior) has a 24/7 career staffed ALS Ambulance which is located in Village of Pecos.

The Maintenance cost are using up funds instead of purchasing supplies and training.

When it is out of service for repairs it cannot respond to emergencies.

In August the starter failed and it started an electric fire under the dash board. This repair took 3 days.

2013 Calls to date =134 total. EMS=65 which included a confined space rescue and a swift water flood call. Fires=47. Motor Vehicle Crashes=14 several needed Extrication to remove Patients from vehicles. Brush Fires=8.

B. Service Area Description:

Describe the existing EMS System for which this vehicle would be responding. Information should include a complete service area description, organization of the system, and which services are involved (responding units, rescues, ambulances, hospital, etc). Provide as much detail as possible regarding your current system, along with Mutual Aid agreements. (Attach additional sheets if necessary)

Glorieta District consists of the small villages; Glorieta, Glorieta Estates, Valencia, La Joya, La Cueva. We have 8 miles of Interstate 25 running thru the middle of our district and Amtrak Railroad runs parallel to I-25. Also 4 miles of State Rd.50 and 4 miles of the old Denver highway. The Glorieta 2.0 Conference Center is very large (over 2500 acres) campus that can hold 2200 people at one time. Most Conferences will cater to the youth. They have a Challenge course with a high wall and a zip line. We have part of the Pecos National Park-Glorieta Battlefield; that brings tourists into our district. Some of our residents are growing older which brings in special needs to care for our elderly friends.

We have an EMT-Paramedic recently moved into our District so Glorieta Pass Fire and Rescue will once again increase to ALS status. Also a new member is currently taking an EMT-Basic class. Currently we have 3 EMT-Basics and 2 EMT-Intermediates. All our members are First Aid /CPR certified as well as Emergency Vehicle Operator Certified. One member is a Vehicle Extrication Instructor. Another member is an American Heart Association CPR Instructor. In 2014 we will build our 2nd station on Old Denver Highway so we can have faster response time to that part of our district. We already have the property. Almost half of our 19 members live in that area.

Glorieta is one of 14 Districts of the Santa Fe County Fire Department. We are part of the Eastern Region which includes Galisteo, Eldorado, Hondo and Santa Fe County Fire Medic 80 (ALS Ambulance). Hondo and Eldorado have Medium Rescue trucks while Galisteo and Glorieta have Light Duty Rescues. Glorieta has smaller roads and bridges that cannot handle the weight or the height of Medium Rescue trucks.

C. Project Impact:

Please describe the impact obtaining this vehicle will have on your EMS System and your county's other EMS services. Also, describe the priority ranking that this request received in the EMS Vehicle Assessment Form.(Attachment #1 to this application)

As you have read Glorieta Pass Fire and Rescue is committed to respond to every call for help in our growing community. We are part of the EMS chain of survival and even a larger Team of responders. We cross train to do many different skills for the many different types of Emergency's we are called to. Glorieta has operated 30 years using "hand me down" Rescues from other districts. A new Rescue will allow us to improve our quality of care in and out of our district. We will be able to carry all of our equipment in this vehicle. Our funding can be used to train our Drivers and Fire Fighters in EMS instead of on repairs. I believe it will make us proud and show our community that The New Mexico State EMS Bureau support us. Glorieta is only asking to replace our 1991 Rescue so this is our #1 Priority. Chief David Sperling, Santa Fe County Fire Department believes Glorieta is the only county district seeking this funding and does support our application.

D. Cost of Project:

Identify the specification for the EMS vehicle that you propose to purchase (i.e., Ambulance, Type I, Light Duty Cab/Chassis with rear wheel and transferable modular body; Ambulance, Type III, Medium Duty, 4X4, etc.). Provide the specifications and cost estimate*.

*The itemized expense report/estimate for this purchase, including the 25% matching funds, other contributions, and the source of these funds, MUST be provided.

Estimated Purchase Price (Base Unit with no custom features)	$181,500.00 Base Price
Custom features should be itemized on specs/estimate and provided with this application:	Custom Price
Amount and source of 25% Matching Funds (of base price) (MUST be provided)	$45,375.00 25% Matching Funds Glorieta Pass Fire Funds Source of Matching funds
Amount Requested from **Fund Act** (No more than 75% of Base price of a unit can be funded)	$136,125.00

E. Letters of Collaboration/Support:

Letters of support from other services, entities, and stakeholders greatly strengthen the application. Each service's, entities, or stakeholder's support should be expressed in a separate letter, **NO DUPLICATES.**

All letters of support must be included with this application.
Letters will not be accepted once the application is submitted.

F. Accountability of Previously Funded Special Project:

Has this service been awarded special funding (i.e., Trauma Systems, Vehicle, Local or Statewide) within the last 3 years? Please describe the status/outcome of the funded project/vehicle. **Failure to accurately disclose this information will disqualify the application.**

FY of Award	Amount	Name of Project/Description	Status
FY13	$30,240.00	NM Fire Grant	Awarded 12 Sets of Bunker Gear
FY12	$40,000	NM Fire Grant	Awarded 13 Self Contained Breathing Apparatus

ASSURANCES
FY 15 EMS Vehicle Purchase Program

- I certify that all operational and equipment costs associated with this vehicle will be provided for, and;
- I certify that the required matching funds of at least 25% is now or will be available, and;
- I certify that the vehicle will be purchased according to the NM State Procurement Code, and;
- I certify that the local recipient and applicant understand and agree to comply with any and all applicable requirements and regulations of the New Mexico Department of Health, and;
- I certify that the information contained in this application is true and correct to the best of my knowledge.

Chief / Director of Local EMS Service

NAME: Jane McSweeney (Print / Type Name)

TITLE: Glorieta Pass Fire Chief

SIGNATURE: Jane McSweeney

DATE: November 20 ,2013

The above was sworn and subscribed to before me this 26 (Day) of November (Month) 2013

Renee L Ivy

Notary Public

My commission expires: 12-23-2014

(SEAL)

Mayor / Chairman County Commission

NAME: Katherine Miller (Print / Type Name) TITLE: County Manager

SIGNATURE: Katherine Miller DATE: 11.26.13

The above was sworn and subscribed to before me this 26 (Day) of November (Month) 2013

Ambra Garcia

Notary Public

My commission expires: 8/11/17

(SEAL)

OFFICIAL SEAL
Ambra Garcia
NOTARY PUBLIC
STATE OF NEW MEXICO
My Commission Expires: 8/11/17

Approved as to form
Santa Fe County Attorney
By:
Date: 11/20/13

Glorieta Pass Fire and Rescue

P.O. Box 206

Glorieta, N.M. 87535

November 8, 2013

Dear Ann Martinez,

Glorieta Pass Fire and Rescue is filing an application for a new Rescue Unit. I am working with Jerome on meeting the requirements. He suggested I should ask for an extension. I am still waiting on a signature and further documentation. Today is Friday and since Monday is Veterans Day- all Offices will be closed on November 11, 2013 it will add another delay. I will mail a copy of this request to you also. If I may ask for a 10 day extension it will allow me to complete this application. Here is my cell phone # if you need to contact me-505 490-0145

Thank You for your consideration.

Sincerely,

Jane McSweeney

Jane McSweeney, District Fire Chief

Glorieta Pass Fire and Rescue

P.O. Box 206

Glorieta, N.M. 87535

SUSANA MARTINEZ, GOVERNOR

NEW MEXICO DEPARTMENT OF HEALTH

BRAD McGRATH, INTERIM SECRETARY

November 12, 2013

Glorieta Pass Fire and Rescue
P O Box 206
Glorieta, NM 87535

Attn: Jane McSweeney, District Fire Chief

Re: Special Projects FY 2015 Application

Dear Jane:

I have received your request on behalf of Gloreita Pass Fire and Rescue for an extension to submit your EMS Speicial Projects FY 2015 Application.

Extension is granted for 10 calendar work days, therefore your applications must be postmarked or hand delivered by **November 26, 2013.**

If you have any questions or need any additional assistance please contact me at (505) 476-8233 or by email at ann.martinez1@state.nm.us.

Sincerely,

Ann Martinez
Ann Martinez, FF-I / EMT-I
EMS Fund Act Coordinator

Xc: Kyle Thornton, EMS Bureau Chief
Donna Morris, Finance
Jerome Haskie, Region I

Emergency Medical Systems Bureau
1301 Siler Rd., Bldg. F • Santa Fe, New Mexico • 87507
(505) 476-8246 • FAX: (505) 476-8262 • http://www.nmems.org

INDEPENDENT FIRE COMPANY
711 Aspen Ave NW
Albuquerque, NM 87102-1217

QUOTE

DATE	QUOTE NO.
11/15/2013	2841A

NAME / ADDRESS
Santa Fe County Glorieta Fire District 35 Camino Justicia Glorieta, NM 87508

TERMS	GOOD UNTIL	SALESMAN	FOB
Net 15	12/5/2013	RL	Alb.

QTY	DESCRIPTION	COST	TOTAL
1	Estimate for KME Light Duty Walk Around Rescue Truck, Aluminum body with Roll-up doors mounted on a 2014 Dodge 5500 Crew cab 4X4 cab & chassis meeting NFPA 1906 comparable to GSO #9298 (Specifications to follow) With Command Light Tower Model #CL-605 with (6)500 watt lights, 120VAC With (2)Hannay Model #2016-17-18 electric rewind hydraulic hose reel with 100ft. of Holmatro hydraulic hose Please Note:The Dodge chassis will not meet NFPA 1901 due to the seat monitor.	181,500.00	181,500.00
		TOTAL	$181,500.00

Phone #	Fax #	Web Site
(505) 243-3600	(505)842-8556	www.indfireco.com

SIGNATURE _____

EMS Agency Name: _Glorieta Pass Fire and Rescue_____

- **For applications requesting a vehicle that will serve as a replacement, please provide the unit number of the vehicle targeted for replacement, a summary of the area serviced by this vehicle, and why it needs replacement. While this application is obviously for one potential replacement vehicle, please list all EMS vehicles in most need of replacement.**

- **If this application is for a new vehicle, provide a summary of the area to be serviced by the new vehicle, and a summary of the reason that potential new/additional vehicle is needed.**

- **We realize this seems redundant, but this sheet serves as a quick reference for the Statewide EMS Advisory Committee review group, as well as other reviewers.**

Vehicle Unit Number	Area Serviced	Reason for Replacement/Additional Unit
1. GP Rescue 6	The Glorieta Fire District:I-25 mm 295.5 to mm 303. State Road 50mm 0-4, Old Denver Highway. There are many small communities along these roads. We also cover the Glorieta Conference center and Glorieta Mesa. Mutual Aid to; Hondo, Eldorado, Galisteo Fire Districts in SF county. Pecos Valley Ambulance(Superior) Service and Pecos Fire, Pecos Canyon Fire & Rescue, Rowe Fire, Ilfeld Fire in San Miguel County.	As you have read Glorieta Pass Fire and Rescue is committed to respond to every call for help in our growing community. We are part of the EMS chain of survival and even a larger Team of responders. We cross train to do many different skills for the many different types of Emergency's we are called to. Glorieta has operated 30 years using "hand me down" Rescues from other districts. A new Rescue will allow us to improve our quality of care in and out of our district. Our funding can be used to train our Drivers and Fire Fighters in EMS instead of on repairs. Our current Rescue-a 1991 Chevy 3500 4x4 Rescue 6 is our first response unit for all calls. It carries many types of EMS equipment. Medical and trauma injury supplies, Vehicle Extrication tools, Rope Rescue-(low and High angle equipment), Confined space rescue supplies and Water Rescue equipment. We need a new vehicle with higher GVW rating to safely carry this equipment. This Vehicle is 22 years old. It needs to be replaced so we can continue to provide life saving response to our growing community.

