**Invitation to Submit Competitive Bids**

**For**

**Ambulance(s) and Equipment**

**DATE:** 05/28/2020

*The Pyramid Lake Fire Rescue/EMS an agency of the Pyramid Lake Paiute Tribe (PLFR/EMS)* is soliciting competitive, sealed bids from qualified vendors for the purchase of up to three (3), Type I, Class One (4 x 4), configuration A ambulance(s) for the (PLFR/EMS), 104 SR-447 P.O. Box 256 Nixon, NV. 89424. The (PLFR/EMS) reserves the right to reject any and/or all bids. The (PLFR/EMS) also reserves the right to accept the bid most advantageous to the (PLFR/EMS).


This Invitation Is Extended To All Qualified Vendors/Manufacturers That Are Specifically In The Business Of Building Emergency Medical Vehicles and/or Equipment.

This Invitation Is Issued By:
*The Pyramid Lake Fire Rescue/EMS an agency of the Pyramid Lake Paiute Tribe (PLFR/EMS)*
104 SR-447 P.O. Box 256
Nixon, NV. 89424
Email: dpelt@plpt.nsn.us

Contact Person: Donald J. Pelt Emergency Response Coordinator

Schedule of Events Applying To This Procurement
GENERAL CONDITIONS:

PARTY IDENTIFICATION:


VENDOR: "Vendor" Is Synonymous With "Bidder".

NOTICE TO BIDDERS: Bidders Shall Thoroughly Examine Any Drawings, Specifications, Schedule, Instructions And Any Other Documents Supplied As Part Of This Invitation To Bid. Bidders Shall Make All Investigations Necessary To Thoroughly Inform Themselves Regarding The Content Of The Written Specifications, Drawings And Instructions Supplied Herein. No Pleas Of Ignorance By The Bidder Pertaining To The Content Of The Specifications, Drawings, Schedule Or Instructions Will Be Considered By The Agency Once The Deadline For Bid Submission Has Occurred. Failure Or Omission On The Part Of The Bidder To Make The Necessary Examinations And Investigations Into The Content Of the Specifications Shall Not Be Accepted As A Basis For Making Variations To The Spec. Failure Or Omission By The Bidder To Make All Clarifications Or Explanations Of Exceptions And Conditions That Exist Or That May Exist Hereafter Shall NOT Be Accepted As A Basis For Making Variations To The Requirements Of The Agency Or Compensation To The Bidder.

DEFINITIONS:

CLARIFICATIONS: Clarifications Shall Be Written Correspondence Between The Bidder, The Agency And All Other Qualified Bidders. A Clarification Shall Include the Paragraph Number, Page Number, the Text with Unclear Content (As Written In the Specification) and the Definition of the Clarification Requested. Verbal Clarifications Shall Be Documented In Writing And Distributed To All Other Qualified Bidders At Least Two Business Days Prior To The Deadline For Bid Submission.
EXPLANATION OF EXCEPTIONS: Bidders May Take Exceptions To Any Part Of The Bid Contained Herein With A Written Itemized Schedule. The Schedule Shall Include The Paragraph Number(s), The Text That The Bidder Feels He Can Not Comply Within An Explanation Why The Bidder Feels That The Requirement Is Not In The Best Interest Of The Agency And/Or An Alternate Bidder Solution. Alternate Bidder Solutions May Be Considered By The Agency, If The Bidder Can Show The Agency That The Alternate Solution Is, In Quality And Quantity, Equal To OR Better Than The Specified Item. This Agency Will Share The Exception/Alternate Solution With All Other Qualified Bidders. Explanation Of Exceptions Shall Be Documented In Writing At Least Two Business Days Prior To The Deadline For Bid Submission.

One (1) The "Core Design" intent

00-10-0013

Y _N___

CORE DESIGN INTENT: The Core Design Intent Of The Specifications Supplied Herein Is To Purchase An Ambulance With The Highest Level Of Engineering Excellence. The "Core Design" Intent Of This Vehicle Shall Be Centered On The Patient's Need For Pre-Hospital Care, In Conjunction With A Safe Working Environment For The Emergency Medical Personnel.

One (1) No Alternate Bids taking TOTAL Exceptions

00-10-0014

Y _N___

BID PACKAGES SHALL NOT TAKE TOTAL EXCEPTIONS: Bidders Are Required Under This Bid Invitation To Give, For The Consideration Of The Agency, A Proposal That Will Comply With The Written Specifications, Drawings And Schedules Supplied Herein. The Specifications Supplied Represent A Compilation Of Input From All Disciplines Of Users, Patients, Maintenance And Management Personnel Who Are Directly Affected By The Vehicle's Performance.

Careful Consideration Pertaining To Safety, Configuration, Construction, And Workmanship Are Based On Working Experiences By All The Personnel Who Have Direct, Working Contact With The Subject Vehicle Specified Herein. The "Core Design" Of This Ambulance Was Created As A Result Of Resolving Issues And Improvement Suggestions That Have Originated From The Personnel Most QUALIFIED To Make Such Input.

Bid Opening Date.

Caution:

VEHICLE QUANTITY: THIS AGENCY Is Currently Seeking To Purchase One (1) to (3) Vehicle Per The Specifications Set Forth In This Solicitation For Bid. THIS AGENCY AND/OR Other Government Or Private Agencies That Qualify To Purchase Under This Contract Will Reserve The Right To Increase The Number Of Vehicles Purchased Without Incurring An Obligation To Obtain Bids From Other Vendors For A Period Of Two Years. A Contract Extension May Be Provided To The Successful, Qualified Vendor Who Has Performed Satisfactorily To The Original Contract.

VENDOR QUALIFICATIONS:

Dodge QVM: All Bidders Shall Be Members In Good Standing Of The Dodge Motor Company's Qualified Vehicle Modifier Program (QVM). Each Bidder shall Supply a Copy of Their Valid QVM Certification with Their Bid Package. If For Any Reason The QVM Certification Has Been Withdrawn Or Suspended By Dodge Motor Company Within The Past Five Years, The Bidder Shall Supply A Full Written Explanation As To Why It Was Withdrawn. The Written Explanation Shall Include Any Corrective Actions Taken To Regain The QVM Certification.

PRODUCT LIABILITY INSURANCE: Proof Of Current Liability Insurance Shall Be Supplied. The Proof Of Insurance Shall Bear The Insurance Carrier's Name, Address And Phone Number. The proof shall also bear the name and address of the insured. This document shall contain the Coverage Schedule, Explaining the Type of Insurance, The Policy Number, The Effective Date of Coverage, The Policy Expiration Date and the Individual Limits. The Minimum Amount Of Coverage Shall Be As Follows:

   Commercial General Liability - As Follows:
      Each Occurrence: $1,000,000
      Damage to Rented Premises, Each Occurrence: $300,000
      Personal and Adv Injury: $1,000,000
      General Aggregate: $4,000,000
      Products - Comp/OP Agg: $4,000,000

   Automotive Liability - Combined Single Limit: $1,000,000

   Excess Liability - Occur
      Each Occurrence: $10,000,000
      Aggregate: $10,000,000

   Workers Compensation and Employers’ Liability
      E.L. Each Accident: $1,000,000
      E.L. Disease Policy - Each Employee: $1,000,000
E.L. Disease - Policy Limit: $1,000,000

NON-DISCRIMINATION AND EQUAL OPPORTUNITY: The Bidder/Contractor Agrees To Comply With All Federal Statutes Relating To Non-Discrimination. These Include But Are Not Limited To:

(A) Title VI Of The Civil Rights Act Of 1964 (P.L. 88-352) Which Prohibits Discrimination On The Basis Of Race, Color Or National Origin:

(B) Title IX Of The Education Amendments Of 1972, As Amended (20 U.S.C. 16811683, And 1685-1686), Which Prohibits Discrimination On The Basis Of Sex:

(C) Section 504 Of The Rehabilitation Act Of 1973, As Amended (29 U.S.C. 794), Which Prohibits Discrimination On The Basis Of Handicaps And The Americans With Disabilities Act Of 1990:

(D) The Age Discrimination Act Of 1974, As Amended (42 U.S.C. 6101-6107), Which Prohibits Discrimination On The Basis Of Age:

(E) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, Relating To Nondiscrimination On The Basis Of Drug Abuse:

(F) The Comprehensive Alcohol Abuse And Alcoholism Prevention, Treatment and Rehabilitation Act Of 1970 (P.L. 91-616), As Amended, Relating To Nondiscrimination On The Basis Of Alcohol Abuse Or Alcoholism:

(G) 523 And 527 Of The Public Health Service Act Of 1912 (U.S.C. 290 DD-3 and 290 EE-3), As Amended, Relating To Confidentiality Of Alcohol And Drug Abuse Patient Records:

(H) Title VIII Of The Civil Rights Act of 1968 (42 U.S.C. 3601 Et Seq.), As Amended, Relating To Nondiscrimination In The Sale, Rental Or Financing Of Housing:

(I) Any Other Nondiscrimination Provisions In Any Specific Statute(s) Applicable To Any Federal Funding For This Agreement:

(J) The Requirements Of Any Other Nondiscrimination Statute(s) Which May Apply To This Agreement.


Quality Management System ISO 9001(TM):2015 Registered

One (1) Product Testing - NTEA - Ambulance Manufacturers' Division

NATIONAL TRUCK EQUIPMENT ASSOCIATION TESTING

AMD 001 - AMBULANCE BODY STRUCTURE STATIC LOAD TEST: The Ambulance Described Herein Shall Be Type Tested To The National Truck Equipment Association's Ambulance Manufacturing Division, Standard 001 Ambulance Body Structure Static Load Test Except The Test Weight Shall Be A Minimum Of 55,000 Pounds. The Test Shall Be Conducted By An Independent Testing Laboratory. The Module Body Bid Herein Shall Contain Extrusion Shapes and General Structural Layout Identical To the Test Body Used In The Test.

AMD 002 - BODY DOOR RETENTION COMPONENTS TEST: The Ambulance Described Herein Shall Be Type Tested To The National Truck Equipment Association Ambulance Manufacturing Division, Standard 002 - Body Door Retention Components Test. The Test Shall Be Conducted By An Independent Testing Laboratory. The Module Body Bid Herein Shall Contain Identical Door Extrusion Shapes, Door Skin Configuration And General Structural Layout As The Test Body Used In The Test.

Safety Is This Agency's First Concern. Entry and Compartment Door Integrity Is Crucial To the Safety Of The Patient, Public, Passengers And Crew. If The Bidder Has Experienced Any Of The Following Door Conditions As A Result Of Collision, Roll Over Or Other Accidental Impact, Then The Bidder Shall Supply The Agency With A Report Containing The Date, A Full Explanation Of The Incident And Corrective Actions Taken.

A) Any Entry Door Rendered Inoperative.
B) Any Door That Has Come Open.
C) Foreign Object Penetration into Patient Cabin through The Body Structure.
Catastrophic Door Failure During A Collision Indicates Mechanical Defects In The Design, Hardware And/or The Direct Construction Of The Modular Door. Any AMD Standard 002 Testing Prior To The Incident Is Deemed Invalid, Regardless Of The Expiration Date of the Original Test.

AMD 003 - OXYGEN TANK RETENTION SYSTEM STATIC TEST: The Ambulance Described Herein Shall Be Type Tested To the National Truck Equipment Association Ambulance Manufacturing Division, Standard 003 - Oxygen Tank Retention System Static Test. The Test Shall Be Conducted By An Independent Testing Laboratory.

Safety Is This Agency's First Concern. Main Cylinder Control Is Extremely Important And Is Crucial To The Safety Of The Patient, Public, Passengers And Crew. If The Bidder Has Experienced A Cylinder Rack Separation From The Oxygen Compartment Wall, OR If The Cylinder Has Come Loose From The Cylinder Restraining Device, Then The Bidder Shall Supply The Agency With A Report Containing The Date, A Full Explanation Of The Incident And Corrective Actions Taken To Prevent Future Failures. Main Oxygen/Air Cylinders That Come Loose During A Collision Indicate Mechanical Defects In The Design Of The Restraining Device Or The Mounting Method. Any AMD Standard 003 Testing Prior To The Incident Is Deemed Invalid, Regardless Of The Expiration Date Of The Original Test.

AMD 004 - LITTER RETENTION SYSTEM STATIC TEST: The Cot/Litter Retention System Described Herein Shall Be Tested To The National Truck Equipment Association, Ambulance Manufacturing Division Standard 004 - Litter Retention System Static Test. The Cot Mount Hardware, Mounting Method And Floor Reinforcement Areas Shall Exceed The Test As Described In AMD 004. This Test Shall Be Conducted By An Independent Testing Laboratory.

Safety Is This Agency's First Concern. Main Cot/Litter Retention Is Critical To Patient Care. If The Bidder Has Experienced A Litter Ejection Due To Hardware Defect Or A Defect In The Mounting Method, Then The Bidder Shall Supply The Agency With A Report Containing The date, a full explanation of the incident and corrective actions taken to prevent future ejections. Main Cot/Litter Ejection's That Occur During A Collision Indicates Mechanical Defects In The Design Of The Restraining Device Or The Mounting Method: Therefore ALL Bidder AMD Standard 004 Testing Dated Prior To The Incident Is Deemed Invalid, Regardless Of The Expiration Date Of The Original Test.
AMD 005 - 12-VOLT DC ELECTRICAL SYSTEMS TEST: The 12-Volt DC Electrical System Described Herein Shall Be Tested To The National Truck Equipment Association, Ambulance Manufacturing Division Standard 005 - 12-Volt DC Electrical System's Test. This Test Is Valid For The Test Article Vehicle ONLY. The Test Shall Be Conducted On EACH Ambulance. The Results Of The Test Shall Be Recorded on an Electrical System Performance Sheet and Shall Be Included with the Delivery Documents. This Test Shall Be Conducted By A Qualified Quality Control Electrician At The Ambulance Manufacturing Plant.

Reliability And Safety Is This Agency's First Concern. The 12-Volt Electrical System Must Be Functional Under All Normal Or Adverse Driving And Operating Conditions. Each Electrical Device, Electrical Component, Wire, Wire Route And Connection Quality Shall Be Tested For Reliability As A “SYSTEM” On Each Vehicle Sold. If The Bidder Has Experienced An Electrical Fire Or An Electrical Failure Resulting In A Disabled Ambulance Going To An Emergency Call Or During Transportation, Shall Supply The Agency With A Report Containing The Date, A Full Explanation Of The Incident And Corrective Actions Taken To Prevent Future Electrical Failures.

AMD 006 - PATIENT COMPARTMENT SOUND LEVEL TEST: The Ambulance Described Herein Shall Meet or Exceed The National Truck Equipment Association Ambulance Manufacturing Division Standard 006 - Patient Compartment Sound Level Test. The Sound Level In The Driver Or Patient Cabin Shall Be Eighty Decibels Or Less Under The Conditions Described In AMD Standard 006.

AMD 007 - PATIENT COMPARTMENT CARBON MONOXIDE LEVEL TEST: The Ambulance Described Herein Shall Meet or Exceed the National Truck Equipment Association, Ambulance Manufacturing Division Standard 007 - Patient Compartment Carbon Monoxide Level Test. The Patient And Driver Cabin Shall Be Environmentally Sealed From Carbon Monoxide Gases That Are Emitted From Internal Combustion Engines. The Ambulance Specified Herein Shall Have Safe Carbon Monoxide Levels Of Ten Parts Per Million Or Less While The Vehicle Is Exposed To The Conditions Described In AMD Standard 007.

AMD 008 - PATIENT COMPARTMENT GRAB RAIL STATIC LOAD TEST: The Patient Cabin Grab Rails Shall Be Tested To The National Truck Equipment Association, Ambulance Manufacturing Division Standard 008 - Patient Compartment Grab Rail Static Load Test. The Ceiling Mounted Grab Rails Shall Be Subject To A Three Axis Load of Three Hundred Pounds.
The Ceiling Mounted Grab Rail Shall Not Come Loose From The ceiling Or Permanently Deform. All Mounting Fasteners Shall Be Threaded Into Metal Structure Not Less Than .125 Inches Thick.


AMD 010 - WATER SPRAY TEST: The Ambulance Specified Herein Shall Be Water Spray Tested For Water Leakage Into The Patient's And Driver's Cabins. The Door To Jamb Seal, Window Installation And Seals Shall Be Tested Against Leakage Per The National Truck Equipment Association, Ambulance Manufacturing Division Standard 010 - Water Spray Test. This Test Shall Be Conducted On EACH Ambulance By The Quality Assurance Department.

AMD 011 - EQUIPMENT TEMPERATURE TEST: The Ambulance And Equipment Specified Herein Shall Operate Satisfactorily operate between 30 Degrees and 125 degrees Fahrenheit per The National Truck Equipment Association, Ambulance Manufacturing Division Standard 011 - Equipment Temperature Test. This Standard Must Be Type Certified By An Independent Testing Laboratory On A Like Test Model.

AMD 012 - INTERIOR CLIMATE CONTROL TEST: The Ambulance And Equipment Specified Herein Shall Be Equipped With a HVAC (Heating, Ventilation, And Air Conditioning) System That Will Meet Or Exceed The Performance Criteria Set Forth In The National Truck Equipment Association, Ambulance Manufacturing Division Standard 012 - Interior Climate Control Test. This Standard Must Be Type Certified By An Independent Testing Laboratory On A Like Test Model.

The Vehicle Specified Herein Must Be Weighed On A Four Point Scale That Measures The Weight Imposed On EACH Wheel. The Side To Side Weight Difference Tolerance Shall Not Exceed Five Percent (5%).

The Total Weight Imposed On The FRONT Axle Shall Not Exceed The Chassis Manufacturer's Gross Axle Weight Rating Minus Three Hundred Pounds.

The Total Weight imposed on the REAR Axle Shall Not Exceed the Chassis Manufacturer's Gross Axle Weight rating Minus One Thousand Pounds.

The Aggregate Total Of All Four Points Shall Not Exceed The Gross Vehicle Weight Rating Minus Eleven Hundred Pounds Regardless Of Customer Specified Equipment.

AMD 014 - ENGINE COOLING SYSTEM TEST: The Cooling System In The Ambulance Specified Herein Shall Be Tested To Assure Compliance With The National Truck Equipment Association, Ambulance Manufacturing Division Standard 014 - Engine Cooling System Test. The Vehicle Specified Herein Must Be Tested At The End Of The Ambulance Manufacturers Manufacturing Cycle To Determine If The Cooling System Capacity Is Adequate To Maintain Safe Engine Operating Temperature At Ninety Five Degrees, Ambient Temperature For One Hour. EACH Ambulance Shall Be Checked To Assure A Leak And Trouble Free Cooling System Performance.

AMD 015 - AMBULANCE MAIN OXYGEN SYSTEM TEST: Each Ambulance's Main Oxygen System Shall Be Tested To Assure Compliance With The National Truck Equipment Association, Ambulance Manufacturing Division Standard 015 - Ambulance Main Oxygen System Test. The Subject Vehicle Specified Herein Must Be Equipped With An Oxygen System That Can Withstand A 150 PSI Charge Of Dry Air Or Nitrogen For A Period Of Four Hours Without A Loss Exceeding Five Pounds Per Square Inch Of Pressure. The Results Of This Test Shall Be Posted Inside The Oxygen Tank Stowage Compartment. A Certificate Shall Be Supplied, Describing The Test Conditions, The Initial Test Pressure, The Final Pressure (After Four Hours) And The Name Of The Inspector Who Performed The Test.

AMD 016 - PATIENT COMPARTMENT LIGHTING LEVEL TEST: The Ambulance And Equipment Specified Herein Shall Be Equipped With Patient Compartment Lighting That Will Meet Or Exceed The Performance Criteria Set Forth In The National Truck Equipment Association, Ambulance Manufacturing Division Standard 016 - Patient Compartment Lighting Level Test. This Standard Must Be Type Certified By An Independent Testing Laboratory On A Like Test Model.
AMD 017 - ROAD TEST: The Ambulance And Equipment Specified Herein Will Meet Or Exceed The Performance Criteria Set Forth In The National Truck Equipment Association, Ambulance Manufacturing Division Standard 017 - Road Test. This Standard Must Be Type Certified By An Independent Testing Laboratory On A Like Test Model.

AMD 018 - REAR STEP AND BUMPER STATIC LOAD TEST the Rear Step And Bumper Shall Be Type Tested To The National Truck Equipment Association, Ambulance Manufacturing Division Standard 018 - Rear Step and Bumper Static Load Test. This Standard Must Be Type Certified By An Independent Testing Laboratory On A Like Test Model.


AMD 020 - FLOOR DISTRIBUTED LOAD TEST: The Ambulance Specified Herein Shall Be Type Tested To The National Truck Equipment Association, Ambulance Manufacturing Division Standard 020 - Floor Distributed Load Test. This Standard Must Be Type Certified By An Independent Testing Laboratory On A Like Test Model.

AMD 021 - ASPIRATOR SYSTEM TEST, PRIMARY PATIENT: Each Ambulance's Primary Patient Aspirator System Shall Be Tested To Assure Compliance With The National Truck Equipment Association, Ambulance Manufacturing Division Standard 021 - Aspirator System Test, Primary Patient.

AMD 022 - COLD ENGINE START TEST The Ambulance Specified Herein Shall Be Type Tested To The National Truck Equipment Association, Ambulance Manufacturing Division Standard 022 - Cold Engine Start Test.

AMD 023 - SIREN PERFORMANCE TEST: The Ambulance Siren System Shall Be Type Tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 023 - Siren Performance Test.

AMD 024 - PERIMETER ILLUMINATION TEST: The Ambulance And Equipment Specified Herein Shall Be Equipped With Perimeter Lighting That will Meet Or Exceed The Performance Criteria Set Forth In The National Truck Equipment Association, Ambulance Manufacturing Division Standard 016 - Perimeter Illumination Test. This Standard Just Be Type Certified By an Independent Testing Laboratory on a Like Test Model.

CRASHWORTHINESS: Safety Is A Primary Objective For Modular Ambulance Vehicles Produced Under This Specification. In Addition To Compliance With Design Criteria Incorporated Herein, Manufacturer Shall Also Provide Certified Documentation To Provide Proof Of Crash Worthiness Of Vehicle(s) Proposed.

Crash Worthiness Of Vehicle Shall Be Demonstrated Through A Minimum Of Two Actual Crash Tests Of Modular Body Ambulance Under Laboratory Conditions. These Crash Tests Will Be Similar In Scope To Testing Performed By The National Highway Traffic Safety Administration and the Insurance Institute for Automobile Safety To Verify The Crash Worthiness Of Passenger Vehicles. An Independent Test Laboratory Accepted And Utilized By The National Highway Traffic Safety Administration For Their Crash Tests Shall Perform This Testing And Provide Certification. Testing Shall Be Performed And Verified By SAE Member Engineers.

Test Criteria Shall Be Defined As A Minimum Of Two Actual High-Speed Impact Crash Tests Between An Ambulance And Mid-Size Passenger Vehicles. Collisions Shall Be into Each Side of Manufacturer’s Standard Production Modular Ambulance Body Mounted on a Chassis, Struck by an Actual Bullet Vehicle. Crash Energy At Impact Shall Be A Minimum Of 3,000 Pounds At 42 Miles Per Hour.

Reports From Crash Testing Shall Be Certified By Testing Lab, And Shall Include The Following Minimum Results:

1) The Required Six-Point Medic Restraint System Shall Hold All Attendants In Their Seats. There Shall Be No Head Contact With Anything Except Head Rests. There Shall Be No Excessive Excursion Of The Attendants In Their Seats Regardless Of Which Way They Were Facing.
2) The Ambulance Body Structure Shall Remain Intact After Both Impacts. Bending Of Body Shall Be Localized To Point Of Impact, And Doors Adjacent To The Actual Crash Point Shall Continue To Operate. There Shall Be No Intrusion Into The Patient Compartment.
3) The Body Mount And Pucks Shall Remain Intact As A Result Of The Impacts. There Shall Be No Visual Damage To Body Mounts Or Floor Structure.
4) All Interior Cabinetry and Fixtures Shall Remain In Place and Undamaged.
This Provision Requires Actual Crash Testing Of An Ambulance By High-Speed Moving Vehicles To Validate Safety And Crash Worthiness. Crash Simulations, Acceleration Testing, Sled Testing, Barrier Testing Or Other Theoretical Tests Are Not Sufficient To Meet This Requirement. Certified Documentation From A Qualified Independent Testing Laboratory Shall Be Provided With The Bid In Order To Validate Compliance With This Requirement.

One (1) Quality Control: Specification Compliance
00-99-0101


QUALITY/COMPLIANCE ASSURANCE: A Thorough Quality/Compliance Inspection By This Agency's Employees Or This Agency's Hired Representative Shall Compare The Ambulance To The Specifications Within 10 Calendar Days Of Written Notice Of Vehicle Completion By The Successful Bidder. The Notice May Be Faxed, Followed By Phone Contact. The Customer Reserves The Right The Bidder's DEALER To Conduct The Inspection Provided The DEALER Is Authorized And Qualified To Correct Quality/Compliance Issues At The DEALER Site.

