

CITY OF OAK RIDGE FIRE DEPARTMENT

SPECIFICATION

FOR A

LIGHT-DUTY DODGE 5500

RESCUE TRUCK

June 5, 2012

<u>INTENT OF SPECIFICATIONS</u>	YES	NO
It is the intent of these specifications to cover the furnishing and delivery to the purchaser a complete apparatus equipped as hereinafter specified. With a view of obtaining the best results and the most acceptable apparatus for service in the fire department, these specifications cover only the general requirements as to the type of construction and tests to which the apparatus must conform, together with certain details as to finish, equipment and appliances with which the successful bidder must conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the contractor, who shall be solely responsible for the design and construction of all features. The apparatus shall conform to the requirements of the current (at the time of bid) National Fire Protection Association Pamphlet #1901 for Motor Fire Apparatus unless otherwise specified in these specifications.		
Bids shall only be considered from companies which have an established reputation in the field of fire apparatus construction and have been in business for a minimum of ten (10) years.		
Each bid shall be accompanied by a set of "Contractor's Specifications" consisting of a detailed description of the apparatus and equipment proposed and to which the apparatus furnished under contract must conform. Computer run-off sheets are not acceptable as descriptive literature.		
The specifications shall indicate size, type, model and make of all component parts and equipment.		
<u>STATEMENT OF EXCEPTIONS TO NFPA 1901</u>	YES	NO
<p>If, at the time of delivery, the apparatus manufacturer is not in compliance, a statement of exceptions must be provided as follows:</p> <ul style="list-style-type: none"> • The specific standard affected. • A statement describing why the manufacturer is not in compliance. • A description of the remedy if possible, and who the responsible party is. <p>The document must be signed by an officer of the company, and an authorized agent of the purchaser. NO EXCEPTIONS</p>		
<u>QUALITY AND WORKMANSHIP</u>	YES	NO
The design of the apparatus must embody the latest approved automotive engineering practices.		
The workmanship must be the highest quality in its respective field. Special consideration shall be given to the following points: Accessibility to various areas requiring periodic maintenance, ease of operation and symmetrical proportions.		
Construction must be rugged and ample safety factors must be provided to carry loads as specified and to meet both on and off road requirements and speed as set forth under "Performance Test and Requirements."		
<u>EXCEPTIONS TO SPECIFICATIONS</u>	YES	NO
<p>The following specifications shall be strictly adhered to. Exceptions shall be considered if they are deemed equal to or superior to the specifications, provided they are noted to the right and fully explained on a separate page entitled "EXCEPTIONS TO SPECIFICATIONS." Exceptions shall be listed by page and paragraph.</p> <p>Failure to denote exceptions in the above manner shall result in immediate rejection of the proposal. In addition a general statement taking "TOTAL EXCEPTION" to the specifications shall result in immediate rejection of bid.</p>		