- **Please list ALL vehicles used for EMS response in your EMS System/County, including any needing replacement already listed above. Failure to complete this portion will disqualify your application.**

Vehicle Unit Number	Garage Address	Vehicle Make/Model	Year	Type	License Number	2 or 4 wheel dr.	Patient Capacity	Mileage
1.Glorieta Engine 1	43 Fire Station Road, Glorieta	International 4800	1996	Fire Engine	G-22614	4X4	0	24142
2.Glorieta Engine 2	43 Fire Station Road, Glorieta	Ford C-8000	1987	Fire Engine	G-09542	2x2	0	54844
3.Santa Fe Co. Fire Med.80	SF Co. Fire Eastern Region station I-25and Old Las Vegas Hwy.			ALS ambulance		2x2		
4. Glorieta Rescue 6	43 Fire Station Road, Glorieta	Chevy 3500	1991	Rescue	G-09549	4x4	0	26767

Regional Office and Service Checklist

1.	All signatures on proper signature lines	Region Initial	_____	Service Initial	_____
2.	All price quotes attached, if applicable		_____		_____
3.	All Letters of Support		_____		_____
4.	All notary signatures in proper place		_____		_____
5.	All detailed contributions listings		_____		_____
6.	All services or counties listed that this will benefit		_____		_____
7.	Letter and approval of extension if needed		_____		_____
8.	Fiscal agent's correct mailing address		_____		_____
9.	Recipient's correct mailing address		_____		_____
10.	Original and 2 additional copies		_____		_____

Regional Office and Service Checklist

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1.	All signatures on proper signature lines		
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9.	Recipient's correct mailing address		
10.	Original and 2 additional copies		

Regional Office Reviewer

NAME: Jerome Haskie
(Print / Type Name)

TITLE: Executive Director

SIGNATURE:

DATE: 11/26/13

Galisteo Volunteer Fire District
Santa Fe County Fire Department
39 Avenida Vieja • Galisteo • NM 87540

November 18, 2013

New Mexico Emergency Medical Service Bureau

1301 Siler Road, Building B

Santa Fe, New Mexico 87507

Statewide EMS Advisory Review Committee,

I wish to lend my support to the Glorieta Volunteer Fire District for a new rescue to replace there currant, out dated 1991 vehicle. The Glorieta District provides automatic aid for the Galisteo District as well as the Eastern Region. It takes a team effort to respond to the large area in which Santa Fe County covers, therefore we rely heavily upon our mutual aid districts for support. It would benefit not only Glorieta but the Eastern Region of Santa Fe County, if you would consider this request.

In closing, I strongly support the Glorieta Volunteer Fire District's application for a replacement rescue unit.

Sincerely,

Jean Moya, District Chief

Telephone: 505-466-0396 • Fax: 505-466-3658

November 20, 2013

To: Statewide EMS Advisory Committee Review Group

From: Hal Hill – Consulting Director, Glorieta Camps

Regarding: EMS Fund Act Vehicle Purchase Program

I am writing to support the request submitted by Glorieta Pass Fire and Rescue for a new truck to replace their 1991 rescue vehicle. Our organization attracts thousands of campers and guests to our location each year. We have called 911 many times for health issues (sickness and injury). Glorieta Pass Fire and Rescue has provided excellent response and service each time they have been called. For many of our events, we have requested personnel and equipment to "stand by". They have served faithfully, professionally and capably.

Please grant their request by providing funding for their needed additional equipment.

Respectfully,

Hal Hill, Consulting Director
505.757.6161
PO Box 8
Glorieta, NM 87535

Dan Johnson
48 La Cueva Creek Road
Glorieta, NM 87535
(505) 757-6625

NM Statewide EMS Advisory Committee Review Group

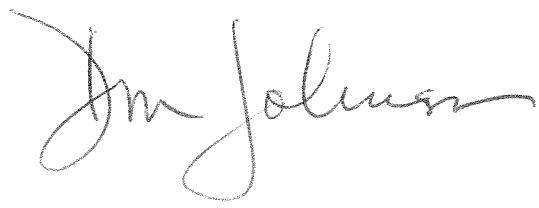
Re: application to the EMS FUND ACT VEHICLE PURCHASE PROGRAM by Glorieta Pass Fire and Rescue

To Whom it may concern,

I write in support of this application by Glorieta Pass Fire and Rescue. Two weeks ago, I received a report that a controlled burn had spilled over on to private lands in the La Cueva community. Our local Glorieta Fire Dept. were the first responders to my 911 call that evening and performed a tremendous service for the benefit of our community.

GPFR has opened their Fire Station for our community meetings of the past and attended both USFS & Santa Fe County fire protection meetings on our behalf. They are literally, the heart of the greater Glorieta area and we support every effort that they make to update their fire & rescue equipment.

Sincerely,



NEW MEXICO
SEARCH AND RESCUE COUNCIL

November 14,2013

Statewide EMS Advisory Committee Review Group,

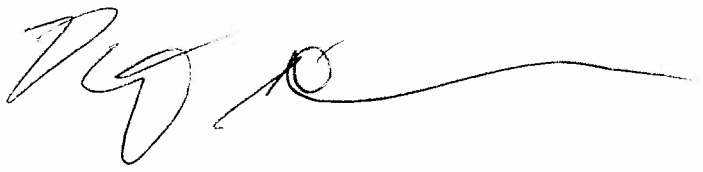
The Department of Public Safety, New Mexico Search and Rescue Resource Office, and the New Mexico Search and Rescue Council would like to express their sincere gratitude and to recognize the Glorieta Pass Fire and Rescue for their many years of Search and Rescue EMS support.

Glorieta Pass Fire and Rescue has assisted with countless missions over the years, doing so with professional conviction and the highest level of expertise. These missions have encompassed many facets of EMS and Search and Rescue to include, technical rescue, swift water rescue, wilderness rescue, and Incident Command Staff. Glorieta Pass Fire Recue at times committed personnel for many days on end without respite.

Glorieta Pass Fire and Rescue is using a 1991 Chevrolet Light Duty Rescue to respond these types of calls. They would to replace it. We support their efforts to replace this 22 year old vehicle and ask for your consideration.

Respectfully,

David A Phillips
Chairman
New Mexico Search and Rescue Council



PECOS VALLEY
MEDICAL CENTER, INC

P.O. BOX 710 | PECOS, NEW MEXICO 87552

PHONE (505) 757-6482 | FAX (505) 757-2700

November 14, 2013

Statewide EMS Advisory
Committee Review Group
RE: Glorieta Pass Fire and Rescue

To Whom it May Concern:

As Medical Director of Pecos Valley Medical Center, I have seen, heard about or personally experienced the rapid response of the Glorieta Pass Fire and Rescue Team and their professional approach to the emergency at hand.

I strongly recommend approving their application for financial support to replace a well used 1991 Rescue.

Sincerely,

L. David Young, DO
Medical Director
Pecos Valley Medical Center

MEDICAL
PHONE (505) 757-6482 | FAX (505) 757-6968
EMAIL clinic@pecoshealth.org

DENTAL
PHONE (505) 757-6666 | FAX (505) 757-2700
EMAIL clinic@pecoshealth.org

Pecos Canyon Fire & Rescue
P.O. Box C2
Terrero, NM 87573
505-757-2591
www.pecoscanyonfire.org

October 26, 2013

To Whom It May Concern:

Over the course of many years we have worked closely with Glorieta Pass Fire Department in many rescue situations from swift water to vehicle extrication to wilderness rescues and rope rescues. During all these years, Glorieta has always made themselves available to respond to our district to assist us and been an excellent resource for us.

I highly recommend Glorieta for the new rescue they are applying for.

If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Eric Roybal

Eric Roybal
Fire Chief

PECOS VALLEY
COWBOY CHURCH

Nov. 13, 2013

Dear Sirs,

I am writing in support of the Glorieta Pass Fire and Rescue. Their Department has made numerous medical calls over the years to aid members of our church community. They have also done standby for our annual Pecos Valley Cowboy Church Rodeo and Parade.

They have made it possible to more effectively minister to the many needs of the Pecos valley community and beyond. Anything you can do to enhance their capability to serve will do much to Insure the well-being of the folks who inhabit this valley.

Thank you for your thoughtful consideration. If you need any more information please feel welcome to give me a call.

Sincerely,

Glen T. Strock

Glen T. Strock
Pastor, Pecos Valley Cowboy Church
P.O.Box 806
Pecos, NM 87552
(505)757-2631

El Dorado Fire and Rescue Service

144 Avenida Vista Grande
Santa Fe, New Mexico 87508
505-466-1204

November 14, 2013

New Mexico Emergency Medical Systems
Statewide EMS Advisory Committee
NM Department of Health
1301 Siler Road, Building F
Santa Fe, NM 87507

Sir or Madam,

I am writing this letter to support the application of the Glorieta Pass Fire Department (GPFD) in Santa Fe County, NM to the EMS Fund Act Vehicle Purchase Program. The El Dorado Fire & Rescue Service is a neighboring fire department in the Eastern Region of Santa Fe County to GPFD.

We maintain mutual and automatic aid agreements with GPFD for fire and rescue as well as EMS calls. We regularly provide backup EMS services in the Glorieta District as they do in Eldorado when we receive multiple calls in our region or the regional med unit is not available. It is not uncommon for Eldorado and Glorieta to assist one another in multi-vehicle or multi-patient accidents.

We train regularly with GPFD including monthly EMS training in the Eastern Region of Santa Fe County. In December the Eastern Region of the Santa Fe County Fire Department is hosting a 4 day extrication training for members of both departments. During emergency runs or trainings it is helpful to use the same equipment, to use common response procedures and terminology and to be familiar with the skill sets of adjoining Fire/EMS agencies.

Thank you for your consideration and please let me know if you require additional information or if you have any questions about my support of the Glorieta Pass grant application.

Sincerely,

Stephen F. Tapke, Chief
El Dorado Fire and Rescue Service
eldoradofire@comcast.net

Pecos Independent School District

North Hwy 63 P.O.Box 368 Pecos, NM 87552 505-757-4700 Fax: 505-757-8721

TO: EMS Fund Act Vehicle Purchase Program

FROM: Fred Trujillo, Superintendent Pecos ISD

DATE: November 13, 2013

RE: Support for New Vehicle

This is a letter of support for the Glorieta Pass Fire and Rescue. On multiple occasions, the Pecos ISD has had to call upon the services of the Glorieta Pass Fire and Rescue to help in relevant matters. The Pecos ISD is a rural district that has limited resources, and it relies heavily on the services that are provided by other entities. We have utilized the Fire and Rescue for a smoke alarm activation and multiple student and staff medical emergencies in the past year.

It is critical to our community and school district for the Glorieta Pass Fire and Rescue unit to have updated equipment and vehicles to service the area.

The unit has been quick to respond and professional in their actions. They have also been available to our district in regards to attending our College and Career Days, parades, local 5K/10K runs, athletic events, and other meaningful activities.

I whole-heartedly recommend that you support the Glorieta Pass Fire and Rescue in their application for replacement for their 1991 Rescue Unit.

If I can be of any further help in this matter, please do not hesitate to contact me.

Thank you for your attention on this very important matter.