One (1) Non-Collusive Bid Certification
00-99-0102

NON-COLLABORATIVE BID CERTIFICATION: By Submission Of This Bid Response, The Bidder and/or The Bidder's Authorized Representatives, Certify Under Penalty Of Perjury, That To The Best Of Their Knowledge And Belief The Following:

A) The Prices In The Bid Response Have Been Arrived At Independently Without Collusion, Consultation, Communication, Or Agreement For The Purpose Of Restricting Competition, As To Any Matter Relating To Such Prices With Any Other Bidder Or With Any Competitor, And:

B) Unless Otherwise Required By Law, The Prices Which Have Been Quoted In The Bid Response Have Not Knowingly Been Disclosed By The Bidder And Will Not Knowingly Be Disclosed By The Bidder, Prior To The Public Bid Opening, Either Directly Or Indirectly To Any Competitor, And:

C) No Attempt Has Been Made Or Will Be Made By The Bidder, For The Purpose Of Restricting Competition, To Induce Any Person, Partnership Or Corporation Not To Submit A Bid Response.

One (1) Debarment Status
00-99-0150
DEBARTMENT STATUS: By Submission Of This Bid Response, The Bidder and/or Its Authorized Representative, Certify Under Penalty Of Perjury, That To The Best Of Their Knowledge And Belief They Are Not Currently Debarred From Submitting Bids Or Bid On Contracts By Any Agency Within The Home State Of THIS AGENCY, Nor Are They An Agent Of Any Person Or Entity That Is Currently Debarred From Submitting Bids On Contracts By Any Agency Within The Home State Of THIS AGENCY.

WARNING: This Agency Will Not Tolerate Vendors Who State Compliance To Specifications But Deliver An Incomplete Product And/OR Sub-Standard Materials And Workmanship. Vendors Who Have Made Delivery Of Such An Ambulance Without Making Every Reasonable Effort To Remedy The Defects Found At The Time Of Delivery Or Within The Warranty Period Will Be Notified That They Are DEBARRED From Submitting Bids To This Agency In The Future. This Agency Will Not Waste Valuable Time (More Than Once) Trying To Recover Legal Costs And Deal With Lost In-Service Time Of New Apparatus, Working With Vendors Who Are Unresponsive To The Needs Of This Agency.

One (1) = *****DODGE 192 WB CHASSIS********* - 15.015 05/14/20 =

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<th>01-1F-0000</th>
<th>Type I Modular Ambulance</th>
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CHASSIS


One (1) D 5500 4x4 Reg Cab LWB 192" INTERIOR ITEMS

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CHASSIS INTERIOR ITEMS

One (1) Interior Trim, Medium Gray

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INTERIOR TRIM COLOR: The Interior Cab Trim Shall Be Medium Gray.

One (1) Cab Seats: Driver and Passenger, Captain's Chairs

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CAB SEATS: The Driver And Passenger Seats Shall Each Be Fixed With OEM Slides And Shall Each Be A High Back Captain's Chairs. The Section Between The Seats Shall Be Removed To Install The Aftermarket Center Console For Conversion Components.

One (1) Cab Seat Belts; Black

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CHASSIS CAB SEAT RESTRAINTS: The Chassis Cab Seat Restraints Shall Be Black In Color.
CAB EQUIPMENT: There Shall Be A Remote, Keyless Entry Option.

One (1) Cab Equipment: Keyless Remote Option
01-3D-AU0A

Y _ N__

CAB EQUIPMENT: There Shall Be A Remote, Keyless Entry Option.

One (1) Engine: 6.7L Cummins I-6 Turbo Diesel
01-3D-C66D

Y _ N__


The Engine Output Shall Be 305 Horsepower At 3,000 Revolutions Per Minute And Deliver 610 Foot Pounds Of Torque At 1,600 Revolutions Per Minute. The Engine Performance Shall Comply With or Exceed KKK-A-1822 3.4.3, 3.4.4, and 3.4.6 thru 3.4.8.2.

One (1) RAM AH6 Emergency/ Fire/Rescue Special Emissions Package
01-3D-C700

Y _ N__

UPGRADE SPECIAL EMISSIONS CONTROL PACKAGE: The Chassis Shall Have Special Emissions Controls Allowed For Emergency Vehicles That Provide For Manual Control Of The Regeneration Cycle When Idling In Park.

One (1) Transmission: Automatic Dodge DG3 w/Overdrive
01-3D-C74C

Y _ N__

TRANSMISSION: There Shall Be A 6-Speed DG3 Dodge Automatic Transmission with Overdrive Supplied By the Chassis Manufacturer. The Package Includes A Transmission Oil Cooler, Located Within The Radiator.

One (1) Transfer Case: NV273 2-Speed
01-3D-C74T

Y _ N__

TRANSFER CASE: 2-Speed with Switch on the Fly. Option Includes XEF Transfer Case Skid Plate Shield.

One (1) Cab Equipment: Interior Roof Lamp
01-3D-C95A

Y _ N__

CAB EQUIPMENT There Shall Be An Interior Ceiling Lamp, Activated By The Doors And/Or An Independent Switch. There Shall Be Two Reading Lamps Each On Their Own Switches On The Ceiling Lamp Fixture.

One (1) RAM up-fitter interface module
01-3D-D010

Y _ N__

UPFITTER INTERFACE MODULE: The Selected Chassis Shall Be Purchased With An Upfitter Interface Module That Has Over 50 Inputs And Outputs Available For Connections To The Ambulance Conversion Electronics. Ambulance Conversions That Rely On Splicing Into The Chassis Harness Are Less Desirable And Not Acceptable To This Agency.

One (1) High Idle (Throttle): OEM Voltage Monitoring Auto Idle-Up System
01-3D-D1HL

Y _ N__

2020-0001 05/28/20
HIGH IDLE: There Shall Be A High Idle Programming Control System Located In The Cab Of The Chassis With The RPM Preset For Charge Protect With Voltage Monitoring By The OEM Chassis Manufacturer. This Option XF6 Shall Be Part Of The Engine Speed Control Programming.

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<tr>
<th>Option</th>
<th>Y</th>
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<tr>
<td>One (1) Mirror: Rear View in Cab</td>
<td>Y</td>
<td>N</td>
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<td>01-3D-D36A</td>
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INSIDE REARVIEW MIRROR: There Shall Be A Mirror Centered Between The Driver And Passenger That Has Automatic Day/Night Capability.

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<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Air Conditioning Connector Package: N/A</td>
<td>Y</td>
<td>N</td>
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<td>01-3D-D3AC</td>
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AIR CONDITIONING CONNECTOR PACKAGE: Dodge Does Not Offer A Heat And A/C Quick Connection Package. The System Must Be Drained, Tee’ And Recharged To Operate. There Is No Problem With This Type System, It Just Requires Proper Reclamation Of The Freon And Anti-Freeze To Meet EPA Requirements.

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<th>N</th>
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<tbody>
<tr>
<td>One (1) Mirror: Exterior, Electric and Heated</td>
<td>Y</td>
<td>N</td>
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<tr>
<td>01-3D-DB6A</td>
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<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Wheelbase: The wheelbase is 192” &amp; 108” Cab to Axle</td>
<td>Y</td>
<td>N</td>
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<tr>
<td>01-3D-EC1B</td>
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CHASSIS WHEELBASE: the Chassis Wheelbase Shall Be 192” With A 108” Back Of Cab To Center Of The Rear Axle Dimension.

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<thead>
<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Emission: Federal Requirements (Std)</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>01-3D-FE9A</td>
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</table>

EMISSIONS: The Emissions ratings shall Be In Compliance With the Federal Requirement Guidelines at the Time of Manufacture.

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<thead>
<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Front Axle: 7,000 Pound Gross Weight Rating</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>01-3D-FM7A</td>
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FRONT AXLE: The Front Axle Shall Have A Gross Weight Rating Of Not Less Than 7,000 Pounds.

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<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Traction Control: Rear Limited Slip Option DSA</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>01-3D-G80A</td>
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</table>

TRACTION CONTROL: The Rear Axle Shall Include Option DSA For Rear Limited Slip Differential OEM On The Chassis.

<table>
<thead>
<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Deluxe Front Appearance Package: 29G Option</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>01-3D-GFOA</td>
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</table>

CAB/HOOD EQUIPMENT: There Shall Be A Deluxe Front Appearance Package, Option 29G Installed OEM On The Chassis. It Shall Include An Integral Grille That Lifts With The Hood, V46 Chrome Front Bumper, Quad Integral Euro-Style Headlamps With Chrome Trim.

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<tr>
<th>Option</th>
<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>One (1) Rear Axle: 13,500 Pound Gross Weight Rating</td>
<td>Y</td>
<td>N</td>
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<tr>
<td>01-3D-EC1B</td>
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One (1)  
GVWR (4x4): GVWR 18,000 pounds, FAWR = 7,000 , RAWR = 13,500  
01-3D-GWV9  

GROSS VEHICLE WEIGHT RATING (GVWR): The GVWR Of The Chassis Supplied Shall Be Not Less Than 18,000 Pounds.

One (1)  
Alternator: Dual 220amp Each  
01-3D-K65B  


One (1)  
Batteries: (2) 730CCA Batteries under the chassis hood  
01-3D-K661  

BATTERIES: There Shall Be Option For Dual Battery Setup 730CCA Each OEM Supplied And Installed Under The Chassis Hood By The Original Chassis Manufacturer.

One (1)  
Engine Block Heater: Included on Chassis Not connected to shoreline.  
01-3D-KA4A  

ENGINE BLOCK HEATER: Shall Be Included. OEM On the Diesel Engine Package. The Block Heater Shall Require a Separate Manually Connected Power Source and Be Used In Accordance With the OEM Chassis Owner's Manual.

One (1)  
Heating and Air Conditioning Package: OEM  
01-3D-KDZA  

HEATING AND AIR CONDITIONING: There Shall Be OEM Cab Air Conditioning And Heat With Defrost Including Controls Integrated In The OEM Dash.

One (1)  
Rear Suspension: D-45/5500, Susp-DS135RS3A Liquid Spring, 2019+  
01-3D-M001  

REAR KNEELING SUSPENSION: A Liquid Spring Rear Hydraulic Strut Suspension Shall Be Installed In lieu Of the Standard Rear OEM Single Stage Leaf Springs. The Suspension Company Shall Be QS 9000 and ISO 9001 Certified For Excellence. The Liquid Suspension Shall Be Rated At 13,500 Pounds GAWR and Installed Per Liquid Spring Directions. Suspension Installation Instructions And Drawings Shall Be Followed. All Guidelines Regarding Chassis And Axle Capacity Ratings As Published By Chrysler Corporation Shall Be Adhered To.

MECHANICAL SUSPENSION COMPONENTS: The Control Arms Shall Be Connected To A Replacement Front Hanger That Features Upper And Lower Control Arm Pivot Points And A Connection Point For A Heavy Duty Sway Bar. Both Liquid Spring Struts Shall Be Positioned Directly Aft Of the Axle And Outboard 0f Frame Rails. The Designed Ride Height Shall Maintain Original Suspension's Drive-Line Geometry.
TRACKING BAR: The Suspension Shall Utilize A Lateral Control Rod (Tracking Bar) To Maintain Side To Side Axle Position Related To The Chassis Frame. Wear shoes, Mounted to the Sides of the Frame rails Are Not Acceptable.

HYDRAULIC SYSTEM: All Hydraulic Lines, Fittings, Reservoirs And Valves Shall Be Protected Against "Stone Pecking". Abrasion Covers, Such As Nylon Convolute Loom Over The Lines Are Required. The Entire Assembled System Shall Be Tested For Leaks At Every Fitting Connection Point.

MECHANICAL QUALITY ASSURANCE: All Fasteners Related To The Suspension Assembly Are Considered Critical. All Fasteners Shall Be Tightened To The Manufacturer Recommended Torque by the Primary Installation Mechanic. A Secondary Mechanic Shall "Put A Wrench" And Re-Torque ALL Of The Fasteners And Then Spray A Contrasting Color Of Paint Onto The Heads And Nuts Of Each Fastener.

SUSPENSION JOUNCE STUDY: A Suspension Jounce Clearance Study Shall Be Performed Through Out The Full Range Of Suspension Travel To Ensure Adequate Clearance Of Suspension, Frame And Brake Components. Test Results Shall Be Documented And Supplied In The Owner's Manual.

EXHAUST SYSTEM EXIT: The Exhaust System Shall Be With Side Exit Forward Of The Rear Dual Wheels on the Chassis.


FRONT TIRE TREAD: The Front Tires Shall Be Of Traction Tread Pattern.

FRONT TIRES: The Front Tire Size Shall Be 225/70R19.5F.
FRONT WHEELS: The Front Wheels Shall Be Steel 19.5" x 6.75" (49.5cm x 17.1cm), 8-Hole, Hub Piloted, With 275mm Bolt Circle, With Flanged Nut.

One (1) Rear Wheels: 19.5" x 6.75 Steel

REAR WHEELS: The Rear Wheels Shall Be Steel 19.5" x 6.75" (49.5cm x 17.1cm), 8-Hole, Hub Piloted, With 275mm Bolt Circle, With Flanged Nut. 22,000 lb. (9979 kg) Capacity on Rear Axle.

One (1) Rear Tire Tread: All Traction

REAR TIRE TREAD: The Rear Tires Shall Be Of Traction Tread Pattern.

One (1) Rear Tires: Two pair of 225/70R19.5F

REAR TIRES: The Rear Tire Size Shall Be 225/70R19.5F.

One (1) Tire SPARE: Matching Random Make D45/5500 OEM supplied

SPARE TIRE: One (1) Spare Tire And Wheel Assembly Shall Be Supplied. When The Tire Is To Be Carried On The Unit, The Tire Hold Down Shall Meet Current KKK-A-1822.

One (1) Wheel Finish: Polished SS Wheel Simulators (D4500)


One (1) Horn: Dual Note Electric

HORN: The Horn Shall Be A Dual Note, Electric Horn That Is Mounted Inside The Engine Compartment And Controlled By The Steering Wheel Button.

One (1) Driver Information: Overhead in Cab

DRIVER INFORMATION: This Option Shall Include An Overhead Driver's Information Center In The Cab.

One (1) Radio: Cab AM/FM, voice activated, blue tooth Uconnect


One (1) Front Bumper: Chrome Steel
FRONT BUMPER: The Front Bumper Shall Be Chromed OEM.
One (1)  Driver Convenience: Option 29G  
01-3D-ZQ2A

DRIVER CONVENIENCE PACKAGE: This Option Shall Include A Driver Convenience Package Option 29G That Includes 4 Speakers For The Stereo Radio Option, Chromed Grille, Power Door locks, Power Windows, Sentry key Anti-Theft, Speed Control As Well As Stain And Odor Resistant Seat Fabric In The Cab.
One (1)  AIR BAG: Driver and Passenger Side  
01-3G-AJ3C

CAB AIR BAG: The Driver And Passenger Side Seating Positions Shall Each Have An SRS Air Bag.
One (1)  2020 Dodge, 5500 4 x 4 DRW Reg Cab, 192'' WB, SLT, 6.7L Diesel  
01-AP-1D73

CHASSIS

CHASSIS MAKE: The apparatus shall be mounted on a commercially available cab and chassis manufactured by Dodge. The chassis manufacturer shall be the vehicle's point of origin. The chassis shall be supplied by Dodge as an incomplete vehicle to the successful ambulance manufacturer. The chassis supplied shall conform to all applicable Federal Motor Vehicle Safety Standards in force at the time of manufacture. A statement of conformity shall be supplied with the chassis in an "Incomplete Vehicle Manual".

CHASSIS MODEL: The apparatus shall be mounted on a 2020 or newer 5500, Regular cab, dual rear wheel, four wheel drive chassis equipped as follows below.
WHEEL BASE: The wheel base shall be 192 inches with a cab to axle dimension of 108 inches. The wheel base shall be factory supplied by the OEM Modified wheel bases made from chassis with shorter or longer wheel bases are not acceptable.
OEM: The acronym OEM is Original Equipment Manufacturer. The OEM is the chassis manufacturer and the vehicles Maker and Origin.

TRIM LEVEL: The cab shall be equipped with an "SLT" Trim level with tilt steering wheel, cruise control, power windows and door locks. The front bumper and grill shall be accented with chrome. The OEM grille work shall remain OEM Aftermarket vacuum formed, proprietary grille work made by the ambulance manufacturer is not acceptable due to replacement part cost and lack of immediate availability.
One (1)  Location: Shipped Loose  
01-FM-TI01

SPARE TIRE STOWAGE LOCATION: The spare tire and wheel assembly will not be carried on the unit. The spare tire and all the related tools, if supplied by the OEM, shall be shipped loose with the completed vehicle. One (1)  Rear Suspension 1,000 mile re-torque requirement  
01-FM-TI01

2020-0001  
05/28/20
REAR SUSPENSION RE-TORQUE: The agency is notified that the manufacturer of the rear suspension requires a re-torque of the rear mounting and pivot points to the recommended values by a qualified mechanic. 

KNEELING FEATURE ENABLE: The rear suspension shall kneel when the triggering device is activated AND an enable switch, located in the cab console is activated.

KNEELING FEATURE ACTIVATION: The kneeling feature shall activate in PARK position only. The kneeling feature shall NOT activate in any forward or reverse gear. The above rear suspension shall kneel when the trailing rear access door is opened.

VEHICLE EXHAUST TERMINATION POINT: The exhaust system routing shall remain unmodified and the termination point shall remain after the rear axle on the right side.

LEVELING VALVES: Dual, one right and one left, leveling valves shall be supplied, installed and adjusted to optimum ride height. This will alleviate the issue of leaning from side to side.

SUMMARY

SERVICE INTENT: The ambulance body shall be all aluminum. The body sheet shall be reinforced with structural members designed to resist deflection and hold up to extreme ambulance service per the latest revision of federal specification KKK-A-1822F.

BODY MEMBER ALLOY: The side, front and rear sheet shall be derived from .125”, 5052-H32 aluminum sheet. The roof sheet shall be one (1) piece, .090”, from roof rail to roof rail. The side structure and structural shapes shall be extruded of 6105-T6 aluminum.
STRUCTURAL INTEGRITY: The body shall be capable of providing impact, deformation and penetration resistance in the event of a collision. The body structure shall be capable of passing a standalone static load test on a type-tested body. The test shall be conducted in accordance to AMD-001 **except the test weight shall be a minimum of 55,000 pounds.** The same unit shall be subjected to the same test with the body turned on its side. A complete copy of the testing documents with photos must be supplied upon bid review if requested by this agency. Non-compliant bids will be rejected.

WELD QUALITY: All welds within the modular body shall meet American Welding Society codes for structural and sheet welding.

CREVICE PREPARATION: All skin and extrusion surfaces destine to be mated together, shall be primed with epoxy, etching primer prior to assembly. All overlapping extrusion to skin surfaces shall be bedded with a two-part acrylic high strength bonding adhesive.

SIDE STRUCTURAL MEMBERS: The sheet edges will be fit into slots designed within a proprietary, double hollow, corner post extrusion in addition to the two-part acrylic bonding agent. The sheet will be MIG welded and structurally bonded to the extrusion. Double-hollow designed corner post extrusions shall be used to weld side and end assemblies together. Horizontally oriented, adjoining structural box tubes shall be welded to the corner post with a minimum 50% surface weld. The intermediate structural members of the side grid shall be two by two inch 6105-T6 aluminum, architectural box tubing. All entry and compartment door adjacent members shall be one quarter inch, two by two-inch proprietary extruded shape. The main structure shall surround the compartment openings and provide intermediate skin support. The intermediate structure spacing shall have a nominal dimension of twelve inches. All grid structure shall be welded together with a minimum of 75% of available mating surface. The side skin shall be bonded to the structural grid using 1.75 inch-wide, VHB (Very High Bond) adhesive tape. The edges of the tube that touch the skin will be sealed with Bostik Brand, Simson ISR 70-03 Construction Adhesive.

SIDE IMPACT RAILS: There shall be four side impact rails, located in the upper and lower sections of the side walls. They shall consist of 6105-T6 aluminum, that is a solid one-half inch thick by four-inch plate on the curbside and one-half by four inch plates on the street side that are continuously MIG welded or Huck structurally fastened to the structural grid. Since this is a safety item, no exceptions will be accepted.

SEAT BELT ANCHORAGE: Occupant seat belts shall be drilled and tapped through one-half by four inch plate on the curbside and one-half by four-inch plates on the street side that are continuously MIG welded to the structural grid. Since this is a safety item, no exceptions will be accepted.
SIDE SHEET: The side sheet shall be .125 thick, 5052-H32 aluminum. The side sheet compartment opening cut outs shall be cut with CNC controlled, gantry mounted plasma or high-speed routing equipment. The door opening shall be cut to allow for the skin to be molded into the jamb opening to create a crevice free jamb with a smooth paint finish. The machine formed skin shall return into the body at least 3/4" to meet the jamb extrusion. This method will encourage square openings to receive the door assemblies and maintain critical structural locations. The door jamb shall have a full structure frame behind the jamb skin return. It shall not rely strictly on the skin for the compartment jamb. Pre-determined ventilation louvers shall be formed into the body sheet, where specified. Bodies that do not incorporate formed louvers have the potential for additional corrosion points and are not preferred by this agency.

SEAMLESS DOOR JAMBS: The door jambs of the module shall be seamless. A seamless door jamb exterior is required to minimize corrosion. Extruded type exposed door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. The only visible seams on the body sheet shall be at the corner posts. The skin shall extend .688 inch below the skirt rail extrusion to a drip edge to keep moisture from collecting underneath where the skin meets the skirt rail extrusion.

CORNER POST EXTRUSION: The corners of the modular body shall be made from an extruded aluminum structure that has an alloy of 6105-T6. The corner post extrusion shall be 3.25 x 3.25-inch with a 2-inch- radius on the outer corner. The corner post extrusion shall have an internal web member that runs on a 45-degree angle to the front and side of the modular body. Where the internal web meets the exterior extrusion wall the internal web shall flair into a .125-inch radius giving a .25-inch wall thickness at the exterior wall of the extrusion. There shall be a .75-inch flange on each side of the corner post extrusion that is a side skin receiver. The side skin receiver shall be funnel shaped to allow the exterior side skin to fully seat into the corner post extrusion. The interior walls of the corner post extrusion shall be .125-inch thick, and they shall incorporate a 45-degree weld bevel on the interior corners.

REAR SILL EXTRUSIONS: The rear body and floor substructure shall be constructed of a dual proprietary aluminum extrusion with mating joints. The lower floor extrusion is a combination continuous extrusion with an incorporated L mating surface. The lower door extrusion is a multi-chamber construction with matching radius corner and surfaces to the floor sill. This combination of extrusion and joint structure provides for strong joint strengths, and continuous contact surface between the floor sill and the outer-body door extrusion.

FRONT AND SIDE WALL GUSSET PLATES: The front wall and side wall structural members shall have additional support with a fully welded gusset system that shall be made of 5052-H32 aluminum plate, .25-inch-thick by four by four-inch.
REAR AND SIDE WALL GUSSET PLATES: The rear wall and side wall structural members shall have additional support with a fully welded gusset system that shall be made of 5052-H32 aluminum plate, one quarter inch thick by four by four inch.

ROOF RAIL EXTRUSIONS: The roof corners of the modular body shall be made from an extruded aluminum structure that has an alloy of 6105-T6. The roof rail extrusion shall be 4.55 x 3.5 inch with a 2-inch radius on the outer corner. A full-length drip rail shall be incorporated into the roof rail corner post extrusion, drip rails at the top of the modular body that are not inclusive of the roof rail extrusion do not meet the intent of the specification and are deemed non-compliant to this specification. The roof rail extrusion shall have an internal web member that runs on a 45-degree angle to the front and side of the modular body. Where the internal web meets the exterior extrusion wall the internal web shall flair into a .125-inch radius giving a .25-inch wall thickness at the exterior wall of the extrusion. There shall be a .75-inch-flange on the lower side of the roof rail extrusion that is a side skin receiver. The side skin receiver shall be funnel shaped to allow the exterior side skin to fully seat into the roof rail extrusion. There shall be a .75 x .125-inch recess into the roof side of the extrusion for locating the roof sheeting. This recess shall have a 45-degree weld bevel. The interior wall of the roof rail extrusion that is in-board of the side skin funnel shall be 2-inch-wide so that they line up with the exterior side wall. The interior wall of the roof rail extrusion that is in-board of the roof sheeting recess shall be 2.25-inch-wide so that they line up with the 2.25-inch roof bows. The interior walls of the roof rail extrusion shall be .125-inch-thick, and they shall incorporate a 45-degree weld bevel on the interior corners.

ROOF SHEET: The four (4) edges of the sheet shall be continuously welded to the roof rail extrusion to prevent leaks. All perimeter welds shall be ground smooth and worked smooth prior to the overall body paint and finish. Non-fully welded roof sheets to the roof rail extrusions do not meet the intent of this specification and are deems non-compliance to this specification.