<u>GENERAL CONSTRUCTION</u>	YES	NO
The apparatus shall be designed and the equipment mounted with due consideration to distribution of load between the front and rear axles so that all specified equipment and a full complement of personnel shall be carried without damage to the apparatus. Weight of apparatus shall meet all federal axle load laws.		
<u>DELIVERY REQUIREMENTS</u>	YES	NO
The apparatus shall be completely equipped as per these specifications upon arrival and on completion of the required tests shall be ready for immediate service in the fire department of the purchaser. Any and all alterations required at the scene of delivery to comply with these specifications must be done at the contractor's expense.		
<u>PURCHASER RIGHTS</u>	YES	NO
The Purchaser reserves the right to accept or reject any bid. The purchaser also reserves the right to award in their best interest and reserves the right to waive any formalities.		
<u>U.S.A. MANUFACTURER</u>	YES	NO
The entire apparatus shall be assembled within the borders of the Continental United States to insure more readily available parts (without added costs and delays caused by tariffs and customs) and service, as well as protecting the purchaser should legal action ever be required.		
<u>MANUFACTURER'S EXPERIENCE</u>	YES	NO
Each manufacturer shall have been in business making similar apparatus for a minimum of fifteen years (15) years.		
<u>CORROSION REDUCTION POLICY</u>	YES	NO
The manufacturer shall have in place a formal corrosion reduction program and assembly procedures designed for reducing and eliminating the possibility of corrosion. It is understood that rescue apparatus shall operate in harsh environments. At the time of the bid the apparatus manufacturer shall show proof of a corrosion policy. Failure to submit this information could be grounds for rejection. If a formal policy is not in place explain in your bid how your firm shall take the necessary steps for corrosion reduction. There shall be no exception to this requirement.		
In addition to a formal program the manufacture shall show proof of testing corrosion reduction processes to ASTM B117. A copy of recent test shall be included in the bid.		
Electro Plating		
Steel and Iron brackets such as the pump module bracket shall be Zinc plated to protect against corrosion. Plating shall be in accordance with ASTM B663. The apparatus manufacturer shall list all components with plating.		
Fasteners		
In any area that a stainless steel screw or bolt head is to come in contact with aluminum or steel, painted or non-painted, the fastener shall have the underside of the head pre-coated with nylon. The nylon coating shall act as a barrier between the fastener head and the metal or painted surface.		
Screw or bolt taped into the metal shall be pre-coated with a Thread-locker type material pre-applied on the threads.		
When bolting together stainless steel the manufacturer shall use a pan-head bolt with nylon coating under the head, a stainless washer with a rubber backing, and a Stover flange nut to secure the bolt.		

When mounting aluminum components such as a step to the apparatus body. The manufacturer shall use stainless washers with rubber backing. All mounted components shall a barrier material between the two surfaces.		
All rivet type fasteners shall be of the same material being secured.		
Whenever possible, pre-drill and tap all holes for mounting components such as lights, steps and hand rails prior to the paint process to reduce the corrosion opportunity. If a hole must be drilled into a previously painted surface, re-establish the paint barrier around the hole and use a flange-type nutsert with a gasket under the flange.		
Where possible, minimize the number of stainless trim screws in aluminum. Structural tape and or adhesive shall be used were possible for mounting trim to the body or cab.		
If a pre-treated screw or bolt is not available, hand apply Dynatex Boltlocker or Thead-locker on the threads of the screw, bolt or nutsert. This shall help seal threads from moisture and help prevent the fasteners from loosening.		
If lubricant is used when tapping the hole, clean out the lubricant and the shavings before applying blue Thread-locker into the hole.		
<p>Barrier Tape</p> <p>Barrier tape shall be used on the backsides of all lights, trim pieces, or other components when bolting them to the apparatus; also when attaching stainless steel over an aluminum surface or when attaching aluminum treadplate to the stainless steel. All instances of dis-similar metals contacting each other require the addition of barrier tape between the metals where contact is made.</p> <p>Before applying the tape, be sure the metal surface is clean from oil or dirt by cleaning the surface with a 50/50 mix of alcohol and water or similar solvent.</p>		
<p>Gaskets</p> <p>Gaskets shall be used under all snaps, loops and fasteners for such items as for hose bed covers. Reestablish paint seal around the mounting hole edges after drilling.</p> <p>Mounting with Threadlocker coating shall be used.</p> <p>Flat washers with rubber backing shall be used behind all lights that have stainless screws.</p>		
<p>Rollup Doors</p> <p>1 3/4" X 1/16" barrier tape shall be used on the frame opening to act as barrier between the aluminum door rail and the painted door opening surface.</p> <p>Use a paint stick around the holes after drilling and tapping. In mounting the rails, use screws with the nylon under the head and Threadlocker on the threads for mounting the doorframes.</p> <p>Install barrier tape to the painted surface where the trim is located on top of the door opening.</p>		
<p>Hinged Doors</p> <p>Barrier tape shall be applied to the painted surface of the body and on the painted hinge side of the door.</p> <p>On the hinge side, mount tape out toward the edge to space over the barrel of the hinge, being sure to not touch the door.</p> <p>Make sure the hinge fits into the extrusion frame with no corner weld beads interfering with the door fit. Do not put the hinge in a bind or cause the stainless steel hinge to touch the aluminum.</p>		