PECOS VOLUNTEER FIRE DEPARTMENT

P.O. Drawer 337
Pecos, N.M. 87552

November 12, 2013

To Whom It May Concern:

Glorieta Fire Department provides mutual aid to the Pecos Fire Department as needed. They assist us wtih there rescue unit in some accidents that involve more equipment that we do not have as a department. Glorieta Fire also participates in community events in our district such as Rodeos, Career Day and other school events. The Glorieta Fire Department is very well organized. The volunteers are always ready to train and learn new things within the department and surrounding departments.

Glorieta Fire is always ready to help in any way they can.

Sincerely,

Ralph Lopez

Ralph Lopez

Pecos Fire Chief

The Village of Pecos

P O Drawer 337

Pecos, New Mexico 87552

Phone (505)757-6591

Fax (505)757-2833

November 14, 2013

State Wide EMS Advisory
Committee Review Group

To Whom it may Concern:

We understand that Glorieta Pass Fire and Rescue is filing a funding application to the EMS Fund Act Vehicle Purchase Program to assist in the cost of replacing their 1991 Rescue Unit.

The Village of Pecos fully supports Glorieta Pass Fire and Rescue in their efforts to acquire a replacement for this crucial piece of equipment.

Given its close proximity to Pecos, Glorieta Pass Fire and Rescue has historically provided fire and medical responses and has assisted our fire department in calls for local and wilderness rescues, vehicle accidents, residential and forest fires through previous and existing Mutual Aid Agreements. Our close professional relationship with Glorieta Pass Fire has resulted in saving lives, and the preservation of personal and public property.

Additionally, volunteers of Glorieta Pass Fire and Rescue are first to make a presence, participate and contribute to school events, community action programs, fund raisers, and rodeo events. Their commitment to service and concern for their communities is unwavering.

Thank you for your consideration of this funding request.

Please contact us should you have questions.

Sincerely,

Tony J. Roybal
Mayor

LIGHT DUTY DEMO
PROPOSAL SPECIFICATIONS

GSO #9298

June 26, 2013

PROPOSAL

KME Fire Apparatus is pleased to offer the proposed vehicle to meet the intent of the fire department specifications. KME Fire Apparatus is a leading manufacturer in custom and commercial fire fighting vehicles.

Questions or concerns pertaining to this proposal can be answered by contacting the following KME personnel:

Product Manager – Andrew Yenser
KME Fire Apparatus
One industrial Complex
Nesquehoning, Pa 18240
Phone: (570) 669-5127
Fax: (570) 669-5182

GENERAL INFORMATION

The proposed apparatus will be constructed to withstand the severe and continuous use encountered during emergency fire fighting services. The apparatus will be of the latest type, carefully designed and constructed with due consideration to the nature and distribution of the load to be sustained.

This proposal details the general design criteria of cab and chassis components, aerial device (if applicable), fire pump and related components (if applicable), water tank (if applicable), fire body, electrical components, painting, and equipment.

All items of these proposal specifications will conform to the National Fire Protection Association Pamphlet No. 1901, latest edition.

KME will furnish satisfactory evidence of our ability to construct, supply service parts and technical assistance for the apparatus specified.

FIRE APPARATUS DOCUMENTATION

KME will supply, at the time of delivery, at least one (1) copy of the following documents:

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

- Owners name and address
- Apparatus manufacturer, model and serial number
- Chassis make, model and serial number
- Front tire size and total rated capacity in pounds
- Rear tire size and total rated capacity in pounds
- Chassis weight distribution in pounds with water and manufacturer mounted equipment, front and rear
- Engine make, model, serial number, rated horsepower, rated speed and governed speed
- Type of fuels and fuel tank capacity
- Electrical system voltage and alternator output in amps.
- Battery make, model and total capacity in cold crank amps (CCA)
- Transmission make, model and serial number. If so equipped chassis transmission PTO(s) make, model and gear ratio
- Pump make, model, rated capacity in gallons per minute (liters per minute where applicable) and serial number
- Pump transmission make, model, serial number and gear ratio

- Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable) and serial number
- Water tank certified capacity in gallons or liters
- Paint manufacturer and paint number(s)

Certification of slip resistance of all stepping, standing and walking surfaces.

If the apparatus has a fire pump or an industrial supply pump, the pump manufacturer's certification of suction capability.

If the apparatus has a fire pump or an industrial supply pump, a copy of the apparatus manufacturer's approval for stationary pumping applications.

If the apparatus has a fire pump or an industrial supply pump, the engine manufacturers certified brake horsepower curve for the engine furnished, showing the maximum governed speed.

If the apparatus has a fire pump or an industrial supply pump, the pump manufacturers certification of hydrostatic test.

If the apparatus has a fire pump or an industrial supply pump, the Underwriters Laboratory certification of inspection and test for the fire pump.

If the apparatus has an aerial device the Underwriters Laboratory certification of inspection and test for the aerial device.

If the apparatus has an aerial device, all the technical information required for inspections to comply with NFPA 1911, Standards for Testing Fire Department Aerial Devices.

If the apparatus has a fixed line voltage power source, the certification of the test for the fixed power source.

If the apparatus is equipped with an air system, test results of the air quality, the SCBA fill station, and the air system installation.

Weight documents from certified scale - showing actual loading on the front axle, rear axle(s) and overall vehicle (with the water tank full but without personnel, equipment and hose) will be supplied with the complete vehicle to determine compliance with NFPA-1901

Written load analysis and results of electrical performance tests.

If the apparatus is equipped with a water tank, the certification of water tank capacity by the tank manufacturer.

The proposed chassis will be certified by the apparatus manufacturer as conforming to all applicable Federal Motor Vehicle Safety Standards (FMVSS) in effect at the date of contract. This will be attested to by the attachment of a FMVSS certify caution label on the vehicle by KME, who will be recognized as the responsible final manufacturer.

KME will be responsible for preparing and maintaining a record file of parts and assemblies used to manufacture the proposed apparatus. These records will be maintained in KME's factory for a minimum of twenty (20) years. The file will contain copies of any and all reported deficiencies, all replacement parts required to maintain the apparatus, and original purchase documents including specifications, contract, invoices, incomplete chassis certificates, quality control reports and final delivery acceptance documents. The purchaser will have access to any and all documents contained in this file upon official written request.

GENERAL CONSTRUCTION

The proposed apparatus, assemblies, subassemblies, component parts, etc., will be designed and constructed with the due consideration to the nature and distribution of the load to be sustained and to the general character of the service to which the apparatus is subjected to when placed in service. All parts of the apparatus will be designed with a factor of safety, which is equal to or greater than that which is considered standard and acceptable for this class of equipment in fire fighting service. All parts of the proposed apparatus will be strong enough to withstand general service under full load. The apparatus will be so designed that the various parts and readily accessible for lubrication, inspection, adjustment and repair.

The apparatus will be designed and constructed, and the equipment so mounted, with due consideration to distribution of the load between front and rear axles that all specified equipment, including a full complement of specified ground ladders, full water tank, loose equipment, and firefighters will be carried without overloading or injuring the apparatus.

PRODUCT LIABILITY INSURANCE

KME provides liability and facility insurance equaling $30,000,000.00, which is one of the highest available in the fire industry. Reference attached documentation.

FAIR, ETHICAL AND LEGAL COMPETITION

In order to ensure fair, ethical, and legal competition, neither original equipment manufacturer (O.E.M.) nor parent company of the O.E.M. will have ever been fined or convicted of price fixing, bid rigging, or collusion in any domestic or international fire apparatus market.

MATERIAL AND WORKMANSHIP

All equipment furnished will be guaranteed to be new and of current manufacture, to meet all requirements of purchaser's specifications.

All workmanship will be of high quality and accomplished in a professional manner so as to insure a functional apparatus with a pleasing, aesthetic appearance.

INSTRUCTION MANUALS/DRAWINGS, SCHEMATIC

KME will supply at time of delivery, two (2) CD copies of a complete operation and service manual covering the complete apparatus as delivered and accepted.

The manual will contain the following:

- Descriptions, specifications, and ratings of chassis, pump (if applicable), and aerial device.
- Wiring diagrams.
- Lubrication charts.
- Operating instructions for the chassis, any major components such as a pump and any auxiliary systems.
- Instructions regarding the frequency and procedures recommended for maintenance.
- Parts replacement information.

VEHICLE FLUIDS PLATE

As required by NFPA-1901, KME will affix a permanent plate in the driver's compartment specifying the quantity and type of the following fluids used in the vehicle:

A permanent plate in the driving compartment will specify the quantity and type of the following fluids used in the vehicle:

- Engine oil
- Engine coolant
- Chassis transmission fluid
- Pump transmission lubrication fluid
- Pump primer fluid
- Drive axle(s) lubrication fluid
- Air-conditioning refrigerant
- Air-conditioning lubrication oil
- Power steering fluid
- Cab tilt mechanism
- Transfer case fluid
- Equipment rack fluid
- Air compressor system lubricant
- Generator system lubricant
- Aerial systems

PRINCIPAL APPARATUS DIMENSIONS & G.V.W.R.

The principal dimensions of the completed apparatus will not exceed the following maximum acceptable dimensions:

KME PROPOSED DIMENSIONS:

- OVERALL LENGTH: 288"
- OVERALL WIDTH: 92"
- OVERALL HEIGHT: 96"
- WHEELBASE: 176"

The axle and total weight ratings of the completed apparatus will not be less than the following minimum acceptable weight ratings:

- MINIMUM FRONT G.A.W.R.: 6,000 lbs.
- MINIMUM REAR G.A.W.R.: 13,660 lbs.
- MINIMUM TOTAL G.V.W.R.: 19,000 lbs.

KME will include the principal dimensions, front G.A.W.R., rear G.A.W.R., and total G.V.W.R. of the proposed apparatus. Additionally, KME will provide a weight distribution of the fully loaded, completed vehicle; this will include a filled water tank, specified hose load, miscellaneous equipment allowance in accordance with NFPA-1901 requirements, and an equivalent personnel load of 250 lbs. per seating position.

KME OWNERSHIP

KME is a tightly held family owned corporation. All of the stockholders are members of the Kovatch family of Nesquehoning, PA. KME carries no (zero) long term debt and is the largest privately owned manufacturer of fire apparatus in the country.

PRIMARY PLANT CONSTRUCTION

In order to insure top quality construction, maximum assembly line and engineering communication and the highest level of manufacturing supervision the entire apparatus will be built at the bidders' primary (headquarters) manufacturing facility. Apparatus constructed at satellite plants will not be considered.

U.S.A. MANUFACTURER

The entire apparatus will be assembled within the borders of the Continental United States to insure more readily available parts (without added costs and delays caused by tariffs and customs) and service.

QUALITY MANAGEMENT

KME operates a Quality Management System in compliance with ISO 9001. This business management system allows KME to monitor processes to ensure they are effective; keep adequate records; check output for defects, with appropriate and corrective action where necessary; regularly review individual processes and the quality system itself for effectiveness; and facilitate continual improvement.

COOPERATIVE PURCHASING

KME is pleased to allow other public agencies to use the purchase agreement resulting from this invitation to bid. The condition of such use by other agencies will be that any such agency must make and pursue contact, purchase order/contract, and all contractual remedies with KME. Such tag-on's will be done so that the original purchasing agency has no responsibility for performance by either KME or the agency using the contract.

LINE VOLTAGE ELECTRICAL SYSTEM CERTIFICATION

When the unit successfully meets all the requirements outlined in NFPA 1901, 2009 Edition, UL will issue a Certificate of Automotive Fire Apparatus Examination and Test stating the unit's compliance with the required line voltage section of NFPA.