ROOF BOWS: The roof sheet shall be supported by full width .125-inch-thick x 2 x 2.25-inch architectural box tubing. The roof bows shall be located on twelve-inch centers. The roof bows shall be MIG welded to the roof rail extrusions with no less than four and one-half inches of continuous weld per end. The roof sheet shall be bonded to the roof bows with VHB (Very High Bond) adhesive tape.

LATERAL ROOF SUPPORTS: If this agency requires ducted ceiling HVAC, additional structural support will be added as a result of the 2 inch ducted heat and A/C delivery system .2 x 2-inch three-sided extruded channel with two sides being .125-inch-thick and the bottom surface for fastener acceptance to be .160-inch shall be full length of the body.

ROOF CORNERS: The roof rail extrusions shall be welded together along the roof bow mating walls at the corners. In addition, the outer surfaces of the roof rail extrusions shall be 100% continuously TIG welded to cast aluminum corner
Castings. The castings shall have internal mating flanges that extend horizontally inside the upper roof rail extrusion and vertically down the corner post extrusions. The corner roof castings shall have accommodations for number six nylon inserts to retain corner cap marker combination warning lights when they are specified. The nylon inserts shall provide isolation of the retaining screw of the light from the casting materials.

FLOOR MEMBERS: Floor structures shall be 6105-T6 aluminum, 2.000 by 2.500-inch proprietary hollow section architectural box tubing aluminum. This proprietary shape tubing allows for half-inch plate to be recess to which floor mounted items can be securely connected. Each member shall have a defined bevel built into the extrusion die to allow for full weld penetration on the edge of the extrusions.

FLOOR HORIZONTAL GUSSET PLATES: The floor member to side wall fully welded horizontal gusset system shall be made of 5052-H32 aluminum plate, four (4) By four (4) inch triangles. A minimum of 12 gussets shall be located horizontally connecting cross members to longitudinal main center members at each main cross member site.

FULL WIDTH CROSS MEMBERS: The module floor shall provide core support for the side assemblies and shall incorporate a minimum of four (4) full body width floor members. The full width floor members shall connect to and support the side wall assemblies. Each member shall be made of 6105-T6 aluminum. The front floor tube is to be a minimum of 3.000 x 2.000 x .250 inch-thick 6105-T6 aluminum tube which is fully MIG welded into the front corner post at each side of the vehicle. On top of the tube is to be a minimum .188 thick 5052 aluminum front sill running full width of the body. One of the members located just forward and/or rear of the rear wheel housing shall be 2.000 by 2.500-inch proprietary hollow section architectural box tubing. The last floor cross-member shall be a 2.375 x 3.188 6105-T6 aluminum proprietary shape proof tube on the rear wall which is fully MIG welded into the rear corner posts at each side of the vehicle. This tube is butted up and welded to a 2.000 x 1.000 x .125 inch-thick 6105-T6 tube which is also fully MIG welded to the rear corner post. A minimum of eight (8) total 6-inch vertical gussets, (1/4) inch thick will be installed to reinforce two (2) at each cross member and sidewall tubes directly fore and aft of the axle.

FLOOR SYSTEM CANTILEVER BEAMS: There shall be cantilever floor beams used at intermittent body points running from the opposite main interior wall beam to the opposite exterior wall at the location between exterior compartments. The use of cantilever beams increases the strength of the overall floor system and support to the compartments.

WHEELWELLS: There shall be formed wheel well housings installed into the module body to provide sufficient clearance for the rear axle movement based on the chassis jounce study and suspension choice selected. The wheel well shall be formed of smooth aluminum and secured to the floor tube structure system. The
wheel well shape shall be multi-angular with vertical riser and flat top to provide the most efficient use of space inside of the module, while providing the required jounce clearance underneath for the chassis tire movement. Wheel wells that are radius shaped are not acceptable to this agency, as they are unnecessarily tall and inefficient in space usage.

WATER TIGHT PATIENT CABIN: The sub floor shall be shielded from moisture. An aluminum sub sheet shall be sealed to the floor structure with silicone sealant. Additional aluminum plates shall be intermittent welded between compartments, wheel well liners, step wells and fuel filler housings. All of the areas shall be thoroughly sealed from one to the other, creating a sealed patient cabin from the outside. Extrusion hollows shall be filled with expandable foam sealant to prevent fumes and moisture from entering.

**DOOR CONSTRUCTION**

DOOR SKIN: No welded seams are allowed, only one piece formed corners. The door skin shall be .090 inch-thick, 5052-H32 aluminum sheet formed on all four sides utilizing an ACF Multi-flex Corner Former Model MF 25 to create a crevice free surface for best paint adhesion and corrosion resistance. The formed edges shall not have elongation cracks due to forming and shall maintain material thickness uniformly over the entire sheet. The formed edges uniformly round off seamless for better paint adhesion and aesthetic appeal that does not require cutting and welding in the corners.

DOOR FRAMING: The door frame shall reinforce the perimeter of the skin pan. The extrusion shall incorporate a T-slot to receive an extruded, hollow, dual durometer closed cell UV protected TPV gaskets with relief holes for even compression for a proper and complete seal from the door to the door jamb. The gasket corners shall be welded without using adhesives for bonding. The door frame extrusion shall also add torsion resistance to the door assembly. The door jamb extrusion and frame extrusion shall be cut 45 degree on each corner. Each of the four corners shall incorporate a key way and spline that is designed to drive into each corner and maintain a perfect 90-degree angle prior to welding. The door castings shall include gusset plates for additional support for the door construction. The door frame shall also incorporate a clearance way for UNF threaded blind fasteners for the door panels. The door panel shall not rest on the body of the blind fasteners.

FINAL DOOR ASSEMBLY: The door skin shall be bonded to the frame assembly with an adhesive sealant in addition to intermittent welding. For entry doors additional horizontal structure shall be added to maintain door skin flatness as well as penetration resistance in the event of a collision. The horizontal members are extruded J-channel, 0.150 inch-thick. A minimum of two horizontal members shall be welded in. A vertically oriented 0.150 inch-thick formed hat-channel shall be welded to the webs of both horizontal channels for additional buckling resistance. Compartment doors shall have a reinforcement system of horizontal or horizontal/vertical structure added to maintain skin flatness and impact resistance.
ENTRY DOOR WINDOW(S) OPENINGS: The entry door(s) shall incorporate recessed areas that are stamped into the outer door skin to allow for a flush window appearance and shall not protrude with a lip on the outer door skin of the modular body.

DOOR PANELS: The inside entry door panels shall be made of .080 inch-thick aluminum plate and shall be finished per these specifications later in this document. The center panel shall be removable for easy lock service/lubrication. The inside of the compartment door panels shall be made of .080 inch-thick polished aluminum diamond plate. The edges of the door panel shall be recessed into the door frame extrusion. The panels shall be fastened to the door frame with stainless steel, #10-32 UNF machine screws threaded into aircraft quality blind fasteners. Each fastener shall have an internal tooth lock washer to preclude loosening.

DOOR JAMB: The door jamb shall accommodate rigid fastening of compartment door hinges. The jamb shall include a hollow cell that shall conceal wiring for the non-mechanical door switch. The door jamb frame shall be cut 45 degree on each corner from the door edge corner, each of the four corners shall consist of a key way and spline that is designed to drive into each corner and maintain a perfect 90-degree angle prior to welding. Additionally, the jamb shall be continuously MIG welded on the inside and the outside corners. A seamless door jamb exterior is required to minimize corrosion - extruded type door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. "No Exterior Door Extrusions Allowed".

HINGE: All doors shall have stainless steel, continuous, piano hinge. The pin diameter shall be .250 and staked into place to prevent drifting out of the hinge leaf. The knuckle lengths shall be one inch.

DOOR HINGE BOLTS: The hinge attachment bolts shall be one quarter inch diameter by one inch long stainless-steel type TT (Thread Rolling Screws) hex head bolts with SermaGard protective coatings. Each bolt shall be treated with the aluminum filled basecoat/resin-bonded fluoropolymer topcoat system. The SermaGard 1105/1280 protective coated bolt system is designed to provide outstanding salt and dissimilar metal corrosion protection versus bolts treated with pastes and liquids. The SermaGard coating provides UV weathering resistance while protecting the aluminum tube structures and stainless-steel hinges from dissimilar metal contacts. The SermaGard provides a sacrificial corrosion protection. Body manufacturers that do not use bolts treated with SermaGard 1105/1280 are providing substandard protection from corrosion and are not acceptable. Thread cutting screws to attach exterior compartment doors or hinges to the body are not acceptable.

LATCHES: The latches shall meet FMVSS 206. All latches shall be two-stage, rotary-type. The latches shall be through bolted to the door frame extrusion. All entry doors shall have two rotary latches per door. To assure uniform latch timing and functional door reliability, only straight, one-quarter (1/4) inch diameter rods shall connect the latches to the handle. All double hung compartment doors shall have two rotary latches per door.
NADER PINS: All Nader pins shall be headed to prevent the door(s) from opening under impact. They shall be hex headed Grade-8 fully adjustable with a 5/16” thick knurled stainless-steel retainer plate to keep the Nader pin from moving out of setting after adjusted. The opening in the door jamb extrusion shall be large enough to allow full adjustment with the Nader pin washer covering the hole. Manufacturers that use Nader pins without knurled retainers are not acceptable to this agency as they will require more frequent readjustment.

One (1) Compartment and Entry door Full length Stainless Steel Hinges Std
02-00-0060

MODULE EXTERIOR HINGES: There shall be installed stainless steel hinges with standard mill finish for all exterior compartments and entry doors on the module. These hinges shall feature slots for mounting and adjustment of the doors. The finished module paint and special mounting bolts with Serpa coatings shall assist in deterring the stainless steel hinges from dissimilar metal corrosion.

One (1) Compartment Door Check: Double Action Gas Shock
02-B0-09B0

DOOR CHECK: The compartment door(s) in excess of 13” pass through width shall be equipped with a door check (hold open) device. All vertically hinged doors in excess of 13” pass through width shall have a gas operated bi-directional spring shock door check. Door check brackets shall be drilled and tapped through a minimum of 3/8” material to preclude coming loose.

One (1) Compartment Door Check: Double Action Gas Shock
02-B0-09B0

DOOR CHECK: The compartment door(s) in excess of 13” pass through width shall be equipped with a door check (hold open) device. All vertically hinged doors in excess of 13” pass through width shall have a gas operated bi-directional spring shock door check. Door check brackets shall be drilled and tapped through a minimum of 3/8” material to preclude coming loose.

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One (1) Compartment Construction: STANDARD, Unless Specified Otherwise

Y _ N ___

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The Floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers.
DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.

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DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.

One (1) Compartment Construction: STANDARD Diamond Plate
02-B0-CC02

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers.

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One (1) Compartment Door Panel: Diamond Plate
02-B0-CC08

COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be diamond plate.
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One (1) Compartment Door Panel: Diamond Plate 02-B0-CC08

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One (1) Compartment Ventilation - Compartment Ceiling O O O O 02-B0-CC12

CEILING VENTILATION: Specified compartments shall have a hat channel at the ceiling level. The hat channel shall run to no closer than 1” from the compartment side walls to allow for air exchange. Hidden from view, shall be two to three, (4”) holes above the hat channel to exhaust the compartment air when the door is closed to allow it to close with minimal effort.
One (1) Compartment Ventilation - Compartment Ceiling O O O O 02-B0-CC12

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One (1) Compartment Door Ventilation - small punched half-moon Louvered Door 02-B0-CC16

VENTILATION: There shall be three sets of six louver punches on the outside and inside door panel to properly ventilate the electrical components located in the above mentioned compartment.
One (1) Compartment Ventilation - Flap style #VT-2495-A01, STD 02-B0-CC18

VENTILATION: There shall be a hole in the compartment below floor line approximately 5-3/8" wide x 2-9/32" tall that will accept a specially designed baffled vent. The baffles shall have a stainless steel spring that allow for only one way operation. They allow air to escape out of the compartment when the door is closed, but not for air to come back into the compartment to keep dirt and dust out of the compartment interior.
Engineering shall determine the amount of these vents required by the volume of space in the compartment.
One (1) Compartment floor thickness .125” standard 02-B0-CC41
COMPARTMENT FLOOR THICNESS: The compartment floor shall be .125 inch thick aluminum of single layer.
One (1) Compartment floor thickness .125" standard Y _N___
02-B0-CC41

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One (1) Compartment floor thickness .125" standard Y _N___
02-B0-CC41

CURB SIDE ACCESS DOOR LOCATION: The module side entry door shall be located on the curbside of the module, just rearward of the ALS cabinet to provide efficient egress into the module.
One (1) Compartment Floors: Sweep-out, even with bottom door jamb Y _N___
02-B0-SFL0

COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
One (1) Compartment Floor: Sweep-out, even with bottom door jamb. Y _N___
02-B0-SWFL

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One (1) Body, Mod: Dodge Type 1 LWB, 172" x 95" x 68" Interior HR - 6" Body Drop Y _N____
02-B2-1O93

MOUNTING

MOUNTING SYSTEM: The outside dimension, across the frame rails on this chassis is thirty four (34) inches. Twelve (12), one quarter (1/4) inch thick steel out riggers, designed specifically to through bolt to the frame rail web, shall be supplied and installed. Each out rigger shall be through bolted to the frame utilizing three (3), five eights (5/8) inch diameter, UNC, grade eight, Flanged Hex head bolts and corresponding grade eight, flanged, locking hex nut.
Each out rigger shall incorporate a dual silicone vibration isolator system and support for the body's mounting sill. The system shall consist of a top locking nut, the one inch aluminum flat bar, an upper stainless steel bushing, a pre-loaded silicone upper vibration isolator, the steel outrigger, then a lower pre-loaded silicone isolator, a stainless lower washer and finally the bolt head that passes through the assembly. The flanged outer edge outriggers shall not protrude more than four (4) and three-eight (3/8) inches measuring from the frame's web to the outer tip of the out rigger deck. All mounting sills shall be made of one inch thick by three inch wide solid aluminum flat bar. A grade eight half-inch diameter by four inch long hex-head bolt shall be used to bolt the sill down at each isolator site. The lower silicone isolator shall be 22% less in firmness than the upper isolator to provide a dynamic separation of road vibration from the chassis frame into the modular body. Body mounting systems using only a single mounting isolator shall not be acceptable as they provide inferior mounting vibration isolation.

MODULE CONFIGURATION

OVER ALL LENGTH: The overall length of the vehicle shall not exceed twenty three (23) feet, nine (9) inches. The departure angle and length shall meet or exceed the current revision of Federal Specification KKK-A-1822.

MODULE LENGTH: The module length shall be at least one hundred seventy two (172) inches.

MODULE WIDTH: The module width shall comply with the current revision of Federal Specification KKK-A-1822. The module shall be ninety five (95) inches wide, excluding lights and accessories.

MODULE HEAD ROOM: The module shall not be less than sixty eight (68) inches actual measured headroom. The measurement shall be taken from the patient compartment floor to the ceiling panels.

One (1) Step Well, CURBSIDE Entry Door, 2-Step Diamond Plate

02-B3-MD64

STEP WELL: A two-step diamond plate step well shall be provided at the curb side access door. Each step tread dimension shall not be less than 10 inches. Both steps in the step well shall be illuminated, per current Federal Specification KKK-A-1822.

One (1) Talk through, Cab to Mod Window (T1) Dodge with OEM solid glass removed

02-BC-0606

TALK THROUGH CAB TO MODULE WINDOW: A 14" inch high by 19" inch wide access from the module to the cab shall be provided. Sliding polycarbonate doors shall close off the access window. The cab shall NOT be rigidly fastened to the modular body. A flexible, Accordion shaped, closed cell rubber bellows, custom made for the opening shall be provided to tie the cab to the module. One joint in the bellows is acceptable and shall be located on the bottom of the opening. The joint shall be completely vulcanized. The window provided shall meet or exceed current Federal specification KKK-A-1822.

One (1) Cab Roof Support: 3/16" x 3" Steel Plate, Per Engineering Drawing
CAB ROOF SUPPORT: There shall be a 3/16" thick by 3" wide extending from driver's side to passenger side on the underside of the cab roof above the headliner to prevent any oil canning noise that might be caused by wind against the front body wall and the cab roof.

One (1) Compartment Door: SINGLE DOOR, 1-point Latch
02-BC-10A0

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and one rotary latch.

One (1) Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch
02-BC-10A5

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.

One (1) Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch
02-BC-10A5

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.

One (1) Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch
02-BC-10A5

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.

One (1) Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch
02-BC-10A5

COMPARTMENT DOORS: A set of double hinged compartment doors shall be set for this compartment. Each door shall have a single handle and two rotary latches.

One (1) Doors, Compartment, DOUBLE DOORS (Std)
02-BC-10D0

COMPARTMENT DOORS: A set of double hinged compartment doors shall be set for this compartment. Each door shall have a single handle and two rotary latches.

One (1) Body Drop: 6" Curbside, Ahead of Rear Wheels
02-BD-0100

BODY DROP: The Curbside of the modular body ahead of the rear wheels skirt shall be 6" lower than the street side and behind the rear wheels. This body drop will allow the curbside entry step to be lower to ground level making it easier to enter the curbside entry door and meet the requirement of KKK-A-1822 latest revision.

One (1) Handles, Ext: Tri-mark 030-1875, Free Float, Polished CNNC finish
02-BT-C853

2020-0001
05/28/2020
EXTERIOR ENTRY AND COMPARTMENT DOOR HANDLES: Large chrome Plated, die cast paddle handles shall be provided to open all module doors. Blind Fasteners shall be used to fasten the handles to the door from the backside. Blind Stabilizer pins shall be incorporated on the backside of the handle for alignment purposes. Every paddle handle shall have an isolation gasket between the paddle body and the door skin. All door skin surfaces shall be painted prior to installation of the handle hardware. All paddles, on single hung and leading double doors shall be locking type and keyed the same (unless specified otherwise). Trailing doors shall: have non-locking paddle handles, mounted on the outside of the door. The Handle shall have a bright chrome like finish mounted into the bright chrome dish. When the door is in the locked position, the handle shall extend when pulled like an automotive handle (free floating) to show the operator that the door is locked and needs to be unlocked to be opened. Systems that utilize a handle that does not free float shall not be accepted as it could bind up the inner hardware and shorten the life of the door operation and timing.

INTERIOR ENTRY AND COMPARTMENT DOOR HANDLES: The interior handle shall be lever type. A Lock/Unlock lever shall be installed below the inside lever handle and be clearly marked Lock/Unlock. The inner chrome plated handle shall have a black powder coated cast aluminum bezel for strength.

One (1)  
Interior Release: All Entry Doors, with bezel  
Emergency Access  
02-BT-C85A

EMERGENCY INTERIOR LATCH RELEASE: There shall be a red tipped lever to activate a rotary latch at both the top and bottom interior of each patient access door. These shall be used should the door rods become unattached from either the handle or latch assembly. The mechanisms shall be at the point of latching to the Nader pin. An inserted Bezel shall be installed into the door panel around the release lever to provide an aesthetic trim to the opening.

One (1)  
Curb side Entry Door (CSE): 82.812 High x 31 Wide  
T1 LWB  
02-M1-CE05

CURBSIDE ACCESS DOOR: The curbside side access door shall be at least 82.812" high by 31" wide measured at the door jamb opening.

JAMBS PROTECTION: At the curbside side, module entry door, a full width, formed, stainless steel jamb protection plate shall be provided to prevent heavy traffic from chipping the paint.

One (1)  
M-1 Compartment (LF): 68 HR, 78.5" H x 22.125" W x 19.5" D  
02-M1-M166

LEFT FRONT COMPARTMENT (M-1): This compartment shall be located in the left front corner of the modular body. The minimum compartment dimensions shall be 78.5" High x 22.125" Wide x 19.5" deep.

SPASH GUARD: A deflector plate shall be welded between the left front and left front middle compartments. The shield shall be specifically designed to shield water splash from the compartment vents.

One (1)  
M-2 Compartment (LFM): 34.5" H x 51" W x 19.5" D >>Dodge chassis only  
02-M1-M277
LEFT FRONT MIDDLE COMPARTMENT (M-2): This compartment is located adjacent and rearward to the left front compartment. The minimum compartment dimensions shall be 34.5" High x 51" Wide x 19.5" Deep.
One (1) M-3 Compartment (LR): 61.5" H x 25" W x 19.5" D Y N 02-M1-M379

LEFT REAR COMPARTMENT (M-3): This compartment shall be located in the left rear corner of the body. The minimum compartment dimensions shall be 61 1/2" High x 25" Wide x 19 1/2" deep.
One (1) M-5 Compartment (RR): 68 HR, 78.8" H x 25.625" W x 21.0"D Y N 02-M1-M574

RIGHT REAR COMPARTMENT (M-5): This compartment shall be located in the right rear corner of the body. The minimum compartment dimensions shall be 78 13/16" High x 25 5/8" Wide x 21" Deep.
One (1) M-6 Compartment (RR Fwd.): 19" H x 10.438" W x 19.5" D Y N 02-M1-M675

RIGHT REAR FORWARD COMPARTMENT (M-6): This compartment shall be located just forward of the right rear compartment aft of the rear wheel opening. The minimum compartment dimensions shall be 19" High x 10 3/8" Wide x 19 1/2" deep.
One (1) M-7 Compartment (RF): 67.5" H x 25.25" W x 21.0" (Below FL), I/O Y N 02-M1-M775

RIGHT FRONT COMPARTMENT (M-7): This compartment shall be located in the right front corner of the module body. The minimum compartment dimensions shall be 67 1/2" High by 25 1/4" Wide. The compartment door shall provide direct outside access into the right front advanced life support equipment storage area.
One (1) Rear Access Doors: 46 3/4" Wide x 60 5/8" High Y N 02-M1-RA03

REAR ACCESS DOORS: The rear of the module shall be equipped with double, hinged patient compartment access doors. The doors shall be centered on the body and align with the patient compartment aisle space. The doors shall measure 46-3/4 inches wide by 60-5/8" high, jamb to jamb.

REAR ACCESS DOOR JAMB: At the rear access doors, a full width, formed, stainless steel jamb protection plate shall be provided to prevent the cot frames from chipping the paint. The stainless steel protection package shall start from under the kick plate and follow the contour of the jamb extrusion, cover the end of the sub-floor and cover the last four inches of the vinyl floor covering.
One (1) Wire/Hose Cover : Diamond Plate, Between Cab & Module Y N 04-AS-0370

WIRE/HOSE COVER: The area between the back of the cab and the front of the module shall have a .100 aluminum diamond plate cover, attached to the frame rails, to protect any hoses and/ or wires routed in that location. The cover shall be mounted to close-off the area with a finished appearance.
One (1) Pass-Thru cab mounted wind deflector - Aluminum Diamond Plate Y N 04-AS-0382

2020-0001 05/28/20
WIND DEFELCTOR: A short aluminum diamond plate wind deflector shall be installed directly above the pass thru cab connection. There shall be a small upturned lip on the backside of the part to assist in re-routing water runoff. The part shall have a gap between the outer edge and the module body.

One (1) Fuel Fill: CPI C1045, Open Housing, Polished Bezel - (Std) 04-AS-06A0

FUEL FILLER AND HOUSING: The filler neck supplied by the OEM shall be used. The filler neck shall be vented and be diameter indexed to accommodate a FUEL pump nozzle. The fuel filler neck shall be bolted to a cast aluminum fill housing. The filler housing shall be an open design with a bright polished mounting flange. The housing configuration and filler installation shall comply with the OEM Body Builders Layout Book. The fuel filler neck shall be grounded directly to the frame rail to prevent static electric charges from igniting the fuel vapors during refueling. The fuel filler cap shall be supplied by the OEM. The cap shall be attached to the filler housing with a lanyard. The filler cap shall incorporate an over-tighten protection device that ratchets, when the preset cap torque is reached.

One (1) BODY PROTECTION & TRIM PACKAGE: Dodge 04-BP-D144

BODY PROTECTION AND BRIGHT WORK

One (1) Bumper, Rear: HD Alum Framed w/DP pontoon covers Type 1 04-BW-7A95

FRAMING: The rear step bumper shall exceed the current revision of KKK-A-1822. The bumper shall be framed in with ¼ x 2 x 4 aluminum 6063-T6 rectangular tubing. The bumper shall be bolted directly to the chassis frame. In addition the top of the bumper shall be mounted below the body skirt-line, so that minor collisions do not damage the body. The bumper will collapse under the body. For the stated reasons, there shall be no exceptions to this feature.

OUTER PONTOONS: The outer bumper ends (pontoons) shall be covered in .100 polished aluminum diamond plate. The outer corners shall be angled 50 degrees. Each pontoon cover shall be through bolted to the bumper frame with stainless steel, pan-head, Phillips head, ¼-20 bolts and Nylock nuts.

DEPTH OF BUMPER: The rear bumper shall protrude from the rear surface of the module body to the rearward most metal surface by at least nine and one half inches (9-1/2") and not more than ten inches (10").