Install the doors using a truss head bolt with the nylon coating under the head and Threadlocker on the threads.		
Painting Steel The manufacturer shall wipe any oil residue dry, remove any rust and remove weld slag or smoke. Clean the surface with solvent before painting. Prime with one even coat of black Color primer, and then spray a topcoat over the primer for the finish coat. After bolts are tightened to the proper torque, touch up the bolt area and ends of the bolts with primer or cold galvanizing coating.		
Mounting Emergency Lights and Options All emergency lights, accessories mounted to the body should be mounted with pre-coated Threadlocker and nylon under the head screws or bolts to minimize corrosion between dissimilar metals.		
Electrical Grounding Grounding straps shall be installed consisting of a minimum 2-gauge strap bolted to the chassis frame. A ground cable from the cab to the right side frame rail From the alternator to the right side frame rail Proper grounding shall help eliminate ground loop problems throughout the truck, reducing the possibility for electrolysis and corrosion to occur. Provide clean connection points on all ground connections, (remove paint where applicable), and spray or brush on electrical sealer as necessary. Pay particular attention to the grounding detail for wire size and good grounding practice, including removing the paint at the point of ground attachment to the chassis. Keep the length of ground wire as short as practically possible.		
<u>BID SEQUENCE</u>	YES	NO
For ease of evaluation, all bid proposals shall be submitted in the same order as the fire department's specification. NO EXCEPTIONS.		
<u>PROPOSAL DRAWING</u>	YES	NO
A general layout drawing depicting the apparatus layout and appearance shall be provided with the bid. The drawing shall consist of left side, right side, frontal and rear elevation views. The drawing shall be a depiction of the actual apparatus proposed and not of a generic similar product.		
<u>APPROVAL DRAWING</u>	YES	NO
After the award of bid and pre-construction conference, a detailed layout drawing depicting the apparatus layout and appearance including any changes agreed upon shall be provided for customer review and signature. The drawing shall become part of the contract documents. The drawing shall consist of left side, right side, frontal and rear elevation views.		
<u>INSPECTION TRIP</u>	YES	NO
An inspection trip at the manufacturer's facility prior to delivery of the completed apparatus shall be provided. Accommodations for three (3) Fire Department personnel to include all transportation, food and lodging shall be included in the bid price.		

GENERAL INFORMATION

<u>CHASSIS</u>	YES	NO
One (1) 2012 Dodge 5500 4WD Chassis will be provided equivalent to the attached specification.		
There also shall be an option to deduct the chassis if the customer desires to supply their own Dodge Chassis.		
<u>STAINLESS STEEL RUNNING BOARDS</u>	YES	NO
One (1) set of stainless steel running boards, shall be installed under chassis cab doors. Running boards shall be 18 ga.stainless steel with 6" x 24" step pads at the vehicle's entrance.		
<u>REAR TOW EYES</u>	YES	NO
Under the rear tail board there shall be structural steel reinforcement attached to frame rails of chassis to support tow eye assemblies. Mounted at rear center of apparatus it must be capable to with stand the requirements of towing (not lifting) the apparatus without damage.		
<u>CAB CONSOLE</u>	YES	NO
Between the two front seats, a console shall be constructed of 0.125" aluminum with a D.A. sanded finish.		
The console shall have a removable top that will contain the rocker switch panel, siren control and head and map / records storage compartment at the rear section.		
The base of the console shall house the 12-volt power distribution panel.		
<u>SEATING LABEL</u>	YES	NO
There shall be a label located in the cab or in view of the driver, stating maximum seating capacity.		
There shall be a label located at all seating areas, warning personnel that death or serious injury could result from not wearing seat belts while the vehicle is in motion.		
<u>VEHICLE HEIGHT LABEL</u>	YES	NO
There shall be a label located in the cab or in view of the driver, stating the overall height of the vehicle.		
<u>RIDING ON STEP WARNING LABEL</u>	YES	NO
There shall be a label located at all exterior stepping surfaces, stating "Warning: Death or serious injury may result from riding on any stepping surface when the vehicle is in motion.		
<u>MUD FLAPS</u>	YES	NO
There shall be mud flaps on the front and rear of the apparatus.		
<u>FUEL AND D.E.F. TANK</u>	YES	NO
The chassis shall incorporate a rear fuel and D.E.F. tanks installed by the chassis manufacturer. The fill and vent shall be installed behind the left rear wheel area.		
A permanently engraved plate shall be installed on or near the fuel fill to designate the chassis fuel type and D.E.F. If possible, the fuel fill cover shall match the SCBA bottle compartments.		
<u>HELMET STORAGE</u>	YES	NO
To meet the intent of NFPA 14.1.8.4.1, the helmet for each occupant shall be stored in an exterior compartment.		