GENERAL APPARATUS DESCRIPTION "SPECIAL SERVICE FIRE APPARATUS"

The unit shall be designed to conform fully to the "Special Service Fire Apparatus" requirements as stated in the NFPA 1901 Standard (2009 Revision), which shall include the following required chapters as stated in this revision:

- Chapter 1 Administration
- Chapter 2 Referenced Publications
- Chapter 3 Definitions
- Chapter 4 General Requirements
- Chapter 10 Special Service Fire Apparatus
- Chapter 12 Chassis and Vehicle Components
- Chapter 13 Low Voltage Electrical Systems and Warning Systems
- Chapter 14 Driving and Crew Areas
- Chapter 15 Body, Compartments and Equipment Mounting

CAB SAFETY SIGNS

The following safety signs shall be provided in the cab:

- A label displaying the maximum number of personnel the vehicle is designed to carry shall be visible to the driver.
- "Occupants will be seated and belted when apparatus is in motion" signs shall be visible from each seat.
- "Do Not Move Apparatus When Light Is On" sign adjacent to the warning light indicating a hazard if the apparatus is moved (as described in subsequent section).
- A label displaying the height, length, and GVWR of the vehicle shall be visible to driver.
- This label shall indicate that the fire department will revise the dimension if vehicle height changes while vehicle is in service.

CHASSIS DATA LABELS

The following information shall be on labels affixed to the vehicle:

Fluid Data

- Engine Oil
- Engine Coolant
- Chassis Transmission Fluid
- Pump Transmission Lubrication Fluid
- Pump Primer Fluid (if applicable)
- Drive Axle(s) Lubrication Fluid
- Air Conditioning Refrigerant
- Air Conditioning Lubrication Oil
- Power Steering Fluid
- Cab Tilt Mechanism Fluid
- Transfer Case Fluid (if applicable)
- Equipment Rack Fluid (if applicable)
- Air Compressor System Lubricant
- Generator System Lubricant (if applicable)
- Front Tire Cold Pressure
- Rear Tire Cold Pressure
- Aerial Hydraulic Fluid (if applicable)
- Maximum Tire Speed Rating

Chassis Data

- Chassis Manufacturer
- Production Number
- Year Built
- Month Manufactured
- Vehicle Identification Number

Manufacturers weight certification:

- Gross Vehicle (or Combination) Weight Rating (GVWR or GCWR)
- Gross Axle Weight Rating, Front
- Gross Axle Weight Rating, Rear

ROLLOVER STABILITY

The apparatus shall meet the criteria defined in 4.13.1 for rollover stability as defined in the 2009 NFPA Standard for Automotive Fire Apparatus.

Vehicle Profile

2014 Ford F-550 Chassis

4x4 SD Crew Cab 176" WB DRW XL (W5H)

Powertrain

Powerstroke 6.7L V-8 OHV direct diesel injection 32 valve intercooled turbo diesel engine * 357 amp dual alternator * 750 amp (total) 78 amp hours (Ah) (total) battery dual batteries with run down protection * 6-speed electronic SelectShift automatic transmission with overdrive, lock-up, driver selection * Part-time four-wheel drive with manual transfer case shift, manual locking hubs * Limited slip differential, driveline traction control, power take-off provision * 4.88 axle ratio * Stainless steel exhaust

Steering and Suspension

Hydraulic power-assist re-circulating ball steering * 4-wheel disc brakes with front and rear vented discs * Firm ride suspension * Mono-beam non-independent front suspension * Front anti-roll bar * Front coil springs * HD front shocks * Rigid rear axle * Rear leaf suspension * Rear anti-roll bar * HD rear leaf springs * HD rear shocks * Front and rear 19.5" x 6.00" argent steel wheels * LT225/70SR19.5 BSW AS front tires * AT rear tires

Safety

4-wheel anti-lock braking system * Dual airbags, seat mounted driver and passenger side-impact airbags, curtain 1st and 2nd row overhead airbags * Front height adjustable seatbelts * SecuriLock immobilizer, panic alarm, security system

Comfort and Convenience

Air conditioning, underseat ducts * AM/FM stereo, clock, seek-scan, in-dash mounted single CD, MP3 decoder, 6 speakers, fixed antenna * Cruise control with steering wheel controls * Power door locks with 2 stage unlock, keyfob (all doors) keyless entry * 2 12V DC power outlets, retained accessory power * Analog instrumentation display includes tachometer, engine temperature gauge, turbo/supercharger boost gauge, transmission fluid temp gauge, engine hour meter, exterior temp, systems monitor, trip odometer * Warning indicators include oil pressure, engine temperature, battery, lights on, key, low fuel, door ajar, service interval, brake fluid * Steering wheel with tilt and telescopic adjustment * Power front and rear windows with light tint, driver 1-touch down * Variable intermittent front windshield wipers * Passenger side vanity mirror * Day-night rearview mirror * Interior lights include dome light with fade, front and rear reading lights, illuminated entry * Full overhead console with storage, glove box, front cupholder, instrument panel bin, driver and passenger door bins, rear door bins * Upfitter switches

Seating and Interior

Seating capacity of 6 * 40-20-40 split-bench front seat with adjustable head restraints, center armrest with storage * 4-way adjustable driver seat includes lumbar support * 4-way adjustable passenger seat * 60-40 folding rear split-bench seat with FlexFold flip forward cushion/seatback, 3 adjustable rear head restraints * Vinyl faced front seats with vinyl back material * Vinyl faced rear seats with carpet back material * Full cloth headliner, full vinyl/rubber floor covering, plastic/rubber gear shift knob, chrome interior accents

Exterior Features

Side impact beams, front license plate bracket, fully galvanized steel body material * Black fender flares * Black sidewindow moldings, black front windshield molding * Black door handles * Black grille * 4 doors * Trailer harness * Driver and passenger power remote black heated convex spotter folding manual extendable trailer outside mirrors with turn signal indicators * Front chrome bumper with front tow hooks * Aero-composite halogen headlamps * Additional exterior lights include cab clearance lights, underhood light, remote activated perimeter/approach lights * Clearcoat monotone paint * Ambulance

2009 NFPA COMPLIANT CHASSIS

SEAT BELT CUSHION SENSORS AND BELT SENSORS

The apparatus shall be equipped with a seat belt warning system. The system shall consist of a Seat Belt module, cushion sensors, dash mounted display and audible alarm.

Their shall be a total of five (5) seats connected to the seat belt system. They shall consist of; driver, officer and three (3) crew. The center seat between the driver and officer shall be removed as it will not meet NFPA 1901, 2009 compliance

Each seat belt shall be red in color in order to comply with NFPA.

VEHICLE DATA RECORDER

A Vehicle Data Recorder (VDR) system shall be provided. The system shall include an NFPA compliant "Black Box" with reporting software that shall be capable of data storage to coincide with the NFPA requirements.

Data storage capabilities shall include interfaces with the following systems:

- Display module (Master Optical Warning Device)
- VDR, date & time stamp
- Max Vehicle speed (MPH)
- Vehicle acceleration / deceleration (MPH/Sec.)
- Engine Speed (RPM)
- ABS event
- Data password protected
- Data sampled once per second, in 48-hour loop
- Data sampled min by min for 100 engine hours
- Throttle position (% of Throttle)
- Data software
- PC / Mac Compatible
- Data summary reports

FORD - CHASSIS FINANCE/FLOOR PLAN CHARGE (3%)

SEAT BELT CLARIFICATION

Red seat belts shall be provided if available from the chassis manufacturer. The apparatus manufacturer shall not change commercial chassis seat belts.

EMBER SEPARATOR

The apparatus manufacturer shall install a stainless mesh screen ember separator to the commercial chassis air intake system. The ember separator shall prevent matter larger than 0.039 in (1.0 mm) in diameter from reaching the air filter element.

WHEEL TRIM KITS

Wheel trim kits consisting of chrome baby moon hubcaps and chrome lug nut covers shall be installed on the front and rear axles of the single rear axle chassis.

CAB RUNNING BOARDS

Nerf style running boards shall be provided at each cab entry. The step surface will include a Line-X aggressive surface to meet NFPA requirements.

FIRE CONTOUR CONSOLE - 4 X 4 F550

Jotto Desk model 425-6522 Fire Contour Console shall be installed under the dash. This console is designed for floor mounted 4 x 4 activation.

ANTENNA INSTALLATION

One (1) antenna mounting base(s) model #MATM with 17' of coaxial cable shall be provided and installed on the cab roof. The attached antenna wire(s) shall be run to the right side cab dash area.

The Fire Department is responsible to have the correct antenna whip installed once the apparatus is delivered.

TIRE PRESSURE MONITORING DEVICES

Each tire shall be equipped with an air pressure indicator cap on the valve stem. Each cap shall have a visual LED indicator to show if the tire is correctly inflated.

***** CHASSIS/BODY ELECTRICAL & ACCESSORIES *****

COMMERCIAL CHASSIS ELECTRICAL SYSTEM

The commercial chassis electrical system shall be provided as furnished by the original manufacturer. A customized interface shall be provided and designed, so as not to disturb any of the required chassis functions. The necessary interfaces shall only be provided in areas where load management is allowed or with accessory components provided on the chassis.

12 VOLT ELECTRICAL SYSTEM TESTING

The apparatus low voltage electrical system shall be tested and certified by the manufacturer. The certification shall be provided with the apparatus. All tests shall be performed with air temperature between 0°F and 100°F.

The following three (3) tests shall be performed in order. Before each test, the batteries shall be fully charged.

TEST #1-RESERVE CAPACITY TEST

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged. The engine shall be shut off and the minimum continuous electrical load shall be activated for 10 minutes. All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test failure.

TEST #2-ALTERNATOR PERFORMANCE TEST AT IDLE

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

TEST #3-ALTERNATOR PERFORMANCE TEST AT FULL LOAD

The total continuous electrical load shall be activated with the engine running up to the engine manufacturers governed speed. The test duration shall be a minimum of 2 hours. Activation of the load management system shall be permitted during this test. However, an alarm sounded due to excessive battery discharge, as detected by the system, or a system voltage of less than 11.7 volts DC for a 12 volt system, for more than 120 seconds, shall be considered a test failure.

LOW VOLTAGE ALARM TEST

Following completion of the preceding tests, the engine shall be shut off. The total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm is activated.

The battery voltage shall be measured at the battery terminals. With the load still applied, a reading of less than 11.7 volts shall be considered a test failure. The battery system shall then be able to restart the engine.

At time of delivery, documentation shall be provided with the following information:

- Documentation of the electrical system performance test
- A written load analysis of the following;
- Nameplate rating of the alternator
- Alternator rating at idle while meeting the minimum continuous electrical load
- Each component load comprising the minimum continuous electrical load.
- Additional loads that, when added to the minimum continuous load, determine the total connected load.
- Each individual intermittent load.

BATTERY DISCONNECT SWITCH

The chassis batteries shall be wired in parallel to a single 12 volt electrical system, controlled through a heavy duty, rotary type, master disconnect switch. The master disconnect switch shall be located within easy access of the driver upon entering or exiting the cab.

120 VOLT SHORELINE CONNECTION - "SUPER" AUTO EJECT

One (1) Kussmaul "Super" Auto Eject model 091-55-15-120, automatic, 120 volt, 15 amp shoreline disconnect shall be provided for the on board, 110 volt battery charging systems.

The disconnect shall be equipped with a NEMA 5-15P male receptacle, which shall automatically eject the shoreline when the vehicle starter is energized. A label shall be provided indicating voltage and amperage ratings.