One (1) Fenders, Rear: Polished Aluminum (T-1) 04-BW-AF21

FENDERS: The rear fender shall be bright aluminum. The fender shall be isolated and mounted to the wheel opening with thin membrane, double side tape. In addition to the tape, 100% nylon bolt and nuts shall hold the fender to the body.

One (1) Skirt Rails: Polished Aluminum Diamond Plate, Box style Std 04-BW-DP01
SKIRT RAILS: The entire skirt-line of the body, forward and aft on the rear wheels shall have formed .188" diamond plate skirt rails to protect the body. Each skirt rail shall meet current Federal Specification KKK-A-1822. Each rail shall be chamfered 45 degrees at both ends. The rails shall be fastened through the bottom of the rail into the bottom of the modular body. The rails shall not cut into the paint. They shall be mounted through nylon isolators in such a manner that they are spaced off the body.

One (1) Rear Kick Plate: Polished Aluminum Diamond Plate
04-BW-DP04

REAR KICK PLATE: The rear kick plate shall be made of 0.100 inch thick polished aluminum diamond plate and run from corner post to corner post. The height shall be from the skirt-line of the body to the bottom door jamb under the rear access doors.

One (1) Corner Caps: 24.0" High, Alum Diamond Plate
04-BW-DP92

BODY CORNER POST PROTECTION: The lowest twenty four inches (24") of the corner post extrusions shall be protected against stones and road debris. The corner post guards shall be formed of .080 thick polished aluminum diamond plate, contour fit to the corner post extrusions and riveted into place. A bead of silver colored, silicone sealant shall be applied across the top edge of the guards. The bottom of edge of the guard shall be left unsealed to promote moisture drainage.

One (1) Front Stone Guards: 24.0" High, Alum Diamond Plate
04-BW-DP93

FRONT OF BODY: The front of the body shall have skirt-line protection plates made of .080 aluminum diamond plate. The corner posts shall have form fit diamond plate protection height matched to the frontal plates. The height of the protection is twenty four inches up from the body skirt line.

One (1) Step, Center: 2" x 9" Grip strut, flip-up
04-BW-FLMD

CENTER STEP: A flip up step shall be provided to allow closer access to the patient cabin floor. The step shall be as wide as the rear access door jamb. The step shall have aggressive traction. The step shall have a red/white reflexite reflective strip across the flip up step. A stainless steel piano hinge shall have a staked in, ¼" diameter pin, one inch knuckles and one Type-F ¼" through bolt every four inches.

One (1) Recessed Tag Area: Polished Aluminum Diamond Plate
04-BW-TA03

RECESSED TAG AREA: The kick plate shall feature a centered and illuminated recessed area to mount a standard U.S. six inch high by twelve inch wide license plate. The recessed area must be located as specified below and aesthetically TIG Welded around the perimeter of the opening. Threaded inserts and bolts to install the tag shall be installed and provided.

One (1) Location: Centered in the kick plate
04-BW-TA04

RECESSED TAG AREA LOCATION: The tag area shall be centered in the kick plate.

One (1) (2) Rear Door Hold Opens: Grabber Style, each door
04-EA-09A0
REAR ACCESS DOOR CHECKS: Rear access doors shall open at least 150 degrees. The door checks shall be 2 piece, heavy duty, cast aluminum, grabber type with gaskets. The door shall have a ½ round stock loop that plunges into a positive rubber/cast socket.

One (1) Rear Door Hold Opens: Grabber Style, each door
04-EA-09A0

Y _ N____

REAR ACCESS DOOR CHECKS: Rear access doors shall open at least 150 degrees. The door checks shall be 2 piece, heavy duty, cast aluminum, grabber type with gaskets. The door shall have a ½ round stock loop that plunges into a positive rubber/cast socket.

One (1) Door Swing Angle: Set to 90-100 degrees
04-EA-09B1

Y _ N____

DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety to 100 degrees (90 up to 100) from the fully closed position.

One (1) Door Swing Angle: Set to 90-100 degrees
04-EA-09B1

Y _ N____

DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety to 100 degrees (90 up to 100) from the fully closed position.

One (1) Door Swing Angle: Set to 90-100 degrees
04-EA-09B1

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04-EA-09B1

Y _ N____

DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety to 100 degrees (90 up to 100) from the fully closed position.

One (1) Door Swing Angle: Set to 90-100 degrees
04-EA-09B1

Y _ N____
04-EA-09B1

DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety to 100 degrees (90 up to 100) from the fully closed position.

One (1) Mud Flaps Front: Modular, Rubber, Dodge Type 1

04-EA-1123

FRONT MUD FLAPS: Mud flaps shall be mounted to the front fenders just behind the front tires. The mud flaps shall be 1/4” thick natural rubber material. Each mud flap shall be sandwiched between the wheel well liner and a torque distribution plate. The torque distribution plate shall be at least .100 thick aluminum plate.

Each mud flap shall be through bolted to the fender with at least three (3) fasteners.

One (1) Mud Flaps Rear: Modular, Rubber Bidders LOGO

04-EA-1132

REAR MUD FLAPS: Mud flaps behind both sets of rear tires shall be supplied and installed. The mud flaps shall be 1/4” thick natural rubber material. Each mud flap shall be sandwiched between the wheel well liner and a torque distribution plate. The torque distribution plate shall be at least .100 thick aluminum plate. Each mud flap shall be through bolted to the wheel well liner with at least three (3) one-quarter inch (1/4”) diameter stainless steel bolt.

One (1) Running Boards: Embossed D/P w/Bar Grate Insert, Dodge, X-Series Design ILOS

04-EA-14XD

RUNNING BOARDS: Running boards (An auxiliary step) shall be constructed of .100 aggressive diamond plate with an aggressive traction "Grip strut" insert and shall be installed on each side of the cab. The running boards shall not deflect when stepped on. Built in diamond plate mud flaps shall keep front tire induced road grime off the step.

One (1) Divider Material: .125 Aluminum Sheet

04-TS-1001

DIVIDER MATERIAL: The aforementioned divider(s) shall be made of 0.125 thick 5052-H32 aluminum sheet.

One (1) M-2 Shelf, Adjustable, Ext: .125 Alum, 2" Upward lip

04-TS-11D3

ADJUSTABLE SHELF: A standard duty aluminum adjustable shelf shall be provided. The shelf shall be formed of .125 (1/8") thick aluminum, with 2 inch upward turned lips on all four sides. The shelf shall be mounted on Unistrut infinitely adjustable, aluminum extruded, and heavy duty shelf track. Incrementally adjustable, non-aluminum shelf track is not acceptable.

One (1) M-5 Divider, Fixed, (1) 14x60 H, (1) Fixed Shelf, Option #5

04-TS-20M5

FIXED DIVIDERS: One semi-rigid fixed dividers shall be formed of 5052-H32 aluminum sheet. The divider shall be sixty inches (60") high by fourteen inches (14”) deep: measured from the track: and have a two inch return flange formed along the sixty inch edge for mounting. All corners on the divider and shelf shall be rounded or chamfered. One fixed, horizontally oriented shelf shall be formed of 5052-H34 aluminum sheet.
The shelf shall be fastened to the right wall of the compartment and to the divider. The shelf shall be eight inches (8”) wide by fourteen inches (14”) deep. The shelf shall not have a lip and shall be positioned 42” from the compartment floor. The exposed edges of the divider and shelf shall be covered with automotive edge trim. Two full width, horizontally oriented, Unistrut C-channel tracks shall be fastened to the back wall of the aforementioned compartment.

One (1) Shelf Bracket: CPI 90 Deg with Slotted Holes

04-TS-4010

SHELF BRACKET: Each above exterior adjustable shelf shall include four (4) self-gusseted .157” thick shelf brackets that will allow for easy adjustment up and down for each shelf. Each bracket shall be secured to the shelf by carriage head bolts on the top of the shelf and hex head bolts to secure them to the shelf tracking material in the compartments. This will guard against shelf deformation in the compartments when the shelves are secured in place.

One (1) SCBA Storage, (2) Curbside, w/ Hinged Access Doors-SAE J3043 compliant

04-TS-CYL1

SCBA STORAGE: There shall be a Cast Products hinged door on exterior of module to access SCBA cylinders. The Cast Products part number shall be #AD0005-1. Inside the aluminum door shall be an ABS tube to accept the SCBA bottles supplied by this agency after delivery of the finished ambulance. This door has been tested by the original manufacturer and passed to 525 lbs testing of SAE J3043. Other doors that are not SAE J3043 tested and passing are not acceptable to this agency. Final layout and location shall be determined at the post award conference.

One (1) Strap: 2” Webb Seatbelt buckle chrome footman loops

04-TS-STR1

RETAINER STRAP: One two inch wide webbed restraint strap shall be supplied in the compartment. The strap shall employ a metal buckle system with a push button release. The strap is to be fastened to the compartment walls with a two inch footman’s loop. The fastener is not to be fastened through the webbing material.

One (1) Electric Water Valve For Heater units

04-VP-001G

ELECTRIC WATER VALVE: There shall be an twelve volt electric water valve that controls the flow of hot water from the chassis when the patient area heater is energized. The electrical layout shall be shown on the custom wiring schematics at the time of delivery.

One (1) EXTERIOR LIGHTING / HEAT/AC / INSULATION - CELL 2

05-00-0000

CORROSION: The anti-electrolysis procedure for any holes that are drilled for application of materials is to be as follows, after the hole is drilled, the opening(s) are to be treated with Tactile 517 prior to installation of any fasteners to guard against any future corrosion.

EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into to isolate the dissimilar metals. Each hole shall be treated with an Electrolysis Corrosion Control compound (Tactile 517) prior to installation of the nylon inserts. All exterior screws shall be stainless steel.
One (1) Bug Shield, Smoked Lexan, Dodge 4500 Y N
05-EA-2106

BUG SHIELD: The chassis shall have a aftermarket bug shield installed on the front of the chassis hood area. It shall be installed per the manufacturer’s instructions.
One (1) Flanges: (2) Chrome for above 900 Series Scene lights Y N
05-EL-0203

BRIGHT CHROME-LIKE FLANGES: The 900 series scene light group shall each have bright chrome trim flanges.
One (1) Flanges: (2) Chrome for above 900 Series Scene lights Y N
05-EL-0203

BRIGHT CHROME-LIKE FLANGES: The 900 series scene light group shall each have bright chrome trim flanges.
One (1) Flanges: (2) Chrome for above 900 Series Rear load lights Y N
05-EL-0204

BRIGHT CHROME-LIKE FLANGES: The 900 series rear load light group shall each have bright chrome trim flanges.
One (1) CORNER CAP LED ICC/WARNING LIGHTS Y N
05-EL-1800

BODY CORNER CAPS: The front and rear upper body corners shall include a cavity built into the aluminum body that shall not sacrifice the body integrity.
One (1) Front Corner Cap LED ICC/Warning Lights: Warnings RED/WHITE Y N
05-EL-18F0

FRONT CORNER ICC LIGHTS: The front body corner caps shall include DOT approved compliant light fixtures with clear lenses. The lenses shall house ICC fixtures that include amber LED’s to be mounted to the front and front corners. There shall also be additional LED lights that alternate red and clear within the light to act as additional warning lights.
One (1) Front Center ICC Lts: (3) AMBER Kinequip LED No 112401A, Y N
05-EL-18F1

FRONT ICC LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, define the vehicle center line. Three (amber) lights shall be provided on the front of the module and be populated with at least two LED’s.
One (1) Rear Center ICC Lts: (3) RED Kinequip LED No 112401R Y N
05-EL-18R1

REAR ICC LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, and define the vehicle centerline. Three red lights shall be provided on the rear of the module and be populated with at least two LED’s.
One (1) Rear Corner Cap LED ICC/Warning Lights: Warnings RED/AMBER Y N
REAR CORNER ICC LIGHTS: The rear body corner caps shall include DOT approved compliant light fixtures with clear lenses. The lenses shall house ICC fixtures that include red LED’s to the rear and rear corners. There shall also be additional LED lights that alternate red and amber within the light to act as additional warning lights.

One (1) Side Marker Lights: (2) RED Kinequip LED No 112401RD Y N___
05-EL-19MO

SIDE MARKER LIGHTS: Side marker lights shall be Kinequip Model 112401RD (Red) and shall flash alternately with the rear turn lights. All lights shall be LED.

One (1) Tail Lights: TruckPro LED-TS, LED-Turn, Incan-BU, Round 4” Y N___
05-EL-2200

TAIL LIGHTS: Install tail lights with separate turn signals. The lights shall be horizontally in the diamond plate kick panel, with the outermost light Brake (Red LED), Turn (Amber LED) and the innermost Reverse (Clear Incandescent). The lights shall be rubber grommet and mounted in the rear kick-plate.

One (1) LED, Load LED Module Required Y N___
05-EL-2346

LED TURN FLASHER REPLACEMENT: There shall be a load LED module installed in the system to allow the turn signals to flash at the proper rate.

One (1) Underbody Ground Lights, (4), Underbody, LED Whelen 2" TOCOACCR, Y N___
05-EL-2570

UNDERBODY GROUND LIGHTING: Under the body of the ambulance shall be a total of four (4), bezel sealed lights mounted downward to shine on the ground to warn anything underneath the unit of vehicle movement. The lights shall be wired to activate with a switch in the console and only in Park/Neutral position.

One (1) Lights, Cab Step: 2” White LED, surface mount on box front, (#TOCACCCE) - x ser Y N___
05-EL-39X4

COURTESY STEP LIGHTS: There shall be a pair of courtesy step lights consisting of a Whelen style TOCACCCE 2” light, mounted to the front of the modular body on the lower body diamond plate stone guards. The lights shall be illuminated with the door ajar circuit for the cab doors.

One (1) Light, Compartment, M-1 (LF): Halogen ZY-156-921 Y N___
05-EL-40M1

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-1" compartment. The light shall be surface mount and shall utilize 921 bulb.

One (1) Light, Compartment, M-2 (LFM): Intertek Model No ZY-156-921 Y N___
05-EL-40M2

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-2" compartment. The light shall be surface mount and shall utilize 921 bulb.

One (1) Light, Compartment, M-5 (RR): 4” Flush, T/L No 40003 Y N___
05-EL-40M5

2020-0001
COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-5" compartment. The light in this compartment shall be recessed flush.
One (1) Light, Compartment, M-6 (RRF): Intertek Model No ZY-156-921
05-EL-40M6

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-6" compartment. The light shall be surface mount and shall utilize 921 bulb.
One (1) Light, Compartment, LED, M-3 (LR): Intertek Model No ZY-156-LED, ILOS
05-EL-40N3

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-3" compartment. The light shall be surface mount and shall be LED.
One (1) Third (3rd) Brake Light: Kinequip KFL-3BLO1 LED
05-EL-43SR

THIRD BRAKE LIGHT: A third brake light shall be located centered above the rear access doors. The light/lens shall measure at least 15 square inches. The light is to be a Kinequip, model KFL-3BLO1 fixture.
One (1) Light is to steady burn, no flash
05-EL-43T2

THIRD BRAKE LIGHT: When the brake is applied the light will steady burn.
One (1) Tag Light: Kinequip LED #132703C
05-EL-44TN

TAG LIGHT: The tag area shall be LED illuminated with the park light circuit.
One (1) SCENE/FLOOD LIGHTS (Whelen Halogen 900 size)
05-EL-4590

EXTERIOR FLOOD and LOAD LIGHTING:
One (1) Left Scene Lights: (2) Whelen 900, 8-32 Degree,
05-EL-45L9

LEFT SCENE LIGHTS: Two scene lights shall be provided on the left side of the module. The lights shall be Whelen 900 series. The scene light group shall meet or exceed the present revision of the Federal specification KKK-A-1822.
One (1) Right Scene Lights: (2) Whelen 900, 8-32 Degree, Halogen
05-EL-45T9

RIGHT SCENE LIGHTS: Two scene lights shall be provided on the right side of the module. The lights shall be Whelen 900 series. The scene light group shall meet or exceed current revision of the Federal specification KKK-A-1822.
One (1) Rear Load Lights: (2) Whelen 900, 8-32 Degree, Halogen
05-EL-46R9
REAR LOAD LIGHTS: Two rear load lights shall be provided on the rear of the module, above the rear access doors. The lights shall be Whelen 900 series. The scene light group shall meet or exceed current Federal specification KKK-A-1822.

One (1) Light, Compartment: Rope Style, Krystal Lights, M-7
05-EL-4916

Y _ N___

COMPARTMENT LIGHTING: The M-7 compartment shall have Vista Brand 12v "field Cuttable" solid core flexible tube with 1” spaced lighting installed for lighting around the compartment perimeter for a better field of view at night.

One (1) Flasher: Vanner 9860GCPE ILOS
05-FS-0707

Y _ N___

WARNING LIGHT FLASHER: A Vanner Model 9860GCPE Heavy Duty, Duo-mode electronic flasher shall provide momentary power (Flash) the LED light heads at a rate of 75 to 80 flashes per minute (+-8%). The device shall have three output legs with maximum output current ratings of: Terminal A with sixty amperes, Terminal B with forty amperes and Terminal C with forty amperes. Primary mode is the standard running mode which flashes alternately between light heads powered off Leg A and those lights powered off Legs B and C. In secondary mode (used at the scene), all lights on Leg C will go out. The device shall function with an input voltage ranging from ten to sixteen volts, direct current (10V - 16V). The flasher shall operate in the most severe environments with an operating ambient air temperature range, around the device of negative forty to positive one hundred twenty two degrees Fahrenheit. (-40 to 122 F) The input circuit shall be protected with overload protection. The flasher shall feature four flash patterns: Alternate Flash, Triple Burst Flash, Quad Burst Flash, and Dual Burst Flash. The flasher shall meet or exceed all GSA Triple K-1822 and AMD specifications.

One (1) Flash Pattern: KKK-A-1822
05-FS-10P5

Y _ N___

FLASH PATTERN: The warning lights shall flash in the sequence described in the present revision of the Federal specification KKK-A-1822.

One (1) ActvTek induct 500-12V UV light with Ozone
05-HA-0800

Y _ N___

AIR PURIFYING UV: The manufacturer shall install an ACTIVTEK brand induct500-115 VAC to 12v system into the HVAC air duct system to assist in air purification. The DHP system shall be active anytime the HVAC system is running via twelve volt DC power. The air flow shall be transverse to the air inlets of the INDUCT500 system to provide for air contact with the honeycomb cell. Direct view of the INDUCT500 system shall be prohibited by placement of the system away from visual contact. The ACTIVTEK INDUCT 500 utilizes university tested ActivePure® technology (a non-toxic, eco-friendly system) that substantially reduces odors, visible smoke, and various microbes (odors, mold, bacteria, viruses, VOC's etc. incl. MRSA, Staph & E.coli), thereby enhancing infection control and Clean Cab efforts. ActivePure incorporate a proprietary metal combination (incl. Titanium Dioxide) that reacts with the residing UV light to create a Dry Hydrogen Peroxide (DHP) that is safe to breathe continuously and significantly more effective than pure UV or UV-C systems. Designed to be installed inside the ductwork of an in-wall heating and air conditioning unit, INDUCT 500 is compact, self-contained, and requires no cleaning. This system is rated to cover up to 500 Square feet and has a proven kill rate of 99.9% effectiveness in published university studies. Annual replacement of the UV bulb is required.

One (1) Condensation Drain Pan: Internal ABS
05-HA-1101

Y _ N___

2020-0001 05/28/20
CONDENSATION DRAIN PAN: A condensation pan shall be provided to collect water condensation from the evaporator coil. The drain pan shall be formed from 1/8 ABS plastic sheet and shall be listed (tilted) toward the drain fitting. The Evaporator unit shall be mounted so that the weight of the coil, case and blower assembly does not rest on the pan. Additionally the entire evaporator shall list toward the condensation drain fitting to enhance water flow to the drain hose. The drain hose shall be ½ I. D., collapse resistant and fiber reinforced poly-tubing. The hose shall be routed from the condensation pan to the street.
One (1) Heater Hoses: EPDM - Nomex Rubber (per Ford QVM)  
05-HA-1404  
Y _N___

HEATER HOSES: Heater hoses for the cab shall remain OEM. 5/8 inside diameter, EPDM Nomex rubber hoses shall route from the OEM tie in point to the rear heater core.
One (1) AC Hoses: Carrier “Quick Click” hose and fitting system  
05-HA-1405  
Y _N___

AIR CONDITIONING HOSES: All A/C Hoses shall meet Society of Automotive Engineers (SAE) J-2064. The discharge (High side) hoses shall not be less than 5/16 inside diameter (Size 6). The suction (Low side) hoses shall not be less than ½ inside diameter (Size 10). All hoses shall be A.S.T.M. Type D, with a thermoplastic inner liner (Nylon) that is protected by two textile reinforced braided electrometric outer jacket. The hose shall be qualified for use with R-134A, R-404 and R-407. The hose specified herein shall be subjected to a battery of tests per A.S.T.M. D-380. The results shall be supplied by the hose manufacturer.
One (1) Side Plenum Grille, Return Air: Stamped Powder Coated Steel  
05-HA-14A0  
Y _N___

RETURN AIR GRILLE: Installed around the Heat/AC unit shall be a perforated 13 gauge steel grille. The grille shall allow 156 inches of return air flow to the Heat/AC unit. The grille shall provide complete access to the Heat/AC unit. The grille to have a black powder coat finish. There shall be two quarter turn locks supplied and installed on the grille. The locks shall have a black powder coated finish. Lock pawl activation shall be enabled with a round bitted key.
One (1) FILTER: Washable Carbon Pre-Filter  
05-HA-14B5  
Y _N___

PRE CARBON FILTER: The return air grille shall be supplied with a pre carbon filter that is designed to fit the slot within the grille. It shall be installed and shall not rattle. The filter shall be replaceable and/or cleanable by this department's fleet maintenance in the field.
One (1) Ducted A/C Delivery: Insulted foil wrap, 10 registers  
05-HA-14D1  
Y _N___
DUCTED AIR CONDITIONING DELIVERY: One duct shall route over the primary patient and attendant, and one shall run over the top area of the squad bench. Each duct shall contain four spherical and adjustable registers, evenly spaced. Two registers are located directly behind the attendant seat.

One (1) Condenser, 12V: Pro-Air Dual Fan, FRKG 126 under the module body HWP, Included  
05-HB-1335

AUXILIARY CONDENSER: The module A/C system shall employ a separate condenser for the rear HVAC system. The condenser shall be through bolted to a reinforced compartment floor, and mounted under the module. This condenser shall provide 60,000 BTU cooling with 2,800 cubic feet per minute of clear air movement through the fans. Two electric cooling fans shall be mounted to the core assembly and blow toward the road or open air. The condenser fans shall come on when either the cab or the patient cabin A/C unit is turned on. Fan blades shall be protected by a high impact resistant grille work that is molded into the fan body. All fan wiring shall be routed, secured and protected from road hazards.

One (1) AC (HVAC): PRO-AIR, Ducted in Ceiling - Vertical- TI Dodge  
05-HB-13GE

A/C UNIT LOCATION: On the floor behind the attendant seat. A/C Unit will have a ducted delivery system in the ceiling with eight (8) adjustable vents. There shall be two additional adjustable vents above and behind the attendant seat.

One (1) AC Evaporator: Pro-Air (AC/Heat unit) w/ dual fans - STD vertical 941  
05-HB-14PC

REAR AIR CONDITIONING evaporator: The module shall have an additional, self-contained A/C unit complete with an evaporator coil, heater core and a 12 volt blower. The fan shall be three speed and shall deliver 630 cubic feet of air per minute on high.

The unit shall be rated at least 32,000 British Thermal Units (BTU) in A/C Mode and 35,000 BTU in Heater Mode. The Vehicle A/C and Heat system must meet or exceed current Federal specification KKK-A-1822. The A/C and Heat unit will be located mounted horizontally over the ALS right front cabinet.

One (1) CEILING PANELS: ACM Gloss White  
05-IL-0051

LINER PANELS: The patient cabin head liner substrate material shall be one quarter inch thick, composite metal with powder coated finish laminated to center plastic material. An upholstered center panels shall provide access to ceiling wiring and be covered in the same upholstery type as the seat and back rest pads found on the squad bench and/or CPR seat.

{Bidder Comply}

One (1) Trauma Light: (1) Whelen #80CREHCR Red/White LED, ILOS  
05-IL-0128

RED/WHITE CABIN DOME LIGHT: The patient cabin shall have a 8" LED Whelen model
80CREHCR dome light in the ceiling. The light will be in lieu of a standard ceiling dome light. The light will have the ability to change from white LED to red LED with switch in A/A. The light to be replaced shall be determined prior to production.