<u>BODY</u>	YES	NO
The body is constructed of 5052 3/16" high strength aluminum for dependability in the application of rapid intervention.		
An independent custom extruded sub-frame supports the body. The sub-frame floats independent of the chassis frame.		
The sub-frame is constructed of customized 3" C channel.		
The sub-frame is designed for emergency service application. It provides each compartment with total support to prevent the body from prematurely cracking under the extreme conditions common to the emergency service field.		
The body is held in position by the U-Bolt method recommended and approved by the chassis manufacturer.		
<u>FRONT BODY PANELS</u>	YES	NO
The front of the rescue body is manufactured of aluminum treadplate for ease of maintenance and protection of the lower body area.		
<u>ROOF OF RESCUE BODY</u>	YES	NO
The roof of the rescue body shall be manufactured of .125 aluminum treadplate.		
<u>ALUMINUM WHEEL WELLS</u>	YES	NO
The rear wheel housing is constructed of (5052) 3/16" aluminum. The wheel well incorporates a wheel well liner to prevent road debris from entering the compartment area. A bright trim skirt is installed on the fender opening to prevent an excess of road splash exposure to the outside body panels.		
<u>COMPARTMENT AREA</u>	YES	NO
The compartments are constructed of 5052 3/16" emergency service aluminum for longevity and dependability. The compartment seams are continuous mig-welded to provide the durability and strength necessary for emergency service application. All compartments are of sweep-out design for ease of maintenance. No rivet type fasteners will be accepted. No Exceptions.		
<u>SCBA Bottle Compartments</u> Three (3) Zico SCBA bottle compartments shall be installed above rear wheels in the wheel well area as shown on drawing		
<u>COMPARTMENT CONFIGURATION</u>	YES	NO
12' (144") Rescue Body Body.		
Body Height 73"		
Body Width 96"		
Cab/Axle 84"		
<u>01: STREET-SIDE COMPARTMENT – FRONT</u>	YES	NO
The interior useable compartment width shall be approximately 50.0" wide and 60.0" high.		
The compartment door opening shall be approximately 47.0" wide and 54.0" high.		
This compartment shall have a ROM roll-up door. <ul style="list-style-type: none"> The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. 		

<ul style="list-style-type: none"> There shall be NO keyed lock on this roll-up compartment door. 		
A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.		
<u>01: STREET-SIDE COMPARTMENT LAYOUT – FRONT</u>	YES	NO
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
There shall be one (1) slide-out smooth aluminum vertical tool board approximately 21" deep and 52" high. The tool board vertical exterior edge shall have a double 90 degree formed edge to provide an easy grip handle. The top and bottom of the tool board shall be provided with Accuride 9300 series slide tracks. The board shall be rated for a maximum 500 lbs. evenly distributed load. The tool board shall utilize a pneumatic cylinder to hold the tool board in both the opened and closed positions.		
Customer supplied cord reel shall be mounted in the top of the compartment towards the front.		
One (1) OnScene 64" Access LED compartment light, vertically mounted.		
<u>02: STREETSIDE COMPARTMENT – ABOVE REAR WHEELS</u>	YES	NO
The interior useable compartment width shall be approximately 50.0" wide, 36" high, and 46" deep; on the rescue body's center. The back wall of the compartment will wrap around the rear center compartment where it will be approximately 24" deep.		
The compartment door opening shall be approximately 47.0" wide and 30-0" high.		
This compartment shall have a ROM roll-up door.		
<ul style="list-style-type: none"> The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. There shall be NO keyed lock on this roll-up compartment door. 		
A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.		
<u>02: STREET-SIDE COMPARTMENT LAYOUT – ABOVE REAR WHEELS</u>	YES	NO
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
An adjustable height equipment shelf matching the dimensions of the compartment shall be provided.		
The shelf shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".		
One (1) OnScene 36" Access LED compartment light, vertically mounted.		
<u>03: STREETSIDE COMPARTMENT – REAR</u>	YES	NO
The interior useable compartment width shall be approximately 38.0" wide, 60-0" high, and 24" deep.		
The compartment door opening shall be approximately 35.0" wide and 54" high.		
This compartment shall have a ROM roll-up door.		
<ul style="list-style-type: none"> The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. 		