SHORELINE POWER INLET PLATE

A shoreline power receptacle information plate shall be permanently affixed at or near the power inlet. The plate shall indicate the following;

- Type of Line Voltage
- Current Rating in Amps Power Inlet Type (DC or AC).

The Kussmaul auto-eject connection shall be equipped with a Red or other Department directed color weatherproof cover.

The shoreline receptacle shall be located in the driver's cab step well.

BATTERY CHARGER SYSTEM

A Kussmaul model # 091-170-12, "Auto Charge 12 HO" high output, fully automatic battery charger shall be provided for maintaining the vehicle battery system. Remote voltage sensing shall be provided to compensate the charger output for the voltage drop in the charging wires. Output current shall be 20 amperes @ 12 volt DC. A built-in ammeter shall be provided.

"DO NOT MOVE APPARATUS" WARNING LIGHT WITH AUDIBLE ALARM

A 1" round, red flashing warning light with an integral audible alarm, shall be functionally located in the cab to signal when an unsafe condition is present such as an open cab door or body compartment door, an extended ladder rack, a deployed stabilizer, an extended light tower or any other device which is opened, extended or deployed which may cause damage to the apparatus if it is moved.

This light shall be activated through the parking brake switch to signal when the parking brake is released. This light shall be labeled "DO NOT MOVE TRUCK".

DOT MARKER LIGHTS AND REFLECTORS

Truck-Lite Model # 18 red LED marker lights with integral reflectors shall be provided at the lower side rear, one (1) each side.

Truck-Lite Model #19 red LED clearance lights shall be provided on the apparatus rear upper, one (1) each side at the outermost practical location.

Truck-Lite Model # 33740R LED 3-lamp identification bar will be provided on the apparatus rear center. The lights shall be red in color.

Truck-Lite # 98034Y yellow reflectors shall be provided on the apparatus body lower side, as far forward and low as practical, one (1) each side if the apparatus is 30' long or longer.

Truck-Lite # 98034R red reflectors shall be provided on the apparatus rear, one (1) each side at the outermost practical location.

LICENSE PLATE LIGHT - REAR

One (1) Weldon model # 9186 license plate light shall be provided above the mounting position of the license plate. The light shall be clear and shall have a chrome finish.

TAIL, STOP, TURN AND BACK-UP LIGHTS

Two (2) Code 3, 65STR 4" x 6", red LED combination tail and stop lights, shall be mounted one each side at the rear of the body.

Two (2) Code 3, 65STA 4" x 6", amber LED arrow turn signal lights, shall be mounted one each side, on a vertical plane with the tail/stop lights.

Two (2) Code 3, 61RV 4" x 6", white halogen backup lights, shall be mounted one each side, on a vertical plane with the turn/tail/stop signals. These lights shall activate when the transmission is placed in reverse gear.

Two (2) Code 3 65STK4 mounting flanges, installed one (1) on each side, shall be provided to mount the lights described above in one common mounting flange. The fourth opening shall be for the lower rear warning lights.

BODY STEP LIGHTS

Polished stainless steel, TecNiq Eon 3-LED horizontal surface mounted body step lights shall be provided and controlled with marker light actuation. Step lights shall be located to properly illuminate all body access steps and walkway areas and shall include a mounting gasket to provide a watertight seal.

GROUND LIGHTS - CAB

One (1) ROM V3 12" LED ground light shall be provided under each side cab door entrance step, four (4) total. The lights shall be mounted in ROM standalone aluminum mounting track with mounting slots at each end. The ground lights shall turn on automatically with each respective door jamb switch and also by a master ground light switch in the warning light switch console.

Each light shall illuminate an area at a minimum 30" outward from the edge of the vehicle.

****** BODY ELECTRICAL SYSTEM ******

12 VOLT BODY ELECTRICAL SYSTEM

All electrical lines in the body shall be protected by automatic circuit breakers, conveniently located to permit ease of service. Flashers, heavy solenoids and other major electrical controls shall be located in a central area near the circuit breakers.

All lines shall be color and function coded every 3", easy to identify, oversized for the intended loads and installed in accordance with a detailed diagram. A complete wiring diagram shall be supplied with the apparatus.

Wiring shall be carefully protected from weather elements and snagging. Heavy duty loom shall be used for the entire length. Grommets shall be utilized where wiring passes through panels.

In order to minimize the risk of heat damage, wires run in the engine compartment area shall be carefully installed and suitably protected by the installation of heat resistant shielded loom.

All electrical equipment shall be installed to conform to the latest federal standards as outlined in NFPA 1901.

BODY ELECTRICAL JUNCTION COMPARTMENT

A weather resistant electric junction compartment shall be provided in the left side lower front compartment. This compartment shall be recessed through the inside rear wall of the compartment to provide an easily accessible enclosure to house all of the body wiring junction points, terminal strips, solenoids, etc. The design of this compartment shall not decrease the storage capacity area of the compartment in which it is located. A removable panel shall be provided for access to this compartment.

ENGINE COMPARTMENT WORK LIGHTS

Two (2) Peterson model #M391 lights shall be provided inside the engine enclosure that will provide a minimum of 20 candlepower illumination. Each light shall have their own independent switch incorporated into the light head.

ROM TRACK MOUNTED COMPARTMENT LIGHTS - LED

Each individual, equipment storage compartment shall be equipped with the ROM LED V3 lights on the forward and rear edge of each body door opening. The lights shall be mounted in an anodized

aluminum track provided by ROM either as a stand alone unit or an integrated part of the roll up shutter door track. The lights shall be designed and manufactured to be water proof meeting the IPX7 industry standard and shall include a streamline optic lens and a fixed lumen output across 9-16vdc. Each LED module shall be of interlocking design and shall be able to be serviced/replaced without the removal of light assembly or shutter door.

NFPA AUDIBLE AND LIGHTING WARNING PACKAGE

The following warning light package shall include all of the minimum warning light and actuation requirements for the current revision of the NFPA 1901 Fire Apparatus Standard. The lighting as specified shall meet the requirements for both "Clearing Right of Way" and "Blocking Right of Way" which includes disabling all white warning lights when the apparatus is in "Blocking Right of Way" mode.

LIGHT PACKAGE ACTUATION CONTROLS

The entire warning light package shall be actuated with a single warning light switch located on the cab switch panel. The wiring for the warning light package shall engage all of the lights required for "Clearing Right of Way" mode when the vehicle parking brake is not engaged. An automatic control system shall be provided to switch the warning lights to the "Blocking Right of Way" mode when the vehicle parking brake is engaged.

WARNING LIGHT FLASH PATTERN

All of the perimeter warning lights shall be set to the default NFPA flash pattern as provided by the warning light manufacturer.

UPPER LEVEL LIGHTING - CODE 3

NFPA ZONE A, UPPER

A Code 3 2758NFPA P1 "RX 2700 Prizm II Series", 58" LED cab roof warning light bar shall be furnished and rigidly mounted on top of the cab roof.

The light bar shall be equipped with the following:

- Red Upper Lenses
- Clear Lower Lenses
- Six Forward Facing Red - Eight LED Reflector Prizm II Modules
- Four Corners Red - Twelve LED Reflector Prizm II Modules.

If equipped, the forward facing white lights shall be automatically disabled for the "Blocking Right of Way" mode.

NFPA ZONE C, UPPER

Two (2) Code 3 85BZ* LED lights shall be furnished and mounted one (1) each side at the rear, upper portion of the apparatus.

Each light head shall be equipped with red LED's and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

NFPA ZONES B & D REAR, UPPER

Two (2) surface mounted Code 3 85BZ* LED light heads shall be furnished and mounted one (1) each side on the upper side face, towards the rear of the body, facing to each side of the unit.

Each light head shall be equipped with red LED's and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

NFPA ZONES B & D FRONT, UPPER

The lighting requirement for this area is covered by the lights noted in Zone "A" - Upper.

LOWER LEVEL LIGHTING - CODE 3

NFPA ZONE A, LOWER

Two (2) Code 3 45BZ* LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LED's and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

The lower zone A warning lights shall be mounted in the commercial chassis grille.

NFPA ZONE C, LOWER

Two (2) Code 3 65BZ* LED light heads shall be provided and installed; one (1) each side directly below the DOT stop, tail, turn and backup lights.

Each light head shall be equipped with red LED's and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

NFPA ZONES B & D FRONT, LOWER

Two (2) Code 3 LXEX1F-* LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LED's and a clear lens.

The lights shall be installed with a brushed aluminum mounting flange.

The lower zone B & D warning lights shall be mounted on the sides of the commercial chassis hood.

NFPA ZONES B & D REAR, LOWER

Two (2) Code 3 65BZ* LED light heads shall be provided and installed one (1) each side.

Each light head shall be equipped with red LED's and a colored lens.

The lights shall be installed with a chrome plated mounting flange.

WARNING LIGHT SYSTEM CERTIFICATION

The warning light system(s) specified above shall not exceed a combined total amperage draw of 45 AMPS with all lights activated in either the "Clearing Right of Way" or the "Blocking Right of Way" mode.

The warning light system(s) shall be certified by the light system manufacturer(s), to meet all of the requirements in the current revision of the NFPA 1901 Fire Apparatus Standard as noted in the General Requirements section of these specifications. The NFPA required "Certificate of Compliance" shall be provided with the completed apparatus.

BACK-UP ALARM

A Code 3, model # D450C, 87dBA back-up alarm, shall be provided and installed at the rear of the apparatus under the tailboard. The back-up alarm shall activate automatically when the transmission is placed in reverse gear and the ignition is "on".

ELECTRONIC SIREN

One (1) Code 3 Model #3672 V-Con electronic siren shall be provided featuring: electronic air horn, hyper yelp siren tones. A hardwired microphone shall provided for the public address feature.

The electronic siren and speaker shall meet the NFPA required SAE certification to ensure compatibility between the siren and speaker.

One (1) Code 3, model # FM100C chrome plated siren speaker shall be provided, recessed in the front bumper and wired to the electronic siren.

RESCUE BODY DESIGN CONSTRUCTION

The body side and compartment assemblies shall be designed and assembled to provide maximum strength and durability under all operating conditions.

Special attention shall be taken to minimize rust on all fabricated parts and structural members of the body. All bolt-on components shall be provided with a dissimilar metals isolation barrier to prevent electric corrosion. The body design shall also incorporate removable panels to access spring hangers, rear body mounts and fuel tank sending units.

The body shall be an all Heliarc welded construction for maximum strength and integrity for the entire life of the apparatus. The body assembly shall be a single unit completely isolated from the cab.

BODY AND COMPARTMENT FABRICATION - 1/8" & 3/16" ALUMINUM

All compartment panels and body side sheets shall be 1/8" and 3/16" aluminum (5052-H32). Each side compartment assembly shall be both plug welded and stitch welded to ensure proper weld penetration on all panels while avoiding the possible warping caused by a full seam weld. The side compartments shall be welded on a fixture to ensure true body dimensions of all door openings. The side compartments and body side panels are then set into a body squaring fixture where the super structure is installed and the entire body is aligned to be completely symmetrical. The super structure is then welded to the compartment side panels and reinforcement plates are inserted which allows the compartment panels to become an integral component of the body support structure. A full seam weld shall not be used due to the applied heat which shall distort sheet metal and remove the protective coating from the perimeter of the welded area. All seams shall be caulked prior to finish paint to ensure proper compartment seal.

92" WIDE RESCUE BODY

The rescue body shall be 92" wide to provide the maximum amount of usable compartment space, and to extend the body fenderettes outward for better tire tread coverage.