One (1) Dome Lts, Code 3 PSE Vital Vio 9" Bacteria killing (4) Curbside (4) StreetSide Y _N___ 05-IL-01C3

PATIENT CABIN DOME LIGHTS: The patient cabin shall have eight dual intensity, CODE 3 Vital VIO LED dome lights in the ceiling. These dome lights shall feature dual intensity of bright and dim mode through a clear diffused polycarbonate lens. The vendor indicates the combined output of the lights for the surfaces they touch provide continuous disinfection of bacteria on objects and surfaces while providing safe illumination with its precisely engineered wavelengths of visible light. Each light produces 750 lumens of output. The domes centers shall be aligned along two, four light banks. The left bank shall provide light directly over the patient: the right bank shall provide light directly over the aisle/squad bench. The lights shall be connected to the electrical system with switches to control activation along with automatic functions to turn on dome lights to a low condition when entry doors are opened. The dome lights and configuration shall meet current Federal Specifications KKK-A-1822.

One (1) Light, Step Well: 3" Weldon, White, Activate with C/S entry door Y _N___ 05-IL-09SW

STEP WELL ILLUMINATION: A 3" clear interior light shall illuminate the curbside step well per the current revision of Federal specification KKK-A-1822.

One (1) Rechargeable Flash Lt: Streamlight, SL40 Orange, installed Y___N___ 05-IL-1005

RECHARGEABLE FLASH LIGHT: A Streamlight "LiteBox" (SL-40) rechargeable flash light shall be supplied and installed by the ambulance manufacturer. The light shall have a polymer case, unbreakable lens and a run time of eight hours (Between charges). The light shall charge back to 100% in twelve to fourteen hours. The light shall measure 11 1/2" Long x 5 1/8" Wide x 7" High. The weight shall be 7.4 pounds.

One (1) Location: Behind the passenger's seat in the cab Y _N___ 05-IL-10L0

FLASH LIGHT LOCATION: The aforementioned flash light shall be located behind the passenger's seat in the driver's cabin.

One (1) Powered: 12v Constant Hot Y _N___ 05-IL-10P0

FLASH LIGHT POWER: The aforementioned flash light shall be Constant Hot.

One (1) Map Light: D&R Electronic LED Red & Clear Map light, 12" #CA-0129 : Installed Y _N___ 05-IL-1213

FLEX SHAFT LIGHT: A 12 Volt D&R Electronic red and clear LED light shall be mounted on the passenger's side of the cab console, near the dash to illuminate the area in front of the passenger without distracting the driver. The light head shall pivot about the shaft.

One (1) Insulation: Circumferential PKG, Reflective w/ Air cell core Y _N___ 05-IN-1STD
MODULE INSULATION: The module insulation, except the under the floor shall consist of material having the following characteristics, 8mm thick nonabsorbent, reflective and shall have an air cell core. The air cell core shall consist of one layer of polyethylene bubble film that is sandwiched between one (1) layer of 99 percent pure aluminum foil and white colored polyethylene film. The insulation shall be installed with at least ½ air space from exterior skins, exposed to direct sun light. The insulation thermal rate testing shall be conducted in accordance with A.S.T.M. E84-89A, ANSI 2.5, NFPA 255, UBC 42-1, and U. L. 723. The walls shall not be less than R-15.0 down, R-7.31 Horizontally and R5.4 up. The insulation shall have a NFPA Class A and a UBC Class 1 fire rating with a flame spread index of 20 and a smoke developed index of 30. The application shall include a single layer of the insulation on all four walls, doors, compartments, ceiling and floor.

Blue Block foam ENTRY DOOR Insulated: 2" Thick IATS

MODULE ENTRY DOOR INSULATION: In addition to the aforementioned foil-air cell - foil insulation, all areas within the lower door half structure grid in the doors and floor shall be insulated with two inch (2") block polystyrene foam. The insulation shall be fit together tightly against the structural members to maximize R-value effectively. Gap spacing round each cell within the structure grid and the block foam shall not exceed one half inch plus or minus one quarter inch tolerance. Door insulation shall fit tightly to the door frame. Insulation allowance for actuation rods and hardware shall be minimal, hence the insulation shall approach the door hardware within one inch (1"). Insulation shall not interfere with door latch hardware.

The ceiling shall be insulated in 1 1/4" Thick polystyrene block foam polystyrene foam. The insulation shall be fitted tightly against the structural members to maximize R-value effectively. The block foam shall have a minimum R-value of 8.0. The foam shall be installed prior to the foil - air cell - foil insulation.

Insulation Sound Deadening: Generation 9 Floor

SOUND BLOCK: There is to be Sound Block, sound deadening installed prior to the 1/2" subfloor. It shall be adhered directly to the vapor barrier and shall also include the interior of the body over the wheel well housings for a complete floor sound block. The material shall be less than 1/4" thick so as not to impede on the interior headroom. This sound deadening material has an additional insulation value of R-3 measured vertically. This DBMAX material in combination with other mounted substrates can produce a decibel reduction on average of 47 decibels for frequencies 250 - 5000 HZ.

Insulation: Black Sound Proofing, Patient side of Compartment walls IATS

SOUND DEADING ON COMPARTMENT WALLS: There shall be sound deadening material installed on the patient module side of the compartment wall skins prior to cabinet installation. The sound deadening material shall be self-adhering and cut to fit the vertical surfaces.

Flanges: (2) 700-Chrome Flanges for lights above

2020-0001  
05/28/20
FLANGES: The above lights shall have Whelen's optional bright trim bezel (Flange), to embellish the light head.

One (1) Flanges: (4) 900-Chrome Flanges for lights above
05-PH-LS0F

FLANGES: The above lights shall have Whelen’s optional bright trim bezel (Flange), to embellish the light head.

One (1) Flange: (1) 900-Chrome Flanges for light above
05-PH-LS0H

FLANGES: The above light shall have Whelen's optional bright trim bezel (Flange), to embellish the light head.

One (1) Flange: (1) 600-Chrome Flanges for lights above
05-PH-LS0K

FLANGES: The above lights shall have Whelen's optional bright trim bezel (Flange), to embellish the light head.

One (1) (2) Grille Lights: Whelen TIRLIN3, LED, Chrome Hsg
05-PH-LT06

GRILLE LIGHTS A pair of TIRLIN-3 LED lights shall be mounted in chrome flanged housings on the grille supports and mounted in such a way as not to block air flow.

{Bidder Comply}

One (1) Lights: (2) Whelen TIRLIN3, RED AND BLUE LED,
05-PH-LT0A

WARNING LIGHTS: There shall be installed Whelen TIRLIN3 Red and Blue LED lights at the prescribed location to provide indication to others of emergency movement.

One (1) (2) Front Intersection, Whelen LINZ6, SLED, Chrome Flange
05-PH-LT28

INTERSECTION LIGHTS: There shall be two warning lights installed on the front chassis fenders to warn intersection traffic.

One (1) Locations: (1) over each rear wheel well opening.
05-PH-LT5A

LOCATION: On the side of the module, over each rear wheel well opening on the ambulance body.

One (1) Location: REAR, (1) in EACH Upper outer corner.
05-PH-LT6A

LOCATION: On the rear of the module, one in each upper outer corner inside of the structural corner post.

One (1) Location: REAR, (1) aligned w/ EACH upper window in RA doors.
05-PH-LT6B
LOCATION: On the rear of the module, aligned with each upper window in the access doors. The light shall flash through the window when the doors are opened.

One (1) Center Front Warning Light : Whelen 900 (Super LED)  
05-PL-LU30

FRONT UPPER ZONE WARNING LIGHT: There shall be installed one warning light in the upper front center of the module zone.  
{Bidder Comply}

One (1) Front Warning Lts: Whelen 900, (Super LED) Red and Blue  
05-PL-LU40

FRONT UPPER ZONE WARNING LIGHTS: There shall be installed two warning lights in the upper front of module zone.  
{Bidder Comply}

One (1) Side Warning Lts: Whelen 900, (Super LED) Red and Blue  
05-PL-LU50

MODULE SIDE WARNING LIGHTS: There shall be four Whelen 900 series Super LED lights in the upper outermost positions.

One (1) Rear Intersection Lts : Whelen 700, (Super LED) IATS Red and Blue  
05-PL-LU51

ADDITIONAL WARNING LIGHTS: There shall be additional warning lights installed on the mid side of the ambulance module toward the rear.

One (1) Rear Warning Lts: Whelen 900, (Super LED) ilos Red and Blue  
05-PL-LU60

REAR UPPER WARNING LIGHT ZONE: There shall be (2) Rear Upper Body Lights: 900 Series LED

One (1) Rear Warning Lts: Whelen 900, (Super LED), IATS Red and Blue  
05-PL-LU61

ADDITIONAL REAR WARNING LIGHTS: There shall be installed (2) Whelen 900 Series LED warning lights.

One (1) Rear Center Warning Lt: Whelen 600, (Super LED) ILOS  
05-PL-LU70

REAR UPPER ZONE WARNING LIGHT: There shall be installed one warning light in the upper rear center of the module zone.  
{Bidder Comply}

Two (2) Light: Whelen 900, Super RED AND BLUE LED/CLEAR LENS, Non-Programmable ILOS  
05-PL-LV20

WARNING LIGHT: There shall be installed a Whelen 900 Series Blue LED lights with Clear lens. The light is non-programmable and relies on a separately installed flasher for operation.

One (1) Light: Whelen 900, Super WHITE LED/CLEAR LENS, Non-Programmable ILOS  
05-PL-LXF0
WARNING LIGHT: There shall be installed a Whelen 900 Series White LED lights with Clear lens. The light is non-programmable and relies on a separately installed flasher for operation.

Two (2) Light: Whelen 900, Super RED LED/CLEAR LENS, Non-Programmable ILOS
05-PL-LXF2

WARNING LIGHT: There shall be installed a Whelen 900 Series RED LED lights with Clear lens. The light is non-programmable and relies on a separately installed flasher for operation.

Two (2) Light: Whelen 900, Super RED LED/CLEAR LENS, Non-Programmable ILOS
05-PL-LXF2

WARNING LIGHT: There shall be installed a Whelen 900 Series RED LED lights with Clear lens. The light is non-programmable and relies on a separately installed flasher for operation.

Four (4) Light: Whelen 900, Super BLUE LED/CLEAR LENS, Non-Programmable ILOS
05-PL-LXG0

WARNING LIGHT: There shall be installed a Whelen 900 Series Blue LED lights with Clear lens. The light is non-programmable and relies on a separately installed flasher for operation.

One (1) Light: Whelen 600, Super AMBER LED/CLEAR LENS, Non-Programmable ILOS
05-PL-LXH6

WARNING LIGHTS: There shall be installed (1) Whelen 600 Super LED Amber LED lights with Clear lens.

Two (2) Light: Whelen 700, Super RED LED/CLEAR LENS, Non-Programmable ILOS
05-PL-LXK2

WARNING LIGHT: There shall be installed a Whelen 700 series Super LED light with Red LED diodes and clear lens.

Two (2) Light, Whelen LINZ6, BLUE S-LED, Chrome Flange
05-PM-LRN4

One (1) CAB Spot Light: GoLight 2020GT, White, 225,000 CP hardwired dash remote
06-AL-49RE

SPOT LIGHT: A 225,000 candle power, GoLight GL-2020 searchlight with a permanent mount remote control ON/OFF toggle switch and a 4-way directional joystick shall be provided in the cab. The controls shall be located in easy reach of both driver and passenger.

One (1) CAB Spot Light Mount: Cab Roof
06-AL-5000

SPOT LIGHT MOUNT: The light shall be mounted on the cab roof.

One (1)
06-AM-SAH5

DRIVER AND VEHICLE TELEMATICS MONITORING: There shall be installed a proprietary ECU based vehicle data monitoring system to monitor vehicle activities such as Odometer, Speed, Emergency Light activation, Siren, driver behavior, Battery condition, excessive idling and efficiencies of systems. This system shall have the ability for Driver ID input to determine the identity of the driver commanding the vehicle. The
system shall provide audio feedback to the driver to reduce risk on non-emergency calls by monitoring input behaviors. This system shall provide fleet data to reduce risk and liability for the agency by transmitting the performance through a multi-cell antennae externally mounted. This system when active is capable to reduce fuel burn and emissions through improved driving behavior. There shall be LED diagnostics on all inputs. The following voice commands will provide feedback with the enabled system through a speaker in the front and or rear, "Rear Door Open", "Compartment Open", "Driver Log In", "Battery Level Low", "Emergency Master Mode Activated", And "Exceeding Posted Speed Limit". Some alarms would be deactivated when the emergency master of the main electrical system is activated.

One (1) Location: Passenger's seat base
06-AM-SAL1

MAIN DEVICE LOCATION: The main device shall be located in the passenger's seat base: therefore ALL digital input wiring and antenna coaxial cable shall ORIGINATE in the passenger's seat base in the cab.

One (1) Batteries: 2 - Battery System - Type I Diesel only
06-BA-3F41

TWO BATTERY SYSTEM: The ambulance conversion and chassis shall run with two maintenance free twelve volt batteries as specified below.

One (1) Batteries: (2) Under hood (Type I)
06-BA-3F53

BATTERY LOCATION: Both batteries shall be located under the OEM hood in the engine compartment.

One (1) Battery Make: (2) OEM
06-BA-3FJ1

BATTERY BRAND: Both batteries shall be the OEM brand, same model and type. Each battery shall be rated at a minimum OEM rating. The batteries shall be warranted by the OEM manufacturer for at least three years (thirty six months) from the date of delivery to the agency.

One (1) Emergency Start Relay system- (2) Battery System, Switch in Console
06-BA-3FW5

EMERGENCY START CIRCUIT: The apparatus shall have a blue sea ML-ACR automatic charging relay system installed. This system monitors the charge status of all batteries as designed, with isolation of load during engine start. All batteries shall charge through a blue sea charge sensing relay system when the engine is running. The driver / User can activate a momentary "Emergency Start" switch that will enable isolation of the conversion loads while the engine is started. The system shall preserve the charge status of the primary battery during times of discharge while the engine is running. This system includes a 300amp continuous duty solenoid integrated into the charging relay system. The driver / user has been trained to seek mechanical attention when this occurs at the first available opportunity after the mission is complete.

EMERGENCY START INDICATOR LIGHT: A specific charge relay control switch for the system shall have an LED indicator on the dash shall turn on when
the "emergency start" switch is depressed. This light is designed to make the driver / user seek mechanical attention to the weak primary batteries. This light shall also be an indicator to anyone else, on a subsequent shift to identify the current condition of the batteries.

RESET BUTTON: The system shall be controlled via a recessed protected specific on-off-on switch from Blue Sea. The switch allows for start isolation of the conversion loads during engine starting when selected. The light shall be reset by a hidden reset switch on the locked circuit board. The mechanic who addresses the battery / charging system issue will reset the batteries to function normally and the indicator light will go out.

One (1) Batteries Wired: (1) Through charge relay system
Y _N__
06-BA-3FWB

BATTERY WIRING: The alternate battery shall be wired to charge through a battery charge relay system so that they are kept separate from the main chassis batteries.
One (1) Battery Switch: Cole Hersee 2484-16 Paddle, T1 center console
Y _N__
06-BA-Q631

BATTERY SWITCH: A conversion disconnect switch shall be supplied to remove positive polarity from the ambulance conversion circuits. Constant battery power shall be supplied for device memories. None of the chassis functions shall be effected by this switch per Dodges Qualified Vehicle Modifiers program, to include any posted bulletins.

63. The switch shall be a Cole Hersee Model M2484-16 with a legend bezel that defines the ON and OFF position. An indicator light shall illuminate on the cab console panel.
One (1) RADIO POWER
Y _N__
06-EC-0220

RADIO POWER
One (1) Radio Power No 2: 30A with Buss bar
Y _N__
06-EC-0302

POWER SOURCE FOR COMMUNICATION RADIO(S) No 2: Positive and Negative polarity ten position brass buss bars shall be supplied and installed. The buss bar shall be protected by a thirty (30) ampere automatic reset circuit breaker.
One (1) Radio Power No 1: 40A with Buss bar
Y _N__
06-EC-0311

POWER SOURCE FOR COMMUNICATION RADIO(S) No 1: Positive and Negative polarity ten position brass buss bars shall be supplied and installed. The buss bar shall be protected by a forty (40) ampere automatic reset circuit breaker.
One (1) PREWIRE LOCATION: (1) Cab Console, (1) Behind A/A
Y _N__
06-EC-03AA

LOCATIONS: The power sources shall be located with one in the chassis cab console and one behind the patient action area panel.
One (1) Portable Equip Charging Circuits: Included in Inverter
Y _N__
POWER SOURCE FOR PORTABLE EQUIPMENT No 1: Power sources are located and included with a purchased inverter.

One (1) Radio Power Source: Battery Switch Hot

Y _N___

06-EC-03B0

POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.

One (1) Radio Power Source: Battery Switch Hot

Y _N___

06-EC-03B0

POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.

One (1) Portable Equip Pwr Source: Ignition and/or Shoreline

Y _N___

06-EC-03C9

POWER SOURCE: The aforementioned power provision shall be fed off of the output of the ignition switch or when the battery charger/conditioner is connected to the shoreline.

One (1) LOCATION: Behind Passenger's Seat

Y _N___

06-EC-03D0

LOCATION: The aforementioned power source shall be located behind the driver's seat, in the cab.

One (1) LOCATION: Behind Action Area Board

Y _N___

06-EC-03E0

LOCATION: The power source shall be located behind the Action area control panel in the patient cabin.

One (1) Door Locks, Tied into OEM System

Y _N___

06-EC-0505

DOOR LOCK SWITCH: The aforementioned door lock(s), shall be wired to activate with the OEM cab door locks and their switches in the cab.

One (1) OEM Key Fob: Included w/Chassis Unlock Mod Doors

Y _N___

06-EC-0512

OEM KEY FOB OPTION: The aforementioned door lock(s), shall be wired to activate with the OEM cab door locks and their switches in the cab as well as the OEM remote key fob activator.

One (1) PWR Door Locks: Module Doors - Full Mod T1

Y _N___

06-EC-0568

POWER MODULE DOOR LOCKS: Each compartment and/or entry doors listed below shall Lock or Unlock with a single depression of a momentary switch. Each door shall be fitted with a bidirectional, momentary electric solenoid designed to operate a mechanical rod in a linear fashion. The rod shall mechanically interface with the door lock mechanism inside the door. All rod connections shall be designed for high cycle operation.
without mechanical disconnection. The battery compartment shall NOT have the power lock/unlock feature. This compartment shall remain key operated.

One (1) Door Lock Switches: Integrated in Interior Entry door Handles
06-EC-05C9

DOOR LOCK SWITCHES: The module entry doors shall have internal integrated electric door lock activation switches.

One (1) ONLY the following doors shall have power door locks:
06-EC-05K0

One (1) Electric Door Lock: (M-1) Left Front Compartment
06-EC-05M1

POWER DOOR LOCK (M1): There shall be installed an electric solenoid powered actuator for the compartment door lock.

One (1) Electric Door Lock: (M-2) Left Middle Compartment
06-EC-05M2

POWER DOOR LOCK (M2): There shall be installed an electric solenoid powered actuator for the compartment door lock.

One (1) Electric Door Lock: (M-3) Left Rear Compartment
06-EC-05M4

POWER DOOR LOCK (M-3): There shall be installed an electric solenoid powered actuator for the compartment door lock.

One (1) Electric Door Lock: Rear Access Doors
06-EC-05M6

POWER DOOR LOCK (Rear Module Entry): There shall be installed an electric solenoid powered actuator for the module door lock.

One (1) Electric Door Lock: (M-5) Right Rear Compartment
06-EC-05M7

POWER DOOR LOCK (M-5): There shall be installed an electric solenoid powered actuator for the compartment door lock.

One (1) Electric Door Lock: (M-6) Right Rear, Forward Compartment
06-EC-05M9

POWER DOOR LOCK (M6): There shall be installed an electric solenoid powered actuator for the compartment door lock.

One (1) Electric Door Lock: Curbside Access Door
06-EC-05N0

POWER DOOR LOCK (Curbside Entry Door): There shall be installed an electric solenoid powered actuator for the module entry door lock.

One (1) Electric Door Lock: (M-7) Right Front Compartment

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POWER DOOR LOCK (M7): There shall be installed an electric solenoid powered actuator for the compartment door lock.
One (1) Location: Front Grille/Bumper Area
06-EC-0802

LOCATION: The switch shall be located in the OEM grille area.
One (1) Location: Cabinet B, over the A/A
06-EC-1410

IV WARMER LOCATION: The IV warmer shall be located inside cabinet "B" that is located directly over the main Action Area, on the street side front corner of the patient cabin.
One (1) Right of the center divider
06-EC-1411

IV WARMER LOCATION: The IV warmer shall be located to the right of the fixed divider.
One (1) IV Warmer No 2: Smith works, 12VDC, Floor Mount (Tray style)
06-EC-1420

IV WARMER: A Smith Works Floor Mount model IV fluid warmer shall be supplied. This device shall be capable of heating and maintaining four liters of IV fluids at a comfortable body temperature of 98.6 degrees F. The device shall feature a pan type, stainless steel warming surface with a heating element fixed to the underside of the pan and wired through an electronic thermal controller. The controller shall be built into the base of the warming pan and installed as a single unit. This unit shall run on twelve volts, direct current.
One (1) Solar Panel charging not required
06-EC-1700

One (1) Solar Panel charging not required
06-EC-1700

One (1) Door Unlock Switch, Momentary, Exterior, hidden
06-EC-2800

HIDDEN DOOR LOCK SWITCH: A weather proof momentary switch shall be installed, concealed from view. Installation of Remote Door Lock Switch feature may increase likelihood of unauthorized entry into vehicle. By checking this option, purchaser further agrees to hold the Bidder or chassis manufacturer harmless for any loss of vehicle or contents caused by unlawful access.
One (1) Kick plate Camera installed Ram truck camera displays in OEM RAM RA2 Radio
06-EC-3017

REARVIEW KICKPLATE CAMERA: There will be installed a rearview camera system at the kick plate level of the module. The weatherproof camera shall be installed onto the kick plate and connected to the chassis harness. The chassis shall be reprogrammed to allow the image to display onto the OEM RA2 radio when the vehicle is shifted into reverse.
One (1) Circuit Board: RMR Rail System, W/ LED Diagram - Type I
06-EC-05N1

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ELECTRICAL SYSTEM 12 Volt General

MODULE GROUNDING: A minimum of (2) two braided ground straps shall be through bolted to the chassis frame and the floor structure of the modular body. The bolts shall be at least 3/8 diameter. A flat washer shall be provided under the head of the bolt, over the strap lug. Additionally an internal tooth lock washer shall preclude loosening. Conventional stranded copper cables are not acceptable because they do not suppress RFI and does not meet SAE J551.

GENERAL GROUNDS: To comply with current Federal specification KKK-A-1822 plus enhance ground quality and reduce trouble shooting time, all devices wired within the ambulance conversion shall be centrally grounded. Each device shall have a separate ground wire routed to a central buss bar then grounded via fine strand cable to the module body. Local grounds are acceptable only when the device is drawing at or less than 100 milliamps (0.1 amps).

12 VOLT WIRE: All wires within the ambulance harnesses shall meet current Federal specification KKK-A-1822. All wire insulation shall be GXL cross-linked polyethylene. Permanent wire identification and wire function shall be printed on 4 centers along the full length of the wire. Wire conductors shall be stranded copper.

WIRE PROTECTION: All wire within the conversion shall be protected and run in split convoluted loom with a melting temperature of 300 degrees, Fahrenheit. All wire harnesses shall be clamped and routed to eliminate possibility of damage due to cut/chaffed wire. Grommets made of rubber or plastic shall be used where harnesses pass through metal or wood. Large holes and irregular shaped wire passages shall use automotive edge trim to protect the wire conduit/loom. Wire harnesses shall be neatly clamped into protective routing areas away from heat sources, unfriendly edges or moving devices.

CIRCUIT BOARD: The single relay control board is a fully integrated relay control board designed and built to IPC Class 3* guidelines. The VF4 style socket relay is rated at 20A at 24 VDC with built-in on-board diode suppression. Three status indicators for Blown Fuse, Coil Power and Load allow for intuitive operation and troubleshooting. Also included is a medium sized ATO blade style fuse / circuit breaker holder that is rated for 20A. Wiring connections are made via a WAGO Cage Clamp removable lockable connector, which provides a secure, vibration proof and corrosion resistant wire termination. Installation time is reduced by as much as 75%. All of these features are mounted in a 2”x2” DIN Rail mountable package. Clearly, the Single Relay Control Board is a best-in-class solution for Emergency Vehicle relay applications.

One (1) 
06-EC-3570

Master Switch: Front Only

Y  _N__

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MASTER SWITCH: The patient area master switch shall be located in the cab switch console.

One (1) Back-up Alarm: Standard 102DB
06-EC-4300

Y _N___

BACK UP ALARM: The apparatus shall include a 97 to 107 decibel back up alarm, activated by shifting into reverse. There shall be a manual momentary cancel switch/Icon in the main electrical system for the temporary cancelation by the driver of this alarm.

One (1) Cut Off Switch: Auto reset, momentary style
06-EC-43B0

Y _N___

CUT-OFF SWITCH, BACK UP ALARM: The backup alarm shall include a momentary type cut off switch to silence the alarm. The alarm enable circuit shall automatically reset when the transmission is shifted out of REVERSE, hence the backup alarm will sound when the vehicle is placed in REVERSE again.