<ul style="list-style-type: none"> The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. There shall be NO keyed lock on this roll-up compartment door. 		
A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.		
<u>03: STREET-SIDE COMPARTMENT LAYOUT – REAR</u>	YES	NO
There shall be one (1) slide-out smooth aluminum vertical tool board approximately 20" deep and 36" high. The tool board vertical exterior edge shall have a double 90 degree formed edge to provide an easy grip handle. The top and bottom of the tool board shall be provided with Accuride 9300 series slide tracks. The board shall be rated for a maximum 200 lbs. evenly distributed load. The tool board shall utilize a pneumatic cylinder to hold the tool board in both the opened and closed positions.		
The vertical tool board material shall be 3/16" (.188) 3003H-14 aluminum alloy sheet.		
The tool board shall be horizontally adjustable; mounted on aluminum shelf trac on compartment floor.		
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
There shall be two (2) adjustable shelf/shelves approximately 37-0" wide and 24-0" deep. Each shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges		
The floor of the compartment above the frame rails shall cover the area directly above the frame rails ONLY (non-extended floor).		
One (1) OnScene 64" Access LED compartment light, vertically mounted.		
<u>01: CURBSIDE COMPARTMENT - FRONT</u>	YES	NO
The interior useable transverse compartment width shall be approximately 50.0" wide and 60-0" high. The lower portion of the compartment will be approximately 21-0" deep due to allowances for the frame rails of the chassis.		
The compartment door opening shall be approximately 47.0" wide and 54-0" high.		
This compartment shall have a ROM roll-up door. <ul style="list-style-type: none"> The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. There shall be NO keyed lock on this roll-up compartment door. 		
A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.		
<u>01: CURBSIDE COMPARTMENT LAYOUT - FRONT</u>	YES	NO
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
There shall be one (1) 1,000 lbs. slide-out tray(s) with a SlideMaster painted structural steel base approximately 65" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Each slide base shall have a gravity latch which will lock the tray in the closed and full extension positions. Each tray shall be fabricated from 3/16" 3003		

aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".		
There shall be one (1) smooth aluminum vertical tool board approximately 65-0" deep and as high as the compartment allows. The tool board will be mounted approximately 8" from the rear wall of the compartment directly to the SlideMaster shelf already mounted in the compartment.		
The floor of the compartment above the frame rails shall be extended to the interior edge of the door. The floor shall have a 2" vertical lip and a 1" return to increase strength.		
One (1) OnScene 64" Access LED compartment light, vertically mounted.		
<u>02: CURBSIDE COMPARTMENT – ABOVE REAR WHEEL</u>	YES	NO
The interior useable compartment width shall be approximately 50.0" wide, 36" high, and 46" deep; on the rescue body's center. The back wall of the compartment will wrap around the rear center compartment where it will be approximately 24" deep.		
The compartment door opening shall be approximately 47.0" wide and 30" high.		
This compartment shall have a ROM roll-up door. <ul style="list-style-type: none"> The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. There shall be NO keyed lock on this roll-up compartment door. 		
A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.		
<u>02: CURBSIDE COMPARTMENT LAYOUT – ABOVE REAR WHEEL</u>	YES	NO
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
An adjustable height equipment shelf matching the dimensions of the compartment shall be provided.		
The shelf shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 1/2".		
<u>03: CURBSIDE COMPARTMENT – REAR</u>	YES	NO
The interior useable compartment width shall be approximately 38.0" wide, 60-0" high, and 24-0" deep.		
The compartment door opening shall be approximately 35.0" wide and 54-0" high.		
This compartment shall have a ROM roll-up door. <ul style="list-style-type: none"> The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. There shall be NO keyed lock on this roll-up compartment door. 		
A compartment threshold protection plate shall be installed on the bottom edge of the compartment door opening. The threshold protection shall be fabricated from an aluminum extrusion with an anodized exterior finish.		
	YES	NO