SUPER STRUCTURE - ALUMINUM

The body super structure shall be an all welded configuration utilizing a combination of 3" x 1-1/2" 6061-T6 thick walled structural tubing and 6061 structural channel.

This structure shall be designed to totally support the full length and width of the body and shall be welded to the body side compartments by use of reinforcement plates to incorporate the compartments into an integral part of the body weldment.

The super structure shall be bolted to the sides of the chassis frame at four (4) points.

STEPPING, STANDING, & WALKING SURFACES

All stepping, standing, and walking surfaces on the body shall meet NFPA #1901 anti-slip standards. Aluminum tread plate utilized for stepping, standing, and walking surfaces shall be ALCOA No Slip type. Upon request by the Purchaser, the manufacturer shall supply proof of compliance with this requirement.

All vertical surfaces on the body, which incorporate aluminum tread plate material, will utilize the same material pattern to provide a consistent overall appearance.

ROOF CONSTRUCTION

The apparatus body and roof panel construction shall be integral and reinforced for maximum strength.

The roof shall be 3/16" 3003H-12 aluminum tread plate welded to the interior roof members and vertical interior compartment walls. The roof perimeters shall be fabricated to overlap the body side sheets to allow a weather tight seal.

All roof seams shall be continuously welded. Heliarc welding shall be used for this process.

The roof members shall be 2" x 2" x 1/4" wall square tubing welded in place and supported by the side vertical wall members. Attachment of the roof skin with pop rivets or sheet metal screws, or support of the roof surface with plywood are not acceptable and grounds for rejection.

Centered overtop of compartments L1/R1 shall be a recessed well for installation of the generator. The well shall be large enough to allow appropriate airflow to cool the generator during operation. To increase air flow punched holes shall be provided in the front of the well through the treadplate on the front face of the body.

LD ROLL-UP THREE (3) COMPARTMENT WALK AROUND, 60" CA

LEFT SIDE COMPARTMENT #1

- 60" high x 31-1/4" wide x 24" deep
- Roll-Up door
- Door opening: 56" high x 28" wide
- Clear opening: 50" high x 25" wide

Compartment L-1 shall be transverse over the frame rails.

The following accessories shall be installed:

LEFT SIDE COMPARTMENT #2

- 35" high x 51-1/2" wide x 24" deep
- Roll-Up door
- Door opening: 31" high x 47" wide
- Clear opening: 25" high x 44" wide

Compartment L-2 shall be transverse over the frame rails.

The following accessories shall be installed:

One (1) rollout, drop down tray(s)

LEFT SIDE COMPARTMENT #3

- 60" high x 38-1/8" wide x 24" deep
- Roll-Up door
- Door opening: 56" high x 36" wide
- Clear opening: 50" high x 33" wide

The following accessories shall be installed.

One (1) #500, 70%, floor mounted rollout tray(s)

RIGHT SIDE COMPARTMENT #1

- 60" high x 31-1/4" wide x 24" deep
- Roll-Up door
- Door opening: 56" high x 28" wide
- Clear opening: 50" high x 25" wide

Compartment R-1 shall be transverse over the frame rails.

The following accessories shall be installed:

One (1) adjustable shelf(s)

One (1) #250 floor mounted rollout tray(s)

RIGHT SIDE COMPARTMENT #2

- 35" high x 51-1/2" wide x 24" deep
- Roll-Up door
- Door opening: 31" high x 47" wide
- Clear opening: 25" high x 44" wide

Compartment R-2 will be transverse over the frame rails.

The following accessories will be installed:

One (1) rollout, drop down tray(s)

RIGHT SIDE COMPARTMENT #3

- 60" high x 38-1/8" wide x 24" deep
- Roll-Up door
- Door opening: 56" high x 36" wide
- Clear opening: 50" high x 33" wide

The following accessories shall be installed:

REAR COMPARTMENT

A rear compartment measuring 42" wide with a minimum height of 47-3/4" and a depth equal to the width of the rearmost compartment which is NOT Transverse.

UPPER REAR STEP COMPARTMENT

A compartment shall be provided above the rear step compartment for the storage of long equipment. The compartment shall be 44" wide x 12" high x body length. Fiberglass angle shall be provided on the compartment floor for the storage of ground ladders or a stokes basket. A horizontally, top hinged tread plate door with a quarter turn "D" handle shall be provided to access the compartment.

One (1) #500, 70%, floor mounted rollout tray(s)

TRAILER HITCH AND RECEIVER

A trailer receiver shall be provided at the rear of the body and shall be constructed from 2 1/2" seamless structural steel tubing fastened to the chassis frame.

A seven (7) flat pin connector shall be provided for towing purposes.

ROLL-UP DOORS

Roll-up doors shall be provided on all compartments. The roll-up doors shall be constructed from aluminum extruded slats which shall have a flexible seal between each slat for proper sealing of the door.

A synthetic rubber seal shall be provided at each side, top and bottom edge of the door to prevent entry of dirt into the compartment.

The door shall be equipped with a lift bar style latch mechanism which shall latch at the bottom of the door mounting extrusion.

The roll-up door assembly shall be furnished with a spring-loaded, counter balance assembly to assist in door actuation.

All running board and high side compartments shall be equipped with roll-up doors.

ROBINSON ROLL-UP DOORS

The roll-up doors shall be Robinson (ROM) brand roll-up doors, equipped with a brushed aluminum finish, with a PVC inner seal to prevent metal to metal contact and to repel moisture. The slats shall be double-wall extrusion 1.366" high by .315" thick with interlocking end shoes to prevent the slats from moving side-to-side and binding the door. All slats are to have interlocking joints to prevent penetration by sharp objects.

SWEEP-OUT COMPARTMENT FLOORS

Compartment floors shall be welded to the compartment walls and have a sweep out design for easy cleaning.

Compartments with hinged doors shall have the door opening flanges bend down to produce the sweep-out design.

Compartments with roll-up style doors shall have the external floor flange stepped down, 1/2" high x 2" deep, to produce a sealing surface for the roll-up doors below the compartment floor. The sweep out design shall also permit easy cleaning.

COMPARTMENT DRIP MOLDING

Drip molding shall be provided directly over all of the compartment doors.

COATED FASTENERS

All exterior fasteners shall be coated stainless steel screws. Screw threads shall be coated with reusable, self-locking, sealing material to provide vibration resistance. Screw heads shall be coated with a sealing element to prevent galvanic corrosion between dissimilar metals. Non-coated screws shall only be provided as part of vendor supplied component installations.

COMPARTMENT LOUVERS

Ventilation between compartments to atmosphere shall be provided and located to avoid water entry into compartments.

ACCESS PANELS

Removable access panels shall be provided in all lower compartments to access spring pins, fuel tank sender, electrical junction compartment and rear body mounts.

Protective panels shall be located in the rear compartments providing access to the lights and associated wiring. The covers shall also serve as protective covers to prevent inadvertent damage to lights or wiring from tools or equipment located in the compartment.

BODY PROTECTION PANELS

The front face of the body side compartments, including the entire forward area of the body, shall be overlaid with a polished aluminum tread plate, full height protection panel.

Tread plate to have punched holes to allow air flow into well for generator.

BODY PROTECTION PANELS

The rear surface of the body, around the rear compartment access doors shall be overlaid with a polished aluminum tread plate, full height protection panel to protect the painted surfaces around the rear compartment during usage.

BODY RUB RAILS

Sacrificial C-Channel style rub rails shall be mounted at the base of the body, extend outward from the body. The rub rails shall extend the full length of the main body. Rub rails shall be designed to bolt to the body from the bottom side of the compartment area, so as not to damage the body side panels on initial impact and to provide for ease of replacement.

REAR BUMPER

An 8" rear bumper shall be provided at the rear of the body for protection. The framework shall and shall be integral to the subframe with a bolt on treadplate overlay to allow for ease of replacement or repair. The bumper shall be fabricated from aluminum tread plate with mitered corners to prevent snagging.

GRAB RAILS

All hand rails shall be 1-1/4" outer diameter, knurled bright anodized aluminum extrusion, designed to meet NFPA 1901 requirements.

Molded gaskets shall be installed between the handrail stanchion castings and body surfaces to prevent electrolytic reaction between dissimilar metals and to protect paint.

GRAB RAIL LOCATIONS:

Two (2) at the rear of the rescue body, one (1) each side

SAFETY SIGN(S) AT REAR STEP AND CROSS WALKWAY(S)

Safety sign(s) shall be located on the vehicle at the rear step, and at any cross walkway(s), to warn personnel that riding in or on these areas while the vehicle is in motion is prohibited.

REAR WHEEL WELL LINERS

Fully removable, bolt-in, 1/8" aluminum fender liners shall be provided. The wheel well liners shall extend from the outer wheel well body panel, into the truck frame. Removable vertical splash shields, inward of the wheels, shall be provided to give access to the hydraulic components. The completely washable fender liners shall be designed to protect the front and rear compartments and main body supports from road salts, dirt accumulation and corrosion.

REAR FENDERETTES

The rear fenders shall be equipped with easily replaceable, polished extruded aluminum fenderettes. The fenderettes shall be equipped with a rubber gasket molding between the body panel and the fenderette.

AIR BOTTLE STORAGE COMPARTMENTS

A total of three (3) SCBA air bottle storage compartments (8" high x 8" wide x 26" deep) shall be inserted into the body fender area on a 5 degree pitch. The compartments shall be located with one (1) on the driver side and two (2) on the officer side of the rear body fender panels. The lower portion of the compartments shall be non-abrasive to absorb shock and help secure the bottle.

Each storage compartment shall be equipped with a polished stainless steel door.

REAR MUD FLAPS

Heavy duty mud flaps shall be provided behind the rear wheels.

REAR TOW EYES

Two (2) painted tow eyes shall be furnished on the rear of the vehicle. The tow eyes shall be made from plate steel and shall be bolted directly to the chassis frame rails with grade 8 bolts and shall extend below the body. The tow eyes shall be smooth and free from sharp edges, and have a minimum eyelet hole of 2-1/2". The tow eyes shall be painted.

****** COMPARTMENT ACCESSORIES ******

ADJUSTABLE SHELVING

Compartment shelving shall be constructed of 3/16" brush finish aluminum with a 2" upward bend at front and rear, and side supports. Shelving shall be vertically adjustable with spring nuts in aluminum strut channel.

Adjustable shelves shall be located as indicated at each compartment description.

SLIDE OUT FLOOR MOUNT SHELVING

Slide out floor mount compartment shelving shall be constructed of 3/16" brush finish aluminum with a 2" upward bend at front and rear, and side supports attached to #250 rated slides. Slide out floor mount shelving shall have gas shocks to hold the tray in and out.

Slide out floor mount shelving shall be as indicated at each compartment description.

500 POUND FLOOR MOUNTED ROLL OUT TRAYS

Floor mounted roll-out trays shall consist of heavy duty, roller bearing slide tracks with an end load rating of 500 pounds, securely fastened to the compartment floor. The tray shall be fabricated from 3/16" brushed aluminum with a minimum 2" high flange on each of the four sides to assist in retaining the equipment stored on each tray. The slide tracks shall have a 70% extension.

The 500 pound floor mounted roll out trays shall be as indicated at each compartment description.

ROLL-OUT/ DROP DOWN TRAYS

The roll out/tilt tray shall consist of a 3/16" brushed aluminum finished aluminum tray with a minimum 2" lip on all four sides. Heavy duty aluminum Unistrut "C" channel tracking material shall be utilized to securely fasten the slide tracks to the compartment walls, while allowing height adjustment.