One (1) Circuit Protection, 12V: Blade Breaker - Manual-reset
06-EC-CB03

Y _N___

CIRCUIT BREAKERS: All conversion related circuits shall be protected with manual reset blade breakers. The value of the breaker for each circuit shall not exceed 75% of the rated capacity of the weakest component in the circuit.

One (1) Ground Straps, Module to Frame: (Qty 4) Braided
06-EC-GR01

Y _N___

GROUND STRAPS: Four (4) 7/8" wide by 1/8" thick, fine strand, woven straps shall provide a ground path from the module body to the chassis frame. Woven straps filter out RFI noise originating from alternators, strobe power supplies and other devices that may find their way into intercom, stereo and two-way communication radios. Each end of the ground straps shall be through bolted with 3/8" diameter, grade 5 or 8, hex head bolts and lock nuts. Each connection site shall be cleaned to the bare metal prior to fastening the strap. The connections shall have a di-electric anti corrosion spray applied.

One (1) Add Activation: Rearward Left and Right scene lights. come on w/ Reverse
06-EL-1800

Y _N___

ADDITIONAL FLOOD LIGHT ACTIVATION: The rearward scene lights shall come on with when the vehicle is placed in reverse in addition to the rear flood/load lights.

One (1) Left Flood Activate: Left Flood Switch
06-EL-18LF

Y _N___

SCENE LIGHT SWITCHING: The scene lights shall come on with two separate rocker switches labeled Right Flood and Left Flood, located in the center cab console controlled by the master switch. The right (curb side) scene lights shall also come on when the side entry door is opened.

One (1) Activate: Rear Flood Switch, Reverse and Lead RA Door
06-EL-18RE

Y _N___

REAR LOAD LIGHT SWITCHING: The rear load lights shall come on with a separate rocker switch located in the cab console controlled by a master switch. The switch shall be labeled "Rear Flood" and shall control
both rear load lights on the rear of the body and above the rear access doors. The rear load lights will come on when rear doors are opened.

One (1)        Built-in Battery Charger: Enable - Wire to Batteries
06-IG-0003

BUILT-IN BATTERY CHARGER: The aforementioned built in battery charger shall be wired to the vehicle batteries to allow charging/conditioning when the shoreline is energized.

One (1)        Inverter: Vanner 20-1050 CUL-DC - Full Mod
06-IG-0310

12 VOLT POWER INVERTER: A highly reliable Vanner 1050CUL electronic power conversion unit that utilizes MOSFET power semiconductors and a microprocessor controller shall be supplied, installed and wired to the outlets specified herein. A built in automatic transfer switch shall transfer all loads from the inverter to the shore line, when the shore line cord is plugged into 125 vac shoreline power. The device shall convert 12 volt DC battery power into 1,050 watts of precisely regulated modified sine wave 125 volt AC power. The device shall hold output power between 114 volts and 126 volts AT a frequency of 59.9 to 60.1 Hertz.

The device shall not consume more than 105 amperes at 12 volts direct current (DC). The device shall be certified by Underwriters Laboratories to the present revision of the Federal Specification KKK-A-1822.

The location of the inverter is specified below.

One (1)        Battery Charger/Conditioner: 55A - Built into Inverter
06-IG-03A0

BATTERY CHARGER/CONDITIONER: When the system is connected to shore/utility power, the battery charger (built into the aforementioned inverter) will automatically charge the batteries, then keep them fully charged. The system's microprocessor controls the charging sequence, starting with the high charger (55 Amp) mode. When the batteries are fully charged, it switches to the ready/maintenance mode to keep the battery "topped up". The battery charger shall be designed to charge either lead acid flooded (wet) or gel type batteries.

One (1)        Lexan Cover: Over Inverter
06-IG-04C0

COVER: There shall be a Lexan Cover over the inverter for protection.

One (1)        Inverter Location: M-2 (LFM) Compartment
06-IG-04L0

The power inverter shall reside in the left front middle compartment.

One (1)        On Floor near wall #1
06-IG-04M0

The power inverter shall reside in the left front middle compartment.

One (1)        Engine Hour meter: Positron, ignition activated
06-MC-0100
HOUR METER: A Positron Brand, electro-mechanical hour meter shall be installed within the driver's cabin. The gauge shall be wired to the ignition switch. The gauge shall be readily visible for a technician to view for record keeping.

| (1) Smart Volt Meter: (1) Kinequip 8.0 thru 16.0 Volts, Digital w Low voltage buzzer | Y | N |
| 06-MC-0810 |

VOLT METER: The charging system voltage condition shall be indicated through a conventional two inch diameter, analog type gauge. The volt meter shall be wired through the ignition switch and indicate system voltage ranging from eight to sixteen volts, direct current.

| (1) Digital Clock, Gauge Style, 12V, In Switch Panel | Y | N |
| 06-MC-1000 |

DIGITAL CLOCK: There shall be a clock in the cab console. It shall appear to be an additional gauge, but shall be a clock and shall be digital.

| (1) COMMUNICATION RADIO(S) RELATED | Y | N |
| 06-RR-0000 |

**COMMUNICATIONS RADIO(S) RELATED:**

| (1) ANTENNA LEADS | Y | N |
| 06-RR-0020 |

**ANTENNA LEADS**

| (1) (2) Speakers: Stereo, patient compartment, in pad over rear doors | Y | N |
| 06-RR-0701 |

AUXILIARY STEREO SPEAKERS: Two 5 inch diameter stereo speakers shall be wired to the OEM Dash mounted radio. The speakers shall be rated at least 30 watts, 16W RMS with 4 ohms of impedance. The magnet shall be at least 6 ounces. Both speakers shall be located in pad over rear doors.

| (1) Speaker: Connect to bidders choice of brand for Telematics in patient area | Y | N |
| 06-RR-0707 |

AUXILIARY SINGLE STEREO SPEAKER: One 7-inch marine stereo speaker shall be wired to the telematics system. The speaker shall be located as designated in the shop order instructions. This speaker shall be in the patient area of the module.

| CONDUIT ORIGINATION POINT: Electrical Circuit board cabinet | Y | N |
| 06-RR-13O1 |

| ORIGINATION POINT: The aforementioned conduit shall originate inside the main electrical cabinet. | Y | N |
| 06-RR-13O4 |

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ORIGINATION POINT: The aforementioned conduit shall originate in the left front middle (M-2), exterior compartment.

One (1) CONDUIT TERMINATION POINT: Behind Driver’s seat Y _N___
06-RR-13T2

TERMINATION POINT: The aforementioned coaxial cable shall terminate in the cab behind the driver's seat.
One (1) CONDUIT TERMINATION POINT: Behind A/A Board (Panel) Y _N___
06-RR-13T3

TERMINATION POINT: The aforementioned conduit shall terminate in the patient cabin behind the main action area control panel.
One (1) Standard Conduit: 1-1/2””, with pull wire Y _N___
06-RR-13Z0

CONDUIT No 1: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied and installed. The conduit shall be have semi-rigid, nonconductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run.
One (1) Conduit #2 1-1/2”” diameter, with pull wire, Type 1 units Std Y _N___
06-RR-13Z1

CONDUIT No 2: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied and installed. The conduit shall be have semi-rigid, nonconductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run. A pull wire shall be installed into the conduit to aid the purchasing agency in future installation of equipment.
One (1) Antenna Base w/ Coaxial Cable: KE794 #1 Y _N___
06-RR-1710

ANTENNA BASE: The antenna base shall be a series KE-794 with a integrated cable to terminate where the customer decides at the pre-construction meeting.
One (1) Roof Location: Roof Port #1 Y _N___
06-RR-1760

ANTENNA BASE: The antenna base shall be a series K-94 with a integrated cable to terminate lined up with the edge of the curbside entry door, centered side to side as near as possible.
One (1) Termination Point: Inside Add On Console Y _N___
06-RR-1776

ANTENNA BASE: The antenna base shall be a series K-94 with a integrated cable to terminate where the customer decides at the pre-construction meeting.
One (1) Type 1 LED Rocker Switches Front and Rear Switch Panels Standard Y _N___
06-RR-2315
SWITCH PANEL, CAB CONSOLE: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The switches shall be organized in two rows. The top row shall start with an Emergency Master, followed by all of the emergency related switches. The bottom row shall start with a Master Switch, followed by all of the non-emergency related switches. The switch panel features an auto-dimming capability as related to a light sensor in the volt meter. Each switch features a reinforced hub as part of the integral sealed housing. The Sealed rocker switches are LED illuminated. Each switch meets or exceeds IP66 ratings for contamination.

REAR SWITCH PANEL, ACTION AREA: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The sealed switches shall be organized in one row and control all patient compartment functions, dome lights, action area light, exhaust vent, inverter, HVAC, suction pump and any added features.

COMPARTMENT AJAR INDICATOR LIGHT: A back lighted "Compartment Open" light shall be engraved in the cab console's main switch panel. This light color shall be AMBER. The light shall meet current Federal Specification KKK-A-1822.

INDICATOR LIGHT FUNCTION: The door ajar indicator light shall flash when two conditions are met:
1) The main conversion power switch is turned to the ON position.
2) Any compartment or entry door is opened.

INDICATOR LIGHT FUNCTION: The "Amb Pwr" indicator light shall burn steady when the main conversion power switch is turned to the ON position.
One (1) Indicator Light: Halogen RED "Door Ajar" light
06-RR-23I5

DOOR AJAR INDICATOR LIGHT: A back lighted "Door Ajar" light shall be engraved in the cab console's main switch panel. This light color shall be RED. The light shall meet current Federal Specification KKK-A-1822.
One (1) Illumination strip LED for Front and rear switch panels 12v
06-RR-23L0

SWITCHPANEL ILLUMINATION: Illumination of the switch panels shall be provided by LED strips attached to the underside of the switch panels. The strips shall be powered by 12volt DC.
One (1) Type I - CAB Wood Console: Pass Thru - 14" OAW std design
06-RR-2400

CAB CONSOLE: An ergonomically designed console with a A-A plywood substrate shall be contour matched to the cab floor. The console shall be a parallel wall design with a twelve and one half inch over all width. End panels and center console bulkhead panels shall add rigidity and square to the console. The substrate shall be laminated per the following finish specification.
One (1) 125V SHORE LINE AND OUTLETS
06-SO-0000

125V SHORE LINE AND OUTLETS

One (1) Shore Line Inlet: 20A Super Auto Eject, ILOS
06-SO-0500

SHORE LINE INLET No 1: The primary 125 Volt shore line inlet, rated at 20 Amperes shall be supplied. The plug style shall be a straight blade (NEMA 5-20P) style with a U-shaped ground. The inlet shall automatically eject the shore line connector when the vehicle ignition switch is placed in the START position. The shore line inlet shall employ a novel internal switch that closes and opens the 125 Volt circuit after the mating connector is inserted and before the connector is removed to eliminate arcing at the connector contacts. This will prolong the life of the inlet and the shore line connector. The inlet shall be protected with a weather proof cover.
One (1) Cover, Yellow, Shore Line Inlet : 20A Super Auto Eject, STD
06-SO-1005

SHORE LINE COVER: The shoreline inlet shall be protected with a Yellow weather proof cover.
One (1) Inpower Timer: VCM-05-01SF, Installed
06-SO-10TT

SHORELINE EJECT TIMER: The shoreline timer shall be an Inpower VCM-05-01SF to allow the auto eject to be wired to the ignition switch ILO splicing into the OEM starter circuit
One (1) **INTERIOR 12 Volt OUTLETS**

2020-0001

66

05/28/20
INTERIOR 12 Volt Direct Current (DC) OUTLETS:

One (1)
12V Outlet, No 1: Power Point Double Outlet- Wire thru Med Isolator

Y  _N___

06-SO-1101

12 VOLT OUTLET No 1: This outlet shall be a, 12 volt, direct current, 20 Ampere, automotive "cigar" lighter size commercial outlet. This outlet shall be located and wired as specified below. The outlet shall be separately protected and shall be electrically isolated from other electrical functions on the vehicle. This outlet shall be wired per current Federal specification KKK-A-1822.

One (1)  12V Outlet, DUAL USB Fast 4.8A, 2.4 Amp per slot Round IATS EACH

Y  _N___

06-SO-1161

12 VOLT USB OUTLET: This outlet shall be a, 12 volt, direct current, 4.8Ampere with 2.4 amp per slot fast charge USB outlet. This outlet shall be located and wired as specified below. The outlet shall be separately protected and shall be electrically isolated from other electrical functions on the vehicle. The outlet includes a waterproof cover

One (1)  LOCATION: Action Area, standard location

Y  _N___

06-SO-11L1

OUTLET LOCATION: This 12 Volt outlet shall be located in the patient cabins, main "Action Area", on the back wall.

One (1)  "125 Volt OUTLETS"

Y  _N___

06-SO-1400

125 VAC OUTLETS

One (1)  125 VAC Outlet, No 1: 15A, Hospital Grade, IVORY

Y  _N___

06-SO-1401

125 VAC OUTLET No. 1: The following outlets shall be UL listed, 125 Volt, Hospital grade, Straight blade NEMA 5-15R outlets. Each outlet shall be installed in a UL listed, recessed, fiberglass back box with a minimum of one and three quarter inch of box depth. The outlet cover shall be stainless steel. The outlet must be grounded and protected by a GFI (Ground Fault Interrupted) Breaker. Each outlet body must illuminate when power is applied to the outlet. Each Outlet shall be clearly labeled with a permanent RED colored decal defining the outlet voltage.

One (1)  125 VAC Outlet, No 2: 15A, Hospital Grade, IVORY

Y  _N___

06-SO-1402

125 VAC OUTLET No. 2:

One (1)  LOCATION: Action Area, standard location

Y  _N___

06-SO-14L1
OUTLET LOCATION: This 125 Volt outlet shall be located in the patient cabins, main "Action Area", with location as shown on the approval drawings.
One (1) LOCATION: RF ALS, (See Drawing) 06-SO-14L3

OUTLET LOCATION: This 125 Volt outlet shall be located inside of the right front ALS Cabinet. The outlet shall be mounted on the back wall of the cabinet (related to inside access) in the upper right corner. The location of the outlet shall be defined on the proposal drawings.
One (1) Power Source: Medical Isolator, Batt SW Hot 06-SO-1910

POWER SOURCE: The input for the outlet shall be wired to the output of the battery switch.
One (1) Siren: Whelen, 295LSF2 Remote, Standard Dodge 06-SS-060D

ELECTRONIC SIREN: The siren hardware shall consist of an remote mount siren amplifier and a flush mounted control head, Whelen WS295HFS2. The two channel siren amplifier shall operate two 100 watt RMS speaker drivers and the following functions: RAD, PA, MAN, HF, WAIL, YELP, and HI-LO. The siren control head shall feature a rocker type power switch, rotary function/Mode switch, a Manual momentary button switch, Diagnostic indicator lights a hardwired microphone and a microphone volume control potentiometer.
One (1) Siren Spkr: CPI, Through the Bumper SAD/P3821-19 - D35/45/5500 ILOS 2019+ 06-SS-FC16

SIREN SPEAKERS: Each speaker shall have a 100 watt driver and shall emit through the cast aluminum horn, specifically designed to custom fit against the contours of the OEM. Front bumper. The cast horn to bumper fit shall be tight and aesthetically pleasing. The edges of each hole, in the bumper, shall be clean and shall have rust preventative treatment, prior to final installation of the speakers. The siren and speakers shall meet or exceed current Federal KKK-A-1822.
One (1) Siren / Horn Switch: In Cab Console 06-SS-SW01

SIREN OR HORN SELECTOR SWITCH: The OEM horn ring shall control the OEM electric horn and the siren's manual momentary input controls. A switch shall connect the horn ring to either the OEM HORN or to the SIREN. The switch shall be located in the cab console's switch panel. The switch legend that clearly defines the switch function shall be engraved in the switch panel. The legend shall be illuminated when the head light switch is on.
One (1) Rear Intersection Lights Switched: PRIMARY / SECONDARY 06-SW-0022

WARNING LIGHT SWITCHING: The above mentioned lights shall be wired to activate in Primary and Secondary modes.
One (1) ICC Warning Lights Switched: Primary Only 06-SW-CC01
CORNER CAP WARNING LIGHT SWITCHING: The above mentioned corner cap LED lights shall be wired to activate in Primary Only.

One (1) Warning Light SWITCH: center console, Primary / Secondary
06-SW-PS01

Y _N___

PRIMARY / SECONDARY SWITCH: The warning light system shall be controlled with a switch (s) located in the cab console. The switch (s) shall allow for "Off" position, "Primary" position, and "Secondary" position. Each output of the switch shall be indicated with a small red lamp, integrated in the switch legend area. The switch shall have an engraved, illuminated legend that clearly defines the function of the switch.

One (1) Warning Light SWITCH: center console, Primary / Secondary
06-SW-PS01

Y _N___

PRIMARY / SECONDARY SWITCH: The warning light system shall be controlled with a switch (s) located in the cab console. The switch (s) shall allow for "Off" position, "Primary" position, and "Secondary" position. Each output of the switch shall be indicated with a small red lamp, integrated in the switch legend area. The switch shall have an engraved, illuminated legend that clearly defines the function of the switch.

One (1) Mica: Specify Color Required: ?????????????????????????????????
07-00-MC00

Y _N___

LAMINATE COLOR: The laminate color selection shall be made at a post-award, pre-build meeting. A sample of the subject laminate color shall be supplied at the post award conference.

One (1) AC CABINET: Evaporator, Std Location Behind Att Seat
07-AC-4401

Y _N___

AIR CONDITIONING EVAPORATOR CABINET: The patient cabin shall be equipped with a rear air conditioning and heat unit. The unit shall be wired, connected and installed per the environmental section of this specification. A cabinet, specifically designed to fit, form and function to constraints set forth in the surrounding cabinet design and air exchange for cooling/heating performance requirements. The AC/Heat cabinet will be located behind the attendant seat on the floor. The AC/Heat delivery system will be ducted to the modular ceiling. It will have eight (8) spherical adjustable vents. In addition there will be two vents above and facing the attendant seat on cabinet H. The design shall provide adequate air return to meet or exceed current revision of the Federal specification KKK-A-1822.

One (1) LF Cabinet, Behind Att Seat: Cabinet "H"/(Elec Cab)
07-BH-4801

Y _N___

LEFT FRONT CABINET, "H": This cabinet shall be located behind the attendant seat and on top of the Air Conditioning unit. Access to the main circuit board shall be provided through the face of the cabinet facing the curbside. The access door shall be hinged along the right side with a non-locking lever type latch at the top. The door shall open without interference with other cabinet doors or hardware. The cabinet will have two adjustable Air Conditioning vents behind and above the attendant seat.

One (1) Cabinet, (3) Glove Storage, over C/S Entry Door
07-CA-04A8

Y _N___

CURB SIDE GLOVE BOX STORAGE: There shall be glove box storage for three (3) boxes of gloves located on the curbside, above the entry door. A three box glove dispenser shall be built into the cabinet with a fixed partition between each box of gloves. The gloves shall dispense through oblong slots cut into the 3/8-inch thick
Lexan door. One door shall cover all three glove box bays, hinge across the top and feature a brass bodied, roller bearing type catch at the bottom.

One (1) Shelf: Adjustable with Alum Trim
07-CA-0600

ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be finished in white colored laminate. Upper, lower and aisle side surfaces of the shelf shall be laminated. The shelf shall be secured to four shelf clips with Phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.

One (1) TRIM: U-shaped Door, J-trim opening
07-CA-2100

DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.

One (1) TRIM: U-shaped Door, J-trim opening
07-CA-2100

DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.

One (1) Plastic Vent: (2) Total, 1 column x 8 row, Vent 01
07-CA-VEN7

PLASTIC VENT: A fifteen square inch free air flow ventilation hole cut into the above door. The edges of the cut out shall be banded. The hole shall be covered with an aesthetically appealing, molded plastic louver cover. The louver cover shall be black in color and secured with at least one No 8 screw in each corner.

One (1) Doors; Cabinet B Secure Latch Sliding Window
07-CB-DR30

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels. The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.

One (1) Doors; Cabinet C Secure Latch Sliding Window
07-CB-DR34
SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels.

The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.

One (1) Doors; Cabinet D Secure Latch Sliding Window
Y _N_ __
07-CB-DR36

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels.

The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.

One (1) Doors; Cabinet E-1 Secure Latch Sliding Window
Y _N_ __
07-CB-DR38

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels.

The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.

One (1) Doors; Cabinet F Secure Latch Sliding Window
Y _N_ __
07-CB-DR46

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels.

The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.

One (1) Door: Single Overlay Lexan Hinged Right
Y _N_ __
01 CABINET SINGLE HINGED POLYCARBONATE DOOR: A 3/8" (0.375 in) thick, overlay hinged door shall be supplied on the aforementioned cabinet. The edges of the door shall be router semi-round and burned smooth.
One (1) Door: Overlay He, 3/8" Lexan - 3-glove dispense thru
07-DR-LX04

HINGED POLYCARBONATE DOOR: A 3/8" (0.375 in) thick, overlay hinged door with three oblong, dispense through holes shall be supplied on the aforementioned cabinet. The outer door edges and the oblong hole edges in the door shall be router semi-round and burned smooth. Each oblong hole shall align with the center of each divided cabinet cell. The design intent for the oblong holes is to be capable of dispensing gloves through the door, directly from the box.
One (1) Door: Single Flip Up 3/8" Lexan
07-DR-LX20

SINGLE FLIP UP POLYCARBONATE DOOR: A Single 3/8" (0.375 in) thick, overlay flip up door shall be supplied on the cabinet.
One (1) Door: Single Flip Up 3/8" Lexan
07-DR-LX24

SINGLE FLIP UP POLYCARBONATE DOOR: A Single 3/8" (0.375 in) thick, overlay flip up door shall be supplied on the cabinet.
One (1) Hinge Orientation: BOTTOM
07-DR-OR02

HINGE ORIENTATION: The aforementioned door shall be hinged along the bottom edge of the door.
One (1) Hinge Orientation: RIGHT
07-DR-OR04

HINGE ORIENTATION: The aforementioned door shall be hinged along the right edge of the door.
One (1) Hinge Orientation: (1) RIGHT and (1) LEFT
07-DR-OR05

HINGE ORIENTATION: The doors shall be hinged along the outside edge of each door.
One (1) Door, Single Solid  Flush Fitted Electrical Area
07-DR-WD0E

SOLID HINGED DOOR: A 3/4" (19mm) thick door shall be supplied on the aforementioned cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge with mounting screws, spaced every two inches along the full length of the pre-punched hinge. The door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.
One (1) Door, Single Solid, Flush - Drug Locker
07-DR-WD25
SOLID HINGED DOOR: A 3/4" thick door shall be supplied on the cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be finished on both sides with the same colored laminate as the cabinet face. W/a CompX elock 300 Series Lock.
One (1) Doors: Dual Flush Fitted 6" Secure latch top and bottom each door
07-DR-WS02

DUAL FLUSH DOORS: Two oppositely hinged, 3/4" (19mm) thick doors shall be supplied on the aforementioned cabinet. The doors shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the doors. Each door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside. The doors shall feature an advanced latching system at the top and bottom of each door called a "SECURE LATCH". This secure latch system employs interlocking aluminum extrusions to complete the latch across a six inch surface of each latch. The latches are spring loaded and allow the door to be push or slam-latched. The latch incorporates a pull handle with smooth curved surface across the outer open part of the latch.
One (1) Lever Latch: Non-locking - Black Finish
07-HW-SO01

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
One (1) Lever Latch: Non-locking - Black Finish
07-HW-SO01

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
One (1) Lever Latch: Locking - Black Finish
07-HW-SO02

LOCKING LATCH: A positive latch shall be supplied and installed on the aforementioned cabinet door. The latch shall be powder coated black and be near flush when in the "Closed" position. The latch shall be fitted with a cylinder type lock that prevents door latch activation, when locked. Door latch activation shall be triggered by depressing a flush fitted release button that unlatches a lever. The spring loaded lever shall rotate about an axis near the surface of the door panel and extended a rotating pawl behind the latch side door frame. The depth of the pawl shall be adjustable to the latch side door frame. A small "preload" on the latch shall be imposed to prevent the door from rattling.
One (1) Lever Latch: Non-locking - Black Finish Non Storage areas, no rating applied
07-HW-SO04

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
One (1) Lever Latch: Non-locking - Black Finish
07-HW-SO06

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door.
One (1) Round Pull Latch: Non-locking - Chrome Finish
07-HW-SO11
NON-LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling.
One (1) Round Pull Latch: Non-locking - Chrome Finish
07-HW-SO11

NON-LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling.
One (1) Outside Access: Thru M-7 (RF) Compartment door.
07-RA-IOA1

RIGHT FRONT CABINET OUTSIDE ACCESS: The right front cabinet of the module shall have outside access through the right front (M-7) compartment door.
One (1) Outside Access: Thru M-7 (RF) Compartment door.
07-RA-IOA1

RIGHT FRONT CABINET OUTSIDE ACCESS: The right front cabinet of the module shall have outside access through the right front (M-7) compartment door.
One (1) No Inside Access to Exterior Compartment
07-RF-0007

COMPARTMENT INTERIOR ACCESS: The compartment shall not be accessible through the INSIDE of the module.
One (1) No Inside Access to Exterior Compartment
07-RF-0007

COMPARTMENT INTERIOR ACCESS: The compartment shall not be accessible through the INSIDE of the module.
One (1) RF ALS Cabinet: Std T-1
07-RF-4404

RIGHT FRONT CABINET (I): The right front cabinet is hereinafter known as ALS cabinet. All fixed and adjustable shelf surfaces shall be covered in Easy Grip material. All fixed and adjustable shelf lips shall be covered with anodized aluminum trim. All shelves shall have a ¾ lip. The ALS cabinet shall be provide at least 21.0 cubic feet of storage and Configured as follows.
One (1) Cabinet I-1: Standard
07-RF-I148

Cabinet I-1: This cabinet is located on the top section of the right front patient area.
One (1) Cabinet I-2: Standard
07-RF-I248

CABINET I-2: This cabinet is the upper middle section of the ALS (Cabinet I). Access from the inside shall be as follows below.
One (1) Cabinet I-3: Standard, 15" High
07-RF-I348
CABINET I-3: The lower section shall be approximately 25% of the overall cabinet height. Must meet current Federal specification KKK-A-1822. Access from the inside shall be as follows below.