<u>03: CURBSIDE COMPARTMENT LAYOUT – REAR</u>		
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
There shall be one (1) 250 lbs. slide-out SlideMaster painted structural steel base approximately 24-0" deep and as wide as the compartment layout or door opening permits. It shall be located on the level of the floor of the rescue body. Each slide base shall have a gravity latch which will lock the tray in the closed and full extension positions. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".		
There shall be two (2) adjustable shelf approximately 24-0" deep. The shelf shall be fabricated from 3/16" 3003 aluminum sheet with a 2" vertical flange along the front and rear edges		
One (1) 120/240 VAC load center with a minimum of eight (8) circuits.		
The diesel engine driven generator location.		
Customer supplied cord reel shall be mounted in the top of the compartment towards the front.		
Two (2) louvered vents shall be provided in the lower compartment.		
<u>01: REAR COMPARTMENT – CENTER</u>	YES	NO
The rear center compartment shall be closed to both side rear compartments.		
The rear center compartment shall start at the top of the frame and be as high as the body permits.		
The interior useable compartment width shall be approximately 45-0" wide, 45-0" high and 62-0" deep		
The compartment door opening shall be approximately 42.0" wide and 39-0" high.		
This compartment shall have a ROM roll-up door.		
<ul style="list-style-type: none"> • The roll-up door shall have an unpainted satin aluminum finish on the door slats and the door trim components. • The door shall be equipped with a CPI harsh environment mechanical type door ajar switch located inside compartment interior lower door track. • There shall be NO keyed lock on this roll-up compartment door. 		
<u>01: REAR COMPARTMENT LAYOUT – CENTER</u>	YES	NO
There shall be vertically mounted aluminum shelf-trac for specified component installation.		
There shall be one (1) 1,000 lbs. slide-out tray(s) with a SlideMaster painted structural steel base approximately 60-0" deep and as wide as the compartment layout or door opening permits located above the level of the chassis frame rails. Each slide base shall have a gravity latch which will lock the tray in the closed and full extension positions. Each tray shall be fabricated from 3/16" 3003 aluminum sheet and shall have welded corners to form a box type tray surface with an internal depth of approximately 3 ½".		
One (1) Oak Ridge Fire Department supplied dual hydraulic hose reels with electric rewind shall be installed. The rewind button for each reel shall be located adjacent to the reel it controls.		
The hydraulic reels shall be equipped with Oak Ridge Fire Department supplied hydraulic hose. Contractor shall provide plastic hose stop on hose end.		
One (1) OnScene 64-0" Access LED compartment light, vertically mounted.		
Mounts will be supplied and installed for one (1) Oak Ridge Fire Department supplied hydraulic cutter(s).		
Mounts will be supplied and installed for one (1) Oak Ridge Fire Department supplied hydraulic spreader(s).		
	YES	NO