The slide mechanism shall consist of a low-weight high-strength plastic to create a robust front bracket to support the aluminum tray. The rear of the tip down tray shall be mounted on a slider with an integral pivot plate. This slider and pivot plate shall be mounted inside an aluminum rail for maximum strength. The tray shall be released from the stowed position with the use of a push button and shall be capable of auto latching to the stowed position. The front handle/latch shall be designed with a double hand hold to control the tray when deployed or stowed. The roll out/tilt tray shall be rated for 330# capacity.

Roll out/Tilt trays be as indicated at each compartment description.

FLOOR EXTENSION

A floor extension constructed of 3/16" aluminum shall be provided to extend the transverse floor area above the frame rails to the door opening. Installed immediately below, shall be a bottom reinforcement to prevent distortion from accessories mounted on the extension.

Floor extensions shall be as indicated at each compartment description.

VERTICAL PULL OUT TOOL BOARD

Two (2) vertical pull out tool board(s) shall be provided and mounted in Compartment R3. The tool board(s) shall be constructed of 3/16" smooth aluminum allowing mounting of equipment on both sides of the tool board(s). The tool board shall be attached to #250 rated slides, one at the top and one at the bottom of the tool board. 3/16" aluminum angles shall attach the slides to tracking to allow horizontal adjustments. A gas shock shall be used to secure the tool board in the stored and deployed position.

****120/240 VOLT A.C. ELECTRICAL AND GENERATOR SECTION****

120/240 VOLT ELECTRICAL SYSTEM TESTING

All line voltage wiring and permanently connected devices and equipment shall be subjected to a dielectric voltage withstand test of 900 volts for one minute. The test shall be conducted between live parts and the neutral conductor and between live parts and the vehicle frame with any switches in the circuits closed. The test shall be conducted after all bodywork has been completed. The dielectric tester shall have a minimum 500 VA transformer with a sinusoidal output voltage that can be verified.

Electrical polarity verification shall be made of all permanently wired equipment and receptacles to determine that connections have been properly made.

OPERATIONALTESTING

The apparatus manufacturer shall perform the following operation test and shall certify that the power source and any devices that are attached to the line voltage electrical system are properly connected and in working order.

The generator shall be started from a cold start condition and the line voltage electrical system shall be loaded to 100 percent of the nameplate voltage rating.

The following items shall be monitored and documented every 15 minutes:

- The cranking time until the generator starts and runs.
- The voltage, frequency, and amperes at continuous full rated load.
- The generator oil pressure, water temperature, transmission temperature, hydraulic temperature, and the battery rate charge, as applicable.
- The ambient temperature and altitude.

The generator shall operate at 100 percent of its nameplate wattage for a minimum of two (2) hours.

HYDRAULIC GENERATOR

Smart Power, model LRT-6, fully enclosed 6200 watt hydraulic generator shall be provided.

The generator system shall come with a standard 5 year/1,000 hour fully transferable warranty from the manufacturer.

The unit shall come equipped with: enclosed generator tray assembly (which includes the generator, hydraulic motor, cooler, fan, electronics package, 10 micron spin-on fluid filter and internal reservoir), hydraulic gear pump with complete installation kit (including PTO for F-Series installations, or engine mounting bracket/clutch kit for other applications), and Command and Control Center (CCC) display with all required wiring harnesses. The CCC shall be an interactive operator control center,

equipped with smart touch solid state buttons, with displays for voltage, frequency, amperage, hour meter, service reminders, operator warnings, system faults and diagnostics. Standard electronics package shall include smart start engagement to reduce mechanical stress, precise voltage and frequency control, cold start system, automatic load and temperature compensation, integrated diagnostics system, and other automated control features to protect system, vehicle and operator.

The hydraulic motor, generator, fan, cooler, reservoir and other necessary hydraulic components shall be mounted in a rugged stainless steel case.

The body of the generator tray assembly shall be 32" long x 13.5" wide x 17" high and weigh approximately 190 pounds. The reservoir shall be mounted internally.

The wiring from the generator to the breaker box shall be type SO with suffix WA flexible cable.

Ratings and Capacity*

- Rating: 7500 watts peak - 6200 watts continuous
- Volts: 120/240 volts
- Phase: Single, 4 wire
- Frequency: 60 Hz
- Amperage: 46 amps @ 120 volts or 23 amps @ 240 volts
- Engine Operation range: 1200-1600 RPM (stationary operation only)

Testing
The generator shall be tested in accordance with all current N.F.P.A. 1901 standards.

Notes
*All ratings and capacities shall be derived utilizing current NFPA 1901 test parameters.

GENERATOR PTO

A hot shift PTO shall be provided on the transmission for the Smart Power generator that shall allow the generator to operate while the vehicle is stationary. The PTO shall be controlled from the cab and shall include a PTO engagement switch and a PTO engaged indicator light.

GENERATOR WARRANTY

The specified generator shall have a five (5) year or one thousand (1000) hour warranty as provided by the generator manufacturer. A copy of the generator warranty shall be provided at time of delivery.

GENERATOR LOCATION

The generator shall be permanently mounted on top of the body in a recessed well above compartment L1/R1.

Locating the generator greater than 144" from the main breaker panel may require the installation of an additional power disconnecting means.

120/240 VOLT LOAD CENTER

The generator output line conductors shall be wired from the generator output connections to a Square D, model #QO112L125G breaker panel. The breaker panel shall be equipped with a properly sized main breaker using two (2) of the twelve (12) spaces which leaves a total of ten (10) available spaces.

The generator output conductors shall be sized to 115% of the main breaker rating and shall be installed as indicated in the wiring section.

Ten (10) appropriately sized, 120 volt, circuit breakers shall be provided.

The breaker panel shall be located in an enclosed compartment as directed by the fire department.

120/240 VOLT WIRING METHODS

Wiring/conduit shall not be attached to any chassis suspension components, water or fuel lines, air or air brake lines, fire pump piping, hydraulic lines, exhaust system components or low voltage wiring.

All wiring shall be installed at a minimum of 12 inches away from any exhaust piping and a minimum of 6 inches from any fuel lines.

All wiring shall be securely clamped within 6 inches of any junction box and at a minimum of every 24 inches of run. All supports shall be of nonmetallic material or corrosion protected metal. All supports shall not cut or abrade conduit or cable and shall be mechanically fastened to the vehicle.

All power supply assembly conductors, including neutral and grounding conductors, shall have an equivalent amperage rating and shall be sized to carry not less than 115% of the main breaker rating.

All Type SO or Type SEO cable not installed in a compartment shall be installed in wire loom. Where Type SO or Type SEO cable penetrates a metal surface, a rubber or plastic grommet or bushing shall be provided.

The installation of all 120/240 wiring shall meet the current NFPA-1901 Standards .

120/240 VOLT WIRING IDENTIFICATION

All line voltage conductors located inside the main breaker panel box shall be individually and permanently identified. When pre-wiring for future power wiring installations, the non-terminated ends shall be labeled showing function and wire size.

120/240 VOLT GROUNDING

The neutral conductor of the power source shall be bonded to the vehicle fame only at the power source.

The grounded current carrying conductor (neutral) shall be insulated from the equipment grounding conductors and from the equipment enclosures and other grounded parts. The neutral conductor shall be colored white or gray.

In addition to the bonding required for the lower voltage return current, each body and driving/crew compartment enclosure shall be bonded to the vehicle frame by a copper conductor. The conductor shall have a minimum amperage rating of 115 percent of the name plate current rating of the power source specification label.

120/240 VOLT CIRCUIT BREAKER / RECEPTACLE INSTALLATION

The system shall be installed by highly qualified electrical technicians to assure the required level of safety and protection to the fire apparatus operators. When multiple circuit are required, the circuits shall be wired to the breaker panel in a staggered configuration to minimize electrical loads on each breaker or generator (leg) circuit. The wiring, electrical fixtures and components shall be to the highest

industry quality standards available on the domestic market. The equipment shall be the type as designed for mobile type installations subject to vibration, moisture and severe continuous usage.

120/240 VOLT RECEPTACLE INSTALLATIONS

Any receptacle installed in a wet location must be a minimum of 24 inches above the ground and provided with an approved wet location cover. Wet receptacles may not be mounted at more than 45 degrees from vertical, nor can they be mounted in a face-up position.

One (1) 120 volt, NEMA L5-20, 20 amp, Single twist-lock receptacle with a grey thermoplastic, corrosion resistant, weatherproof cover shall be installed at each side of the of the rear body panel. (Total of two (2))

Each receptacle shall require one (1) 20 amp, 120 volt circuit breaker to be installed in the load center, for a total of two (2) breakers.

ADDITIONAL ITEMS SUPPLIED WITH THE VEHICLE

- 1 - Pint of touch up paint for each color
- 1 -Bag of assorted stainless steel nuts and bolts

****** PAINT SECTION ******

PAINT, PREPARATION AND FINISH

The PPG Delta, Low V.O.C., polyurethane finishing system, or equal, shall be utilized. A "Clear Coat" paint finish shall be supplied to provide greater protection to the quality of the exterior paint finish.

All removable items, such as brackets, compartment doors, etc. shall be painted separately to insure finish paint behind mounted items. All compartment unwelded seams exposed to high moisture environments shall be sealed using permanent pliable caulking prior to finish paint.

BODY PRIMER & PREPARATION

All exposed welds shall be ground smooth for final finishing of areas to be painted. The compartments and doors are totally degreased and phosphatized. After final body work is completed, grinding (36 and 80 grit), and finish sanding shall be used in preparation for priming.

BODY FINISH PAINT

The body shall be finish sanded and prepared for final paint. Upon completion of final preparation, the body shall be painted utilizing the highest quality, state of the art, low V.O.C., polyurethane base paint. Finish paint shall be applied in multiple coats to ensure proper paint coverage with a high gloss finish.

The entire body shall be buffed and detailed.

BODY PAINT

The inside and underside areas of the complete body assembly shall be painted black, prior to the installation of the body on the chassis or torque box. The body paint finish will be PPG Delta System in a single color, to match customer furnished paint codes and requirements.

COMPARTMENT PAINT

The interior of the body compartments shall be painted with Line-X material.

The Line-X coating shall be light gray in color.

BODY PAINT

The body paint finish shall be PPG Delta System in a single color, to match customer furnished paint codes and requirements.

CHASSIS CAB PAINT

The commercial cab exterior shall be finish painted in a single color by the chassis manufacturer with Purchaser's choice of color as available.

WHEEL PAINT

The chassis wheels shall be painted as provided by the commercial chassis manufacturer.

TOUCH-UP PAINT

One (1) pint of each exterior color paint for touch-up purposes shall be supplied when the apparatus is delivered to the end user.

FINALIZATION & DETAILING

Prior to delivery the vehicle, the interior and exterior be cleaned and detailed. The finalization process detailing shall include installation of NFPA required labels, checking fluid levels, sealing and caulking required areas of the cab and body, rust proofing, paint touch-up, etc.

RUST PROOFING

The entire unit shall be thoroughly rust proofed utilizing rustproof and sound deadening materials applied in manufacturer recommended application procedures. Rust proofing shall be applied during the assembly process and upon completion to insure proper coverage in all critical areas.

****** LETTERING AND STRIPING ******

COMPUTER GENERATED LETTERING

The lettering and striping shall be custom designed utilizing state of the art computer software and computerized cutting machines. The manufacturer shall employ a full time artist / designer to generate all lettering, decals, and striping to meet the requirements of the Fire Department. The artwork for the lettering and striping shall be kept on record by the apparatus manufacturer to allow for ease in duplication for the Fire Department.