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<tbody>
<tr>
<td>One (1)</td>
<td>Right Rear Cabinet: Cover over M-5 compartment</td>
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<td>07-RR-0048</td>
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RIGHT REAR CABINET: The right rear exterior compartment specified herein shall be completely concealed from interior view by a right rear cabinet. All exposed surfaces of this cabinet shall be fully laminated over substrate matching main cabinet structures. The vertical outer corner shall feature a radius anodized aluminum trim. The trim shall originate from the top of the mated squad bench and terminate into the ceiling.

UPHOLSTERY PAD: An upholstered pad covering the entire forward facing wall, over the squad bench shall be provided. The pad shall include at least 1/2" thick foam padding covered in the same heavy duty vinyl covering specified for the squad bench cushions and the remaining upholstery package.

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<tr>
<td>One (1)</td>
<td>Console Finish: Black, Textured &quot;Easy Grip&quot;</td>
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<td>07-RR-24A0</td>
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CAB CONSOLE FINISH: The console body shall be finished with a 20 mil Easy Grip film. The Easy Grip shall be a self-adhesive as well as bonded to the substrate with high bond contact adhesive. All joints shall be inconspicuous and bonded along the edges.

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<tr>
<td>One (1)</td>
<td>Storage Under Lid - Configure to M-6 Compartment Size</td>
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<tr>
<td>07-SB-1001</td>
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UNDER LID STOWAGE: The squad bench shall provide storage under the access lids. This multipurpose storage area shall be finished in high impact, white colored laminate. Must meet current Federal specification current KKK-A-1822.

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<tr>
<td>One (1)</td>
<td>SQUAD BENCH: Standard</td>
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<td>07-SB-4401</td>
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SQUAD BENCH: A squad bench shall be installed on the curbside of the patient compartment. The number of seating locations shall be installed as described in the options following this general heading specification. All seat belts and anchorage shall comply with FMVSS. 209 and 210. The Squad Bench shall comply with current KKK-A-1822. A back and head rest shall be supplied for all seated personnel along the squad bench.

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<tr>
<td>One (1)</td>
<td>Hinge, Squad Bench Lid(s): Butt Style Hinges</td>
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<tr>
<td>07-SB-LH00</td>
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HINGE, SQUAD BENCH LID(S): All squad bench lids shall be installed with butt style, hinges. The hinges shall be through bolted for longevity of the vehicle. There shall be a minimum of two hinges per lid.

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<th>Y</th>
<th>N</th>
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<tbody>
<tr>
<td>Two (2)</td>
<td>Lid Checks: Gas shock, Dual Action</td>
<td></td>
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<tr>
<td>07-SB-LH03</td>
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LID CHECKS: Each squad bench lid shall have a bi-directional gas spring lid check (Hold open). The force value selected and ball stud locations shall provide lift assistance after twenty degrees of bench lid lift angle. The ball stud mounts shall be at least 10 millimeter.

Two (2) Latch, Squad Bench Lid: Slam Action Paddle, W keeper
07-SB-LH07

Y _N___

LID LATCH: One latch to hold each lid down shall be supplied. The lid latch shall be stamped stainless steel construction and latches automatically by simply closing the bench lid. There shall be a slot milled into the underside of the bench lid to accept a manufactured keeper that will prevent the lid from pulling away from the latch. The paddle latch will be through bolted to the keeper with the retaining nuts on the backside of the keeper as a complete assembly. This assembly has been tested to SAE J3058 standards and passed with the ability to contain 80 pounds in the entire area of the squad bench. A label shall be affixed to the squad bench area.

One (1) Squad Bench Lids: Split - 2-section
07-SB-LID2

Y _N___

SQUAD BENCH LIDS: Two (Split) squad bench lids shall be supplied over the squad bench storage area.

One (1) TOP CABINETS, - Standard
07-TC-6401

Y _N___

STREETSIDE TOP CABINETS:

One (1) Cabinet A: Standard
07-TC-A644

Y _N___

CABINET "A": An upper, interior cabinet shall be provided directly over the rearward section of the Base wall cabinet. This cabinet shall accommodate a power air exhaust blower with a removable service panel. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

One (1) Cabinet B: Ergonomically angled toward the CPR seat
07-TC-B641

Y _N___

CABINET "B": An upper, interior cabinet shall be provided directly over the "Action Area". This multipurpose cabinet interior shall be finished in high impact, white colored laminate. The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.

One (1) Edge Trim, Lids: Band w/ Laminate and J-Trim Protection
07-TR-SB01

Y _N___

EDGE TRIM: The edge of the squad bench lid shall be finished with aluminum anodized "J" trim. The trim is to be supplied with countersunk holes to allow for screws to be installed flush so the screw head does not catch anything.

One (1) Shelf Track: Small alum Unistrut type
07-TS-1200

Y _N___

SHELF STANDARDS: The aforementioned cabinet shall be equipped with non-incremental, aluminum, C-shaped shelf standards.
One (1) WALL CABINET: CPR Seat w/Telemetry LWBT1  
07-WC-640L

BASE WALL CABINET: The base wall cabinet is located on the Street side (Left side) of the patient cabin. The overall height of the Base Wall Cabinet shall be approximately 75% of the overall head room. This cabinet shall be built in ONE piece. The laminate along the fascia shall be ONE piece on single color laminate selections. A CPR Side Seat shall be provided on the street side aligned with the primary patient abdomen.

One (1) Action Area: Standard  
07-WC-AA01

ACTION AREA: The action area is a work surface located on the forward end of the Base Wall Cabinet and adjacent to the attendant seat. The work surface shall be at least 5.5 square feet. The work area height shall be 24 inches to 29 inches. The work surface shall have a three quarter inch (3/4”) high lip.

One (1) A/A Tray: Color Keyed Mica with ABS Bio-waste  
07-WC-AA02

A/A TRAY: There shall be a countertop action area forward at the wall cabinet. The countertop shall be color keyed high pressure laminate to match the remainder of the high pressure laminate in the patient area.

SHARPS AND TRASH: There shall be a bio waste receptacle at the rear of the action area. It shall consist of an ABS tray within the mica countertop. The ABS tray shall allow for biological waste with separate needle disposal. The sharps and waste shall be molded into an ABS plastic tray. Access the bio-waste container and needle collection jar shall be done from the top of the action area in the patient compartment. The sharps container shall be a 3-Quart Bemis container with a spring located clip to hold it in place in the event of an accident.

One (1) Action Area Board: Black Grip See Station No 6 for content  
07-WC-AABD

ACTION AREA BOARD: There shall be a single board containing the basic electrical and oxygen control systems of the patient area. This board shall be covered in black secure grip material. Proper spacing shall be maintained between electrical and oxygen connections. The board shall be hinged by dual action concealed hinges and secured by quarter turn captive head bolts. The use of hinges and bolts allows for inspection of the connections during routine maintenance procedures.

One (1) Cabinet C: Standard  
07-WC-C641

CABINET "C": An interior cabinet shall be provided at the rear end of the base cabinet on the street side. This cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

One (1) Cabinet D: Ergonomically Angled Cabinet Over Tele. Area  
07-WC-D641

CABINET "D": An interior cabinet shall be provided directly over the rearward "Telemetry Area just aft of the CPR side seat within the base cabinet on the street side. This cabinet will be ergonomically angled towards the CPR seat. This multipurpose cabinet interior shall be finished in high impact, white colored laminate.
Cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.

One (1) Cabinet E: Standard
07-WC-E641

CABINET "E": An interior cabinet shall be provided at the rear of the base cabinet on the street side. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

One (1) Cabinet F: Standard
07-WC-F641

CABINET "F": An interior cabinet shall be provided directly below the "Telemetry" Area. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

One (1) Cabinet O1: Standard
07-WC-O101

CABINET O1: This cabinet shall be located in the forward action area for storage of medical tubing, air ways, ventilation face masks, and/or miscellaneous items. Must meet current Federal specification KKK-A-1822.

One (1) CPR Side Seat: None, See Work Order for Specifics
07-WC-SS09

CPR SEAT: This agency has elected not to include a StreetSide CPR side seat option. Please refer to the cabinet layout as to how we would like the cabinet’s layer out on the StreetSide of the ambulance.

One (1) Telemetry Area: with armrest pad
07-WC-TA01

TELEMETRY AREA: A four inch wide upholstery covered and padded arm rest shall be installed. The arm rest shall create a 3/4” to 1” lip on the leading edge of the telemetry area.

One (1) Telemetry Area: Mica Finish, color keyed to interior
07-WC-TC03

TELEMETRY AREA SURFACE TYPE: The "Telemetry area" shall be finished with the primary color laminate.

One (1) Sub Floor, 3/4” Plywood, Standard
08-00-00PW

FLOOR AND SUBSTRATE: The floor of the module shall be (3/4) thick 7-Ply, Formaldehyde free, exterior grade, A-C plywood. The glue line between the layers shall be phenolic based. The glue shall be of similar chemical make up to the phenolic glue used in Marine grade plywood, as designated by the A.P.A. (American Plywood Association).

One (1) Flooring: Specify Color & Style Required
08-00-FLCR

FLOORING COLOR & STYLE: The floor covering style and type shall be determined at a post award conference. The manufacturer shall offer a limited range of included standard flooring choices.
EQUIPMENT CHARGE TIMER: There shall be installed a Havis Shield Charge Guard Select equipment timer for the above equipment. This timer has a selectable length of power connection via relay by setting three manual dip switches on the backside of the unit. The timer is energized to action when the ignition is turned off of the main chassis. The CG-X timer also has several safety features including Low voltage protection, High voltage protection, reverse polarity, and surge/transient voltage. The CG-X timer features a front mounted single LED indicator light to display current operating status. An In-line fuse shall be installed on the battery hot side of the power connection of this timer.

COT MOUNT HARDWARE

COT POSITION No 1: This cot position shall be set up for a primary wheeled cot set centered laterally (side to side) in the aisle. The longitudinal location shall be set 30 inches measured from the backrest of the attendant's seat (set all the way toward the front of the patient cabin) to the head of the primary cot frame, per KKK-A-1822E 3.10.4.

PATIENT COT RETENTION: There shall be installed a Ferno PROF1 universal Cot fastener with ICS cot charging capability. The PROF1 cot fastener utilizes a linear guide system to facilitate loading and unloading even on an angle to reduce lateral cot drift. This cot mount is certified by Ferno Washington to be SAE J3027 compliant, as well as Cross compliant to CAAS-GVS V1.0, NFPA 1917, AMD 004, EN 1789, IEC 60601-1-2, ISTA 1A and KKK-A-1822F. The cot Mount is IP56 rated and may be cleaned by power wash for decontamination. This cot mount does feature any integrated charging systems. The cot fastener length shall be 81 inches with capability to be mounted at different positions along the universal floor rail.

COT FASTENER MOUNTING METHOD: All mounting bolts shall be 3/8" diameter, socket head cap screws with at least 16 threads per inch. An aluminum long universal floor channel shall be supplied and manufactured by the cot mount manufacturer. The mounting track may protrude above the flooring surface by up to 3/16", as long as all of the edges are chamfered. The aforementioned cap screws shall not protrude above the upper surface of the mounting block.
All cap screws shall be through bolted through 1/2 (.500) inch thick, 6061-T6 Aluminum plate structure. One and one half (1-1/2) inch x six (6) inch thick plates shall either be MIG welded or Chuck structurally fastened to the floor grid for both cot mount and attendant seat fastening locations. All fastening hardware shall be either through bolted or tapped depending on under floor clearances due to chassis installed components. Mounting bolts shall not point toward fuel filler or fuel vent hoses, in accordance with good engineering practices set forth by the Society of Automotive Engineers and Ford's Qualified Vehicle Modifiers' program.

Bidders shall meet or exceed mechanical strength described in the aforementioned minimum fastening method. Material thickness and/or through bolt criteria is mandatory even if the vendor has current certification to AMD. Standard 004 utilizing lesser materials.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tr>
<td>08-CS-19A7</td>
<td>Cot Stop, Block: Install hook with kit</td>
<td>N</td>
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<tr>
<td>08-CS-2000</td>
<td>Primary Cot position under floor reinforcement</td>
<td>N</td>
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<td>08-CS-3030</td>
<td>Pro-F1 up for: FW Power -X1</td>
<td>N</td>
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<tr>
<td>08-MH-0010</td>
<td>Interior Grab Handle Color: Gray Antimicrobial</td>
<td>N</td>
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<tr>
<td>08-MH-03B3</td>
<td>Grab Handle, CS Entry: 1 1/4&quot; Dia..... S/S, 2-pt 18&quot;L, Gray Antimicrobial</td>
<td>N</td>
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<tr>
<td>08-MH-03D3</td>
<td>Grab Handles, Rear Access: (2) 12&quot;L X 1 1/4&quot; Dia..... S/S, 2-pt, Gray Antimicrobial</td>
<td>N</td>
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COT HOOK: A Ferno Washington Cot hook for the universal floor plate of solid aluminum shall be through bolted to universal floor plate system at the end of the track. The design intent is to prevent accidental cot roll off during loading and unloading a one man cot. The hook shall snag a tubular drag bar that is built in to the cot frame of some types of cots.

PRIMARvY COT POSITION REINFORCEMENT: There shall be a singular piece of aluminum reinforcement installed running the length of the primary cot position in the modular ambulance. It shall be secured to the modular tubes by welding or Huck fasteners.

INTERIOR GRAB HANDLE COLOR: The interior grab handles listed below will be powder coated with antimicrobial, gray in color.

CURB SIDE ENTRY DOOR GRAB HANDLE: The curbside entry door shall be equipped with a two point, 1 1/4 diameter, stainless steel with gray anti-microbial coating, handicap style grab handle to aid in door closure and entry assistance. The handle shall measure at least eighteen inches long. The handle shall run horizontally, directly above the inside door latch. The door handles shall be fastened directly to the horizontal door structure that is welded to the door assembly.
REAR ACCESS DOOR GRAB HANDLES: Each rear access door shall be equipped with a two point, 1 ¾ diameter, stainless steel with gray anti-microbial coating, handicap style grab handle to aid in door closure and entry assistance. The handle shall measure at least twelve inches long.

The handle shall run horizontally, directly above the inside door latch. The door handles shall be fastened directly to the horizontal door structure that is welded to the door assembly.

One (1) Restraint Net, Removable, at head of S/B, Black Webbing
Y  N  
08-MH-1600

RESTRAINT NET: A detachable net shall be installed at the head of the squad bench. In the event of sudden stop or frontal accident, the design intent of the net is to minimize injuries to unbelted personnel seated on the squad bench. The net is a safety barrier between the occupant/personnel and the bulkhead cabinity. The net shall be a grid of 2 wide safety web, spaced on maximum centers of 8 inches.

The net shall be secured at six points. The net shall be tightly stretched and attached at two points on each of the following surfaces:
The floor at head of squad bench The curb side wall The ceiling.

All Restraint Net attachment devices shall be aviation quality and pull strength tested. A 2,000 pound force applied in shear (Horizontally). Detachment of the net shall be done without the need for a removal or installation tool(s). Each device shall feature a cadmium plated steel attachment ring that is forged in one continuous ring, without a split or seam. Each device shall be sewn onto the net webbing with a 1 3/4 inch square shaped thread path and diagonal X-shaped thread path to assure web to ring security.

One (1) Oxygen Outlet No 1: Amico Console - Ohmeda/Ohio Diamond Style
Y  N  
08-OS-0401

OXYGEN OUTLETS - GENERAL: Each outlet shall be comprised of an "Inlet Box" and a "Latch Plate" as defined herein. The "inlet box" shall be a universal inlet service box with a 165 mm type "K" (3/8") OD Copper inlet pipe stub which is silver brazed to a brass, one piece (1 5/16") inlet body. The "inlet box" shall be designed specifically for positive pressure gas service and feature a primary and secondary check valve. Each check valve shall be rated at 1,379 kPa (200psi).

The "Latch Plate" shall insert into the universal "Inlet Box". The "Latch Plate" is comprised of the outer cover plate and latching mechanism that will define the adapter type/Brand that will ultimately connect the patient to the oxygen system. The outlet cover shall be color coded GREEN in addition to having a clear permanent legend that identifies the gas type. Dual gas specific safety pins shall be integrated in the face of the outlet "Latch Plate" for safety.
Outlet adapter types shall be easily changed by simply removing the "Latch plate" specifically designed for brand "A" to brand "B" without any further plumbing changes.

As with all medical gas outlets specified herein, all outlets shall be hydrostatically tested and cleaned for oxygen service. All medical gas outlets specified herein shall be UL (Underwriters Laboratory) listed and CSA approved. All outlets will be subject to a line pressure of 50 PSI and shall be leak tested at 150 PSI Per Federal specification KKK-A-1822. Pressure drop across the outlet shall be less than 2.0 PSI At normal working pressure.

OXYGEN OUTLET No 1: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.
One (1) Oxygen Outlet No 2: Amico Console - Ohmeda/Ohio Diamond Style
08-OS-0402

OXYGEN OUTLET No 2: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.
One (1) LOCATION: Action Area
08-OS-040A

LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.
One (1) LOCATION: Action Area
08-OS-040A

LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.
One (1) OXYGEN / AIR / VACUUM System:
08-OS-04ST

OXYGEN, AIR and VACUUM SYSTEMS

OXYGEN HOSES: All oxygen system service hoses, fittings and devices shall be made of nonferrous materials. Hoses used to pipe Medical Oxygen shall be electrically non-conductive, ¼ inside diameter with an abrasion resistant, green colored outer jacket. The hose manufacturer’s name, part number, inside dimension and working pressure rating shall be permanently marked along the entire length of the hose. All hoses shall have a working pressure rating of at least 250 pounds per square inch, withstand a system test pressure of 150 PSI / 1033 kPa test prescribed in current Federal specification KKK-A-1822. Each ambulance shall be tested.
One (1) Cylinder Type: OXYGEN - Green Colored Hose
08-OS-11G1

CYLINDER TYPE: This rack shall be for a MEDICAL OXYGEN cylinder. The oxygen system input hose shall be suspended over this rack. This input hose shall feature a nonferrous 9/16-18 RH bottle nut and regulator barb. This connection shall comply with the diameter index safety system (DISS) set forth by the Compressed Gas Association (CGA) for safety.
One (1) Rack Location: Left Front, wall #2 near wall #3 Y _N___
08-OS-1301

CYLINDER RACK LOCATION: The main oxygen cylinder shall be stored in the left front compartment. The cylinder rack shall be through bolted on the back wall, near the right-hand wall of the compartment. The cylinder neck shall be visible and accessible through the viewing window.
One (1) Set up For M cylinder Y _N___
08-OS-132M

M SETUP: The oxygen retention bracket shall be set for an "M" size steel or aluminum cylinder.
One (1) Rack No 1: Adjustable O2 Rack Green with 4 Ratchet Straps M/H Y _N___
08-OS-1331

MAIN CYLINDER RESTRAINT No 1: One agency supplied compressed, medical gas cylinder shall be carried and secured, vertically inside the left front exterior compartment. A bracket shall be firmly bolted to the back wall of the compartment that allows for an Aluminum laser cut and multi-bend engineering bracket to be installed in either an M or H tank height setting. The bracket features pass thru holes for four (4) heavy duty ratchet style, web straps. The Entire system has been tested to the latest revision of SAE relevant testing and passed. The cylinder valve shall also be visible and accessible from the inside through a clear polycarbonate door.
One (1) Regulator, Oxygen, Fixed output @ 50 psi +/-5 , CGA 540, Installed STD Y _N___
08-OS-1710

OXYGEN REGULATOR: A fixed output medical regulator shall be supplied with the apparatus and installed at the time of the oxygen system pressure test. With the regulator set at 50 +/- 5PSI, a 100 LPM minimum flow rate shall be available at all oxygen outlets. The regulating valve with inlet filter shall have a line relief valve set at 200 PSI maximum. A manual gauge shall be affixed to the regulator with scale graduated in not more than 100 PSI increments. The output of the regulator may vary as the tank pressure lowers or flow rate is changed. The regulator shall have a CGA 540 thread for the bottle and a 9/16-18 tpi threaded male connector for the input hose to the system. This regulator shall perform as required at an inlet pressure range from 150 PSI to 2600 PSI tank pressure.
One (1) Regulator Wrench: Cast aluminum, OXYGEN w/ cable lanyard Y _N___
08-OS-1902

REGULATOR WRENCH: There shall be a cast aluminum main oxygen cylinder wrench installed in the compartment with the main oxygen cylinder rack. The wrench shall include a cable lanyard that secures the wrench to the compartment wall allowing enough length of cable to loosen and tighten the regulator fitting on the customer installed main oxygen cylinder. The wrench shall be stored in place with either a hat channel bracket or Velcro to keep it secured while the vehicle is in motion.
One (1) (1) SCBA Bracket: Zico Model SC-50-H-6-SF Each Y _N___
08-OS-2305

SCBA BOTTLE BRACKET: One SCBA (self-Contained Breathing Apparatus) bottle bracket shall be installed in the location described below. The bracket shall be NFPA compliant. The bracket shall feature two spring clips and an L-shaped wall bracket that forms a support for the bottom end of the (customer supplied) cylinder.
A ZICO model SC-50-H-6-SF "Walkaway" bracket shall be supplied. Alternate brackets may be considered if they can show NFPA compliance and survive a 50,000 cycle install and release test and still show little wear on the clip or the test cylinder. ZICO bottle clips are double coated with a non-marring, high build polymer coating. The clips shall also feature rounded corners and out turned ends to eliminate dig in on the surface of the (customer supplied) cylinder.

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08-OS-2305  

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One (1) Collision Restraint Strap: ZICO No 1010-120-000  
08-OS-230R  

COLLISION RESTRAINT STRAP: The above ZICO SCBA Bracket shall feature a ZICO part No 1010-20-000 collision restraint strap that complies with NFPA 1901-96, section 10.1-6. The strap shall be capable of holding the (customer supplied) SCBA bottle in place during a 20G force crash test.

One (1) Location: Bolt to the TRAILING M-2 Door  
08-OS-23L1  

LOCATION: The SCBA bottle bracket shall be bolted to the trailing compartment door of the left front middle compartment. The compartment door shall feature added tapping plates to secure the bracket to the door. Fastening the bracket to the inside door panel alone is not acceptable and is not NFPA compliant.

One (1) Collection Canister w Clip: Bemis, 1200 CC Capacity -J3043 retention compliant  
08-OS-3501  

COLLECTION JAR: The suction system shall be equipped with a shatter proof, graduated, 1200cc, and transparent collection container. The container shall be regulated through the Sscor panel and installed per manufacturers recommendations. The collection jar shall be retained by a SSCOR retention clip. The retention bracket when installed per directions is SAE J3043 retention testing compliant.

One (1) VAC Plumbing: Direct from panel to canister - NO Outlet  
08-OS-3502  

COLLECTION JAR PLUMBING: The collection jar shall be connected directly to the regulator panel in the action area console.

One (1) Vacuum Pump: 49 State  
08-OS-3503  

SUCTION PUMP: The suction pump shall be installed in the left middle compartment, adjacent to the action area panel. The exhaust tube shall be routed to the outside of the vehicle. The pump shall be mounted on rubber
vibration isolators to minimize any vibration noise emitted into the patient cabin. The pump shall provide a free air flow of at least 20 liters per minute and achieve a minimum of (11.81 in) Hg vacuum within four seconds after the suction tube is closed. This 49-state pump shall meet or exceed current Federal specification KKK-A-1822.