<u>02: UPPER REAR STEP COMPARTMENT – CENTER</u>		
A compartment shall be provided above the rear step compartment for the storage of long equipment.		
Fiberglass angle shall be provided on the compartment floor for the storage of timbers and stokes basket.		
The rear center compartment shall be closed to both side rear compartments.		
The rear center compartment shall be located above the rear center compartment and be as high as the body permits.		
The interior useable compartment width shall be approximately 45.0" wide, 13" high, and 100-0" deep		
The compartment will be divided in to two side by side sections. The left section of the compartment will be approximately 16-0" wide and 100-0" deep. The right section of the compartment will be approximately 28-0" wide and 88-0" deep.		
The compartment opening will be covered by a single horizontally top hinged tread plate water tight door with a quarter-turn "D" handle shall provide access to the compartment.		
<u>UNPAINTED ROLL-UP DOORS</u>		
	YES	NO
The compartment doors shall be of the type that rolls up on its self. The door shall have an adjustable tubular type counter balance which assures easy lifting and lowering of the compartment doors while eliminating the risk of accidental closing.		
Doors shall be front roll up style to maximize upper compartment storage.		
Door tracks shall be one-piece aluminum extrusions, which have no obstructions to bind the doors.		
Tracks shall have a replaceable side seal that shall inhibit water and dust from intruding into the compartments.		
An aluminum drip rail shall be provided above each door with standard non-abrasive top seals to provide a water and dust barrier to keep compartment equipment clean and dry while maintaining shutter appearance.		
Door slats shall be constructed from double wall box frame aluminum extrusion.		
Slat exteriors shall have a flat surface while the interior surface shall be concave to aid in preventing loose equipment from interfering with roll up operation.		
Between each slat shall be a co-extruded inner seal to prevent metal-to-metal contact and to repel moisture from the joints.		
Each door slat shall have interlocking joints with folding locking flange and end shoes secured by a swage process.		
The interlocking end shoes provide tight fitting operation, removing any play between slats and keeping graphics (if applicable) aligned.		
Shoes are swaged / dimpled (never riveted) into place for easy replacement.		
Nested end shoes prevent metal-to-metal contact and protect the shutters from damage as the doors move up and down in the tracks.		
Doors shall have a full width lift bar (operable by one hand), shall be used as a positive latch device for securing each individual compartment door in the closed position.		
All doors shall be equipped with indicator switches to alert the driver that one or more doors are not fully closed.		
These switches may all be connected to a single flashing warning light on the dash of the cab.		
The lower door flanges shall have a bright stainless steel scuff plates installed.		
The roll-up doors shall not be painted, leaving a Natural Anodized finish on the roll-up doors.		
<u>UNPAINTED ROLL-UP DOORS ROLL-UP DOOR PROTECTORS</u>		
	YES	NO
Each compartment door shall have an aluminum door protector with a drain tube routed to the outside of the compartment.		

<u>RUB RAILS</u>	YES	NO
Bolt on aluminum rub rails shall be installed, below the compartment doors.		
Said rub rails will be fabricated of a polished "C" channel aluminum, mounted to the body surface utilizing 1" plastic spacers.		
<u>REAR TAIL BOARD</u>		
A tailboard shall be installed at the rear of the apparatus. The tailboard shall be designed as to allow access to the rear compartment without interference.		
The tailboard shall be constructed using 3/16" aluminum or equivalent NFPA non-slip surface.		
The width of the tailboard shall be approximately 10" wide by the width of approximately 94" long.		
<u>12 VOLT ELECTRICAL</u>		
<u>HARD WIRED ELECTRICAL SYSTEM</u>	YES	NO
All electrical wiring in the chassis shall be XLP cross link-insulated type.		
Wiring is to be color-coded and include function codes every three (3) inches.		
Wiring harnesses shall be routed in protective, heat resistant loom, securely and neatly installed.		
Two power distribution centers shall be provided in central locations for greater accessibility.		
All breakers and relays are utilized in circuits which amp loads are substantially lower than the respective component rating thus ensuring long component life.		
Power distribution centers shall be composed of a system of interlocking plastic modules for ease in custom construction.		
The power distribution centers are function oriented. The first is to control major truck function and the second controls overhead switching and interior operations. Each module is single function coded and labeled to aid in troubleshooting. The centers also have accessory breakers and relays for future installations.		
All harnesses and power distribution centers shall be electrically tested prior to installation to ensure the highest system reliability.		
All external harness interfaces shall be of a triple seal type connection to ensure a proper connection.		
The chassis/body connection points shall a two-piece water-tight connector to be mounted in accessible locations to facilitate rescue body removal from chassis.		
Complete chassis wiring schematics shall be supplied with the apparatus.		
The wiring harness contained on the chassis shall be designed to utilize wires of stranded copper or copper alloy of a gauge rated to carry 125% of maximum current for which the circuit is protected without exceeding 10% voltage drop across the circuit.		
The wiring shall be uniquely identified by color code or circuit function code, labeled at a minimum of every three (3) inches.		
The identification of the wiring shall be referenced on