LETTERING FONT

The lettering shall be designed and cut with a basic block type font:

"BLOCK TYPE FONT"

****** NFPA REQUIRED SCOTCH-LITE STRIPING ******

SCOTCH-LITE STRIPE

A four (4) inch high "Scotch-Lite" stripe shall be provided. The stripe shall be applied on a minimum of 60 percent of each side of the unit, 60 percent on the rear of the unit and 40 percent on the front of the unit. The Scotch-Lite stripe layout shall be determined by the Fire Department.

The Scotch-Lite shall be white in color.

REAR CHEVRON STRIPING

At least 50% of the rear facing vertical surface shall be covered with alternating strips of reflective striping.

The striping shall be 6" Diamond Grade Scotch-Lite.

The Diamond Grade Scotch-Lite shall be Red #983-72 and Fluorescent Yellow Green #983-23 in color.

******* WARRANTIES & REQUIRED INFORMATION *******

WARRANTY - FORD CHASSIS

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A one (1) year new vehicle warranty will be provided, upon delivery and acceptance of the vehicle. The warranty will ensure that the vehicle has been manufactured to the contract specifications and will be free from defects in material and workmanship that may appear under normal use and service within the warranty period. The warranty may be subject to different time and mileage limitations for specific components and parts. This warranty is issued to the original purchaser of the vehicle.

The warranty will not apply to any parts or components that are warranted directly by their manufacturers. The warranty will not apply to routine maintenance requirements as described in the service and operators manual. No warranty whether expressed, implied, statutory or otherwise including, but not limited to any warranty of merchantability or fitness for purpose will be imposed.

The manufacturer or representative will be notified in writing within the warranty period of any failure of the vehicle to comply with the specified warranty. If requested, the purchaser will promptly return

the apparatus, component or part to the manufacturer for inspection of any defect in material or workmanship occurring within the applicable time limits.

The manufacturer will either repair or replace any defective components or parts. Repair or replacement of the defective item will be at the sole discretion of the manufacturer. The Basic Vehicle Warranty covers all components and parts unless specifically covered by other descriptions or otherwise excluded herein. Repair or replacement of components will be done without cost to the purchaser when performed within the warranty period. Warranty repairs will not constitute an extension of the original warranty period, either for the entire apparatus or any specific components or parts.

The warranty will be inclusive and in lieu of all other warranties whether written, oral or implied, including but not limited to any warranty of merchantability or fitness for purpose. The warranty will be void and the manufacturer will not be obligated to repair or replace any component or part where the necessity of such replacement or repair, in the opinion of the manufacturer, is due in whole or in part to loads in excess of factory rated capacities, modification or alteration, accident or other misuse or abuse of the vehicle. In no event will the manufacturer be liable for special or consequential damages including but not limited to injuries to persons or damage to property or loss of vehicle use.

The apparatus will be maintained and serviced, by the purchaser, according to the prescribed schedules outlined in the operators and service manuals. As a condition of the warranty, the manufacturer may require that receipts or other evidence be provided to verify that maintenance and service has been performed.

COMPONENT WARRANTY INTERVALS
COMMERCIAL CHASSIS

The commercial chassis and all of the chassis related components will only be covered by the Chassis Manufacturer's warranty as provided to the vehicle manufacturer. A copy of the chassis manufacturer's warranty will be supplied to define additional details of the warranty provisions.

ITEMS EXCLUDED FROM WARRANTY

To better understand the warranty, the following is a description of some conditions that are not covered by this warranty.

LOOSE FASTENERS: Nuts, bolts and screws may loosen due to road shocks, engine vibration, etc. Maintaining necessary tightness is your responsibility.

Glass and lens breakage and scratches.

Chrome, aluminum, or stainless components with bright finishes - general rust and/or staining, bluing or yellowing, rust pits and/or nicks caused by road debris, streaks, stains and corrosion caused by severe wash solutions or road salts.

OTHER: Some further examples that we are not responsible for are as follows: Traveling expense; Road calls; Unauthorized towing charges; Accident repairs, loss of apparatus use; Communications charges; Cost of rental equipment; Repair or replacement of items not furnished or installed by us. Road tests or Dynamometer testing.

Tires are covered by their respective manufacturer's warranty.

MODIFICATIONS TO ORIGINAL EQUIPMENT

If dealers or customers cause any vehicle modifications or equipment installations to be performed and these modifications or installations adversely affect other vehicle components or vehicle performance, we will not accept any product liability or claims under the terms of this warranty. These

claims and any required repairs would be the responsibility of the person doing the modification or installation.

CHANGES IN COMPONENT SPECIFICATIONS

Specifications for components (make or model) installed on the apparatus, manufactured by companies other than the apparatus manufacturer are subject to change without notice. Specifications for such components will be as available at the time of manufacture of the apparatus. The apparatus manufacturer will not be held liable for any specification deviations from original contract specifications on such components made by the original component manufacturer.

WARRANTY - NEW PRODUCT - COMMERCIAL CHASSIS

Kovatch Mobile Equipment Corporation ("KME"), hereby warrants to the original purchaser (first end users) that any new products manufactured by KME will be free from defects in material and workmanship under normal use, maintenance and service for a period of one (1) year from date of delivery, subject to the conditions and exceptions stated herein.

Under this warranty, KME'S obligation is limited to the repair or replacement at KME'S option, at its factory, by its representative, or by its authorized service facility, of any part found to be defective by KME. If KME deems it necessary, all parts for which warranty claim is made, will be returned to KME, transportation charges prepaid, for examination by KME who will be the sole judge as to whether such part was defective in material or workmanship under normal use, maintenance or service.

WARRANTY - BODY STRUCTURE

The proposed body will be warranted against structural defects for a period of ten (10) years from the date of acceptance of the unit. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

WARRANTY - CORROSION

The proposed body will be warranted against rust-through or perforation, due to corrosion from within, for a period of ten (10) years. Perforation is defined as a condition in which an actual hole occurs in a sheet metal panel due to rust or corrosion from within. Surface rust or corrosion caused by chips or scratches in the paint is not covered by this warranty.

WARRANTY - PAINT

The proposed paint finish will be warranted for a period of seven (7) years from the date of acceptance of the unit. Details of warranty coverage, limitations and exclusions are included in the specific warranty document.

NFPA REQUIRED LOOSE EQUIPMENT, PROVIDED BY FIRE DEPARTMENT

The following loose equipment as outlined in NFPA 1901, 2009 edition in accordance with the applicable requirements, will be provided by the fire department. All loose equipment will be installed on the apparatus before placed in emergency service, unless the fire department waives NFPA section 4.21.

Section 10.4.1 Ground Ladders.

It is the responsibility of the purchaser to ensure that all required equipment has been supplied and installed on the apparatus in order to achieve compliance with the standard prior to placing it in service.

10.4.1.1 Ground Ladders. If fire department ground ladders are carried on the apparatus, they shall meet the requirements of NFPA 1931, Standard for Manufacturer's Design of Fire Department Ground Ladders, except as permitted by 10.4.1.2.
10.4.1.2 Stepladders and other types of multipurpose ladders shall be permitted provided they meet either ANSI AI4.2 or ANSI A14.5 with duty ratings of Type 1A or 1AA.

Section 10.4.2 Suction Hose or Supply Hose.
If the special service fire apparatus is equipped with a pump, the requirements in 10.4.2.1 through 10.4.2.3 shall apply. It is the responsibility of the purchaser to ensure that all required equipment has been supplied and installed on the apparatus in order to achieve compliance with the standard prior to placing it in service.

10.4.2.1 A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.
10.4.2.1.1 Where suction hose is prodded, a suction strainer shall be furnished.
10.4.2.1.2 Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1 (b) or Table 16.2.4.1(c).
10.4.2.1.3 Where supply hose is provided. It shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.
10.4.2.2 Suction hose and supply hose shall meet the requirements of NFPA 1961, Standard on Fire Hose.

Section 10.5 Minor Equipment.
It is the responsibility of the purchaser to ensure that all required equipment has been supplied and installed on the apparatus in order to achieve compliance with the standard prior to placing it in service.

(1) Two portable hand lights mounted in brackets fastened to the apparatus
(2) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating mounted in a bracket fastened to the apparatus
(3) One 2 1/2 gal (9.5 L) or larger water extinguisher mounted in a bracket fastened to the apparatus
(4) One self-contained breathing apparatus (SCBA) complying with NFPA 1981, Standard on Open-Circuit Self Contained Breathing Apparatus (SCBA) for Emergency Services, for each assigned sealing position. But not fewer than four, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
(5) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space
(6) One first aid kit
(7) Two or more wheel chocks. Mounted in readily accessible locations, that together will hold the apparatus. When loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
(8) One 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 at the shoulders, two at the sides, and one at the front
(9) Five fluorescent. orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroflective white band no more than 4 in. (102 111m) from the top of the cone, and an additional 4 in. (102 mm) retroflective white band 2 in. (51 mm) below the 6 in. (152 mm) hand
(10) Five illuminated warning devices such as highway flares, unless the live fluorescent orange traffic cones have illuminating capabilities
(11) One automatic external defibrillator (AED)

14.1.8.4 Fire Helmet.
It is the responsibility of the purchaser to ensure that "Fire helmets shall not be worn by persons riding in enclosed driving and crew areas any time the apparatus in placed in service.

14.1.8.4.1 A location for helmet storage shall be provided.

14.1.8.4.2 If helmets are to be stored in the driving or crew compartment, the helmets shall be secured in compliance with 14.1.11.2.

14.1.10 SCBA Mounting.

It is the responsibility of the purchaser to ensure that any SCBA equipment has been supplied and installed on the apparatus in order to achieve compliance with the standard prior to placing it in service.

14.1.10.1 Where SCBA units are mounted within a driving or crew compartment, a positive latching mechanical means of holding the SCBA device in its stowed position shall he provided such that the SCBA unit cannot be retained in the mount unless the positive latch is engaged.

14.1.10.2 The bracket holding device and its mounting shall retain the SCBA unit when subjected to a 9 G force and shall be installed in accordance with the bracket manufacturer's requirements.

14.1.10.3 If the SCBA unit is mounted in a seatback, the release mechanism shall be accessible to the user while seated.

14.1.11 Equipment Mounting.

It is the responsibility of the purchaser to ensure that any equipment installed on the apparatus by them or their subcontractor meets the following requirements prior to placing it in service.

14.1.11.1 All equipment required to be used during an emergency response shall be securely fastened.

14.1.11.2 All equipment not required to be used during an emergency response, with the exception of SCBA units, shall not be mounted in a driving or crew area unless it is contained in a fully enclosed and latched compartment capable of containing the contents when a 9 G force is applied in the longitudinal axis of the vehicle or a 9G force is applied in any other direction, or the equipment is mounted in a bracket(s) that can contain the equipment when the equipment is subjected to those same forces.

Section 15.9.3 Reflective Striping.

It is the responsibility of the purchaser to ensure that Reflective Striping has been supplied and installed on the apparatus in order to achieve compliance with the standard prior to placing it in service.

15.9.3.1'" A retroreflective stripe(s) shall be affixed to at least 50 percent of the cab and body length on each side, excluding the pump panel areas, and at least 25 percent of the width of the front of the apparatus.

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

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

15.10 Hose Storage.

It is the responsibility of the purchaser to ensure that any hose storage area includes a positive means to prevent unintentional deployment in order to achieve compliance with the standard prior to placing it in service.

15.10.7 Any hose storage area shall be equipped with a positive means to prevent unintentional deployment of the hose from the top, sides, front, and rear of the hose storage area while the apparatus is underway in normal operations.