One (1) Location: M-2 Compartment Y N
08-OS-35L4

SUCTION PUMP LOCATION: The suction pump shall be installed in the left front middle compartment. The pump shall be mounted to the ceiling of this compartment on rubber vibration isolators.

One (1) Vacuum System: SSCOR regulator/gauge panel in A/A Y N
08-OS-35ST

VACUUM (SUCTION) PANEL: A variable vacuum regulator and gauge panel shall be installed in the action area control panel. The vacuum regulator shall vary vacuum delivered to a 1200 cubic-centimeter collection jar specified below. The Vacuum gauge shall not be mounted on the collection jar itself.

One (1) P4-4-Point PER4MAX Restraint System - with replacement indicator W/CPR Y N
08-SE-1702

RESTRANET SYSTEM(S): There shall be installed a REV Per4Max restraint system harness at each seating location declared. This seating harness system shall incorporate a four point harness of two shoulder belts with retractors and two stationary lap belts that intersect to a single high function ergonomic latch. The harness shoulder belts shall incorporate innovative technology through patent pending controlled deceleration technology which softens the impact of a crash on the EMSP user. The seat belt harness also incorporates an indicator that alerts the operator when it requires replacement. The color of the seat belt system shall be black. This seat belt system shall meet current FMVSS safety standards. The REV Per4MaxOY Seat Belt System(s) shall be in the following locations:

One (1) Y N
08-SE-1820

(2) on Squad Bench, (1) CPR Side Seat Per4Max Black Belts

RESTRANET SYSTEM(S): The rear seating locations shall consist of the Per4Max 4-Point restraint system. The Per4Max Advanced Restraint System is a "Vehicle mounted" 4-Point restraint system dispersing loads to 4 points of reinforced structure within the vehicle as opposed to concentrating loads on the seat frame. It promotes a seated position with a wide range of mobility. The seated position in conjunction with the seat system, has been proven to be safer than isolated standing positions in a moving vehicle. As well it is easy to use encouraging greater use in the field than more cumbersome systems involving additional latches, levers, and cables. The seatbelt harness shall incorporate an indicator of contrasting color when the seatbelt has been involved in a high impact condition to indicate need for replacement. These seatbelts are FMVSS applicable tested and approved to the Bidders configurations.
There shall be two Per4Max restraints on the Squad Bench and one Per4Max restraints on the CPR Side Seat.
One (1) S/B: (3) Sec patient restraints - 9" Sleeves Face of Bench  
08-SE-SB70

SECONDARY PATIENT RESTRAINT SYSTEM: There shall be a location for a secondary patient on top of the squad bench located on the curbside interior of the patient area of the ambulance. To secure the patient there shall be three inertia style retractable straps that match up to three 9" sleeved buckles on the face of the squad bench and 5" sleeved retractors by the squad bench lid hinge. The straps and buckles shall be mounted to comply with the pull test requirements in the present revision of KKK-A-1822.
One (1) Door Panels: Diamond Plate / Upholstery / Diamond Plate  
09-AS-2400

DOOR PANELS: The inside UPPER door panels shall be made of .080 aluminum diamond plate. The edges of the diamond plate shall be recessed into the door frame extrusion. The center panel shall be upholstered over a smooth aluminum substrate.
One (1) Curbside Lower Door Panel: Diamond Plate  
09-AS-2510

CURBSIDE LOWER DOOR PANEL: The inside door panel shall be made of .080 aluminum diamond plate. The edges of the diamond plate shall be recessed into the door frame extrusion. The panels shall be fastened to the door frame with stainless steel, #10-32 UNF machine screws threaded into aircraft quality blind fasteners. Each screw shall have an neoprene lock washer.
One (1) Entry Door Panels, Windows and Hardware  
09-B1-ED00

ENTRY DOOR PANELS / WINDOWS / HARDWARE
One (1) Talk Through Window: Sliding Lexan Window - CLEAR  
09-DR-WT00

TALK THROUGH WINDOW: The Cab to Module communications window shall be provided.
One (1) Sliding Window Locking Pin: 1/4" with Lanyard  
09-DR-WT20

LOCKING PIN: The sliding cab to patient area window shall have a locking pin consisting of metal 1/4" pin with a lanyard retainer to keep from losing the pin when not latched. The pin shall be from the driver's side of the window. The pin shall meet or exceed current Federal specification KKK-A-1822.
One (1) Compartment Shelf or Floor Liner options  
09-FM-1002
One (1) Rubber Matt: Compartment Floors and shelves  
09-FM-17C0

RUBBER COMPARTMENT FLOOR MAT: A floor mat shall be supplied and installed on the compartment floors and shelves in each compartment. The mat material shall be natural rubber or a natural rubber blend, Black in color, and ribbed. The floor mat is to be designed to reduce cargo movement and prevent finish abrasion on the compartment floor or shelf.

2020-0001  05/28/20  86
One (1) IV Hook No 1: Hook 07 w/ Velcro bag stabilizer - STD Y_N_ 09-MH-08A1

IV HOOK No 1: One chrome plated, surface mounted IV hook, with a spring loaded retention gate, and shall be supplied in the ceiling of the patient cabin. The hook shall feature an anti-swing strap next to the hook. One (1) IV Hook No 2: Hook 07 w/ Velcro bag stabilizer - STD Y_N_ 09-MH-08A2

IV HOOK No 2: One chrome plated, surface mounted IV hook, with a spring loaded retention gate, and shall be supplied in the ceiling of the patient cabin. The hook shall feature an anti-swing strap next to the hook. One (1) LOCATION: Overhead/chest area, secondary patient on S/B Y_N_ 09-MH-08P2

LOCATION: Located of the Secondary patient, in the close proximity to the Head/Chest area of the patient. One (1) Grab Rail, (1), 18" Gray Antimicrobial Rear Entry Assist std. Y_N_ 09-MH-2530

ASSIST RAIL: This rail shall be naturally accessible to assist persons entering the rear of the module in maintaining their balance. The rail shall be 1 ¼ diameter, 100% stainless steel with gray anti-microbial coating and 18" long. All rail fittings shall be TIG welded to the main rail. The rail shall be located prior to order confirmation. Grab rails that utilize separate, setscrew rail fittings are not reliable and not acceptable. One (1) Recessed C/S Grab Rail, ceiling: 1.25 Dia..... 3 pt, 72in, Gray Anti-microbial Y_N_ 09-MH-2AC5

RECESSED CURB SIDE OVER HEAD ASSIST RAIL: The rail shall exceed the current revision of current Federal specification KKK-A-1822. The rail shall be 1 ¼ diameter, 100% stainless steel with gray anti-microbial coating and 72 inches long. All rail fittings shall be TIG welded to the main rail. The rail shall be recessed in an ABS pan 1.5", located curbside of center pad. One (1) UPPER Windows: RA Doors, Fixed Glass 17.3"W x 19.3"H, Non-Recessed Y_N_ 09-WI-T001

REAR ENTRY DOOR WINDOWS: The rear entry doors shall be equipped with upper windows. The rear entry doors shall have fixed windows with a nominal area of 320 square inches. The windows shall have an anodized frame and blind inner mounting ring screws, fastened from the inside. The exterior portion of the frame shall have a full perimeter seal mated against the door skin. All glass shall be tinted safety glass. One (1) UPPER Windows: Curbside Door, Fixed Glass 17.3"W x 19.3"H, Non-Recessed Y_N_ 09-WI-T003

CURBSIDE ENTRY DOOR WINDOW: The Curbside entry doors shall be equipped with upper windows. The Curbside entry door shall have fixed windows with a nominal area of 320 square inches. The windows shall have an anodized frame and blind inner mounting ring screws, fastened from the inside. The exterior portion of the frame shall have a full perimeter seal mated against the door skin. All glass shall be tinted safety glass. One (1) AC Control: Heat or AC and Fan Speed selector switches Y_N_ 10-HA-02ST

2020-0001  05/28/20
REAR AC CONTROLS: An ON/OFF switch shall be located in the action area. The switch will not control fan speed. A separate three speed fan speed control switch shall be located in the action area control panel.

One (1) Light Location: Action Area
10-IL-02L7

LOCATION: The light shall be mounted above the action area.

One (1) Action Area Light: 12V, Intertek Red/ White LED, 15", Rail Light ILOS
10-IL-02SA

ACTION AREA LIGHTING: A 12 volt LED light shall be provided directly over the forward, street side work surface. A 15 inch swivel fixture shall be provided. The light shall have a Red/Off/White rocker switch on the body of the light housing.

One (1) Volume Control, Stereo: in A/A, For Rear speakers
10-RR-0600

VOLUME CONTROL: A variable volume control for the patient compartment stereo speakers shall be provided in the action area panel, adjacent to the switch panel.

One (1) UPHOLSTERY - CELL 7
11-00-0000

UPHOLSTERY MATERIALS: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl. Sewn seams in the seat covers and cushions shall be minimized. Upon request, the manufacturer shall be capable of supplying vacuum formed, seamless vinyl covered upholstery. The color shall be color keyed to the laminate color selections made.

SEAT / BACKREST CORE MATERIAL: The vinyl covered foam shall meet current Federal Specification KKK-A-1822. Seat cushions shall be ergonomically contoured. All core material shall be open cell, high resilience foam.

One (1) Upholstery Color: Dark Gray (Gunmetal)
11-00-UC01

UPHOLSTERY COLOR: All padding and upholstered seating shall be covered in 56-ounce vacuum form ready vinyl per the specification. The color of the vinyl shall be Gunmetal Dark Gray.

One (1) Center Trough Upholstery Color: Color Key to Rest of Truck
11-00-UC11

TROUGH COVER: All upholstered pad that is built to cover the trough running down the center line of the vehicle separating the curbside and StreetSide of the patient compartment shall be manufactured of 1/4" luan non voided plywood with padding and covered with 36 ounce vinyl. The color of the vinyl shall be the same as the remainder of the upholstery in the patient area. The cover shall be fastened to the headliner using stainless steel screws with washers that will accept button covers that are color matched to the trough cover.

One (1) Up Joint Type: Vacuum Formed - Seamless
11-00-UT05
UPHOLSTERY JOINERY TYPE: All padding and upholstered seating shall feature upholstery covered foam that eliminates sewn, visible seams. All cushion corners shall be vinyl wrapped. NO sewn seams are permitted, even at the corners. Seat cushion vinyl shall be pre-formed to the cushion shape to eliminate ALL visible seams. Seat cushions with welting/piping and sewn corner seams are not acceptable since blood and other liquid form biological discharge can penetrate the seam holes and reside in the foam. All vinyl surfaces shall be pulled tight against the foam, utilizing a hardwood plywood backing board. Loose fitting vinyl coverings are not acceptable.

One (1) Clock mount: Screw Directly into pad  
11-MC-170B  
One (1) Clock: Atomic w/ Outside Temperature, Wall Mount  
11-MC-1720  
CLOCK: There shall be a clock installed inside the module over the rear patient entry doors. The clock shall be an Atomic style that shall include but not be limited to time and outside temperature.

One (1) Squad Bench seat cushion cut-outs: None  
11-SB-0005  

FULL CUSHIONS: The post and wheel cups normally placed on the squad bench for secondary stretchers shall be DELETED in favor of full seat cushions without cutouts. The seat cushions shall be the same size as the squad bench lid and WITHOUT cutouts. The user chooses to use a backboard in lieu of a stretcher for a secondary patient.

One (1) Head Protection: Pad over CS Entry Door  
11-SE-CSPD  

HEAD PROTECTION - CURB SIDE ACCESS DOOR: A seamless pad specifically designed to protect the head during egress is required. The pad shall consist of a two-inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.

One (1) Head Protection: 2” Pad over Rear Access Doors, Full Width  
11-SE-REPD  

HEAD PROTECTION - REAR ACCESS DOORS: A seamless pad specifically designed to protect the head during egress is required and shall comply with current Federal Specification KKK-A-1822. The pad shall consist of a two-inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.

One (1) Stowage rating label - Southco round latch 10 pounds applied each  
11-X0-0010  

STOWAGE LABEL: A label shall be applied for any door, drawer, or other stowage area secured by a Round Southco latch, indicating its ability to restrain 10 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Southco round latch 10 pounds applied each  
11-X0-0010  

STOWAGE LABEL: A label shall be applied for any door, drawer, or other stowage area secured by a Round Southco latch, indicating its ability to restrain 10 pounds of contents within the stowage area. This latch has
Been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Black Lever latch 8 pounds applied each Y _N_
11-X0-0012

STOWAGE LABEL: A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Black Lever latch 8 pounds applied each Y _N_
11-X0-0012

STOWAGE LABEL: A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Black Lever latch 8 pounds applied each Y _N_
11-X0-0012

STOWAGE LABEL: A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Secure Latch Sliding Window 40 pounds applied each Y _N_
11-X0-0014

STOWAGE LABEL: A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Secure Latch Sliding Window 40 pounds applied each Y _N_
11-X0-0014

STOWAGE LABEL: A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Secure Latch Sliding Window 40 pounds applied each Y _N_
11-X0-0014

STOWAGE LABEL: A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Secure Latch Sliding Window 40 pounds applied each Y _N_
11-X0-0014

2020-0001 05/28/20
STOWAGE LABEL: A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

One (1) Stowage rating label - Secure Latch Sliding Window 40 pounds applied each

STOWAGE LABEL: A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3.

Two (2) Stowage rating label - Squad bench interior, entire area 80 lbs.

STOWAGE LABEL: A label shall be applied near the squad bench exterior indicating the lids to the squad bench are restrained with a compliant latch. The latch assembly of the squad bench were tested to SAE J3058 standards to 80 pounds and found passing. The operator should not exceed the 80 pound weight rating for the entire squad bench storage area. This item is compliant to section 3.11.3 of KKK-A-128F dated July 1, 2017.

One (1) Stowage rating label Secure Latch Dual Handles on Dual Doors 40 pounds applied

STOWAGE LABEL: A label shall be applied for any set of dual doors that employ secure latch six inch handles at the top and bottom of each door with a side mounted stainless steel hinge. This system is capable to restrain forty pounds of contents within the entire stowage area behind the dual doors. This secure latch system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 311.3.

One (1) Non-Compliant to KKK-F 3.16.2 ; Exterior Safety stripe to be Orange

SPECIAL NOTE: The chassis you have selected for this order does not meet the performance requirements of the Recommended Practice for an orange main exterior stripe or outside main color of white.

Section 3.16.2 of KKK-A-1822F as revised July 1, 2017 (Change Notice 11), requires "The exterior color of the ambulance shall be gloss Fire Engine Red, the final configuration is non-compliant to section 3.16.2 Of the Federal Specification for the Star-of Life Ambulance. Individual requirements for your State may also be applicable, and should be reviewed. Based on your chassis selection this ambulance will not be compliant with KKK-A-1822F in that specific respect.

One (1) Exception to C.16.1 1 Required Two fire extinguishers installed by FSAM

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PAINT

100% PAINT FILM COVERAGE: All stages of primer and paint shall cover all surfaces. Hinge mating surfaces on the doors and jambs shall be painted. Bare aluminum and primer only preparation is not acceptable under door hinges. Doors shall be painted without actuation handles installed and doors removed from body. Paint film thickness to be no less than 4.1 mil thickness.

PAINT SYSTEM TYPE: The paint shall be Poly-Urethane type electrostatic application process without exception.

An electrostatic paint spray system is a highly efficient technology for the application of paint to specific work pieces. Negatively charged atomized paint particles and a grounded work piece create an electrostatic field that draws the paint particle to the work piece, minimizing over spray.

For this technology, an ionizing electrode, typically located at the paint gun atomizer tip, causes paint particles to pick up additional electrons and become negatively charged. As the coating is deposited on the work piece, the charge dissipates through the ground and returns to the power supply, completing the circuit. The electrostatic field influences the path of the paint particles. Because the charged particles are attracted to the grounded work piece, over spray is significantly reduced. Paint particles that pass a work piece can be attracted to and deposited on the back of the piece. This phenomenon is known as "wrap."

MECHANICAL ADHESION PROMOTER: The entire module shall be degreased. Degreaser shall be applied to manufacturer’s recommendations. The module body is to be inspected for flaws and imperfections, and to assure built to order specifications. All surfaces shall be initial sanded with 180 grit paper and all imperfections repaired.

CHEMICAL ADHESION PROMOTER: The module shall be hot-water washed at (140 degrees or greater). Then the aluminum Body shall be treated with Alum prep 33 acid etching followed by a complete De-ionized body rinse. To ensure all surfaces are cleaned, this step shall be repeated a second time. The entire unit shall be wet coated with Alodine 5700 conversion coating and de ionized water mixed. The module body is baked at 160 degrees to dry.

PRIMER: The module shall then have 2 coats of epoxy primer. The unit is then baked at 140 degree metal temperature for one hour. The module body will then
undergo any bodywork or filler that is required at transition(s). A third coat of epoxy primer is applied and cured. The module body will then be final sanded prior to Paint color application. Primer shall be sanded with 320 grit paper to assure flat, orange peel free surface.

TOP COAT (PAINT): Entire module shall be degreased. Degreaser shall be applied to manufactures recommendations. Two coats of BTLV High Solids color shall be applied.

CLEAR COAT: The clear coat shall be manufactured by the same company as the primer and base coat. Two coats of "clear coat" polyurethane shall be applied per the manufacturer's instructions.

3M POLISHING SYSTEM: Prior to 100% paint cure, the paint on the ambulance body shall be sanded to 1200 grit and polished flat per 3Ms Perfect-It product program for smooth finish.

CORROSION: Anti-electrolysis procedures include but are not limited to the following.

1) Ensure all bare substrate is dry and free from contamination.
2) If bare substrate is showing signs of corrosion/oxidation, sand and remove. Use 180 grit until area is removed.
3) Thoroughly blow off areas to remove sand dust and metal shavings.
4) Thoroughly degrease to be pre-primed using the wipe-on, wipe-off method with clean white rags. (Use good quality automotive Degreaser)
5) Apply Wash primer CR using a brush to all mated surfaces. Allow to flash for 15 minutes at 70 deg Fah. Mix wash primer CR 1:1 with wash-hardener.
6) Apply Urethane caulk to all mated surfaces before assembly to reduce the possibility of corrosion.

EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into. This will isolate the dissimilar metals. Each hole shall be treated with an Electrolysis Corrosion Control compound prior to installation of the nylon inserts. All exterior screws shall be stainless steel.

PAINT WARRANTY: The conversion paint shall be warranted to the original owner for a period of 7 years, 70,000 miles. The color shift shall be no greater than Delta E of 4.0 with minimum gloss retention of 60 gloss units at twenty-degree angle. Warranty to include a 36-month Corrosion coverage with no exclusions.
REFLECTIVE TAPE: The module door frames shall have a three-quarter inch (3/4”) wide white reflective tape applied to the door frame interior. The tape shall reflect direct light at night to illuminate the outline shape of the door when the door is opened.

One (1) Flip Step Reflective/Prismatic Tape: Red/White/R/W/R/W/R
12-DC-0002

REFLECTIVE / PRISMATIC TAPE: The aforementioned center step shall have a bright, conspicuous prismatic, reflective tape strip applied the rearward facing edge of the step. The tape shall have alternating colors (Red and White). The tape color shall begin and end in Red, and each segment shall measure between seven and nine inches.

One (1) Compartment Finish: Diamond Plate Standard
12-DC-GA10

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.

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COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.

One (1) Primary (Over All) Color: Fire Engine Red (YZ)
12-PT-0100

MAIN BODY COLOR: The main body color shall be Fire Engine Red (YZ). The paint finish shall be laid onto the body in a flat, orange peel free, mirror like shine on all four sides.

One (1) Outer Section: including doors
STRIPING AREA: The Rear of the modular body above the rear Kick plate and including both the area outboard and above including the rear entry doors shall include:

One (1) FULL Rear Chevron including doors Standard Reflective: Single Color Spaced
12-PT-1322

REAR CHEVRON: The reflective material shall be installed in an offset pattern so every other stripe is reflective and the offset color is paint.

One (1) Main Color - Must State Main Fire Engine Red
12-PT-1380

Color: the Main Chevron Color shall be:

One (1) Drip Rails: Bright Aluminum, De-burred and rounded corners
12-PT-DRIP

DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.

One (1) Drip Rails: Detail-Refer to Paint Section for Drip Rail Information
12-PT-DRIZ

DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.

One (1) Roof Paint: Color and finish quality to be GLOSSY
12-PT-RF01

ROOF PAINT: Color match to sides, top finish to exceed industry standard of 5 plus mill thickness.

One (1) Undercoating : Per QVM Guidelines, STD
12-PT-UNCT

UNDERCOATING: The bottoms side of the module shall be undercoated, with an exception to any area affected by exhaust system direct heat. Application standards for the undercoating shall be achieved or exceeded as directed by QVM or governing standards.

One (1) Owner's Manual USB Flash Drive ship loose
13-10-XM00

OWNER'S MANUAL: There shall be shipped loose with each completed unit a card with USB flash data file with pertinent information from the build of the vehicle.

One (1) Decals: KKK / DOT Pkg, Blue/White reflective - Ship Loose
13-KK-KDEC

AMBULANCE MARKING PACKAGE: The vehicle shall be supplied with a lettering and "star of life" symbol decal package as described in current Federal specification KKK-A-1822. The "ambulance marking package" is to be shipped loose with the vehicle. The "star of life" symbols shall meet Figure 4 required by KKK-A-1822.

One (1) Decals: NO SMOKING & SEATBELT, installed, cab & pt. area.
SAFETY PLACARDS: There shall be installed in the chassis cab and patient area descriptive placards in durable materials to remind occupants to fasten seatbelts and to refrain from smoking.

One (1) Bibbers Logos: Installed on unit per Bidders standard locations

Y _N___

MANUFACTURER LOGOS: There shall be self-adhesive logos provided and installed for the unit.

One (1) Fire Extinguisher, 5 pound, shipped loose, Std

Y _N___

FIRE EXTINGUISHER: One (5) five-pound A-B-C type fire extinguisher shall be supplied loose with the vehicle on delivery.

One (1) Reflector Pkg: Body - 2ea, Side Fr Amber, Side Rear Red, Rear Red

Y _N___

REFLECTOR PACKAGE: Six reflectors shall be supplied on the outside of the module body. The reflectors shall be located at skirt line level and the area size shall be at least 3.75 square inches. Each side shall have one AMBER forward reflector and one RED rearward reflector. The rear of the body shall have one RED reflector per side, located just above the diamond plate kick plate.

One (1) Decals: 32” Star of Life - Ship Loose

Y _N___

AMBULANCE MARKING PACKAGE - ROOF STAR: A 32” roof star shall be included as a part of the lettering and "star of life" symbol decal package (as described in the current Federal specification KKK-A-1822).

One (1) LOCATION: Action Area wall #2

Y _N___

OUTLET LOCATION: 12 Volt outlet shall be located in the patient cabin, Action Area panel.

One (1) LOCATION: Overhead/chest area, primary patient on COT

Y _N___

LOCATION: Located of the Primary patient, in the close proximity to the Head/Chest area of the patient.

One (1) Ferno Power X1 Patient Cot

Y _N___

One (1) Pro F1 Cot Compatibility for Power X1 To include all accessories.

Y _N___

One (1) Std fold down side-arms on cot

Y _N___

One (1) Std patient restraints for Power X1

Y _N___

One (1) Ferno Washington, INXX Intelligent Transport Loading System Primary Cot

Y _N___
34-XX-0280

PRIMARY COT: One NEW Ferno Washington model Power INSx Self load primary Cot wheeled cot shall be shipped loose with the vehicle and be included in the vehicle price. The cot shall feature directional wheels with locks as standard equipment, all lighting and accessories. And shall be Rescue Red in color.
One (1) Ferno EZ Glide Stair Chair (Rescue Red) with IV pole Y _N___
34-XX-03C2

PATIENT STAIRCHAIR: One NEW Ferno EZ Glide Stair-Chair, Stair Chair will be Rescue Red in color and shall be shipped loose. The chair will feature a
One (1) Ferno INX Spare Battery each Y _N____
34-XX-1007

One (1) Ferno INX spare battery charger Each Y _N____
34-XX-1008

One (1) COLOR: Red Y _N____
34-XX-31C7

One (1) == 172 x 95 T-1 LWB Dodge Base Price - 15.015 05/14/20 == Y _N____
03-08-1039

One (1) 2020 **172*** Dodge Diesel D5500 4 x 4 Regular cab Conv PKG - 20-2 Y _N____

CONVERSION WARRANTY
7 Year, 70,000 mile Mechanical & Electrical including Workmanship.
7 Year, 70,000 mile Standard Paint Warranty.
36 Month Paint Coatings Corrosion Warranty.
20 Year Body Structure Warranty.

One (1) Auto Snow Chains: Y __ N__
On-Spot 1 set On-Spot auto snow chains installed with switch in cab.

One (1) Set Air Horns: Y __ N__
VIAIR 1 set VIAIR Duel Trumpet 140+ db. truck air horns With VIAIR 275c 150psi 1 gallon air tank installed with two foot activated momentary switches Mounted in the cab to be operated by the driver and/or passenger.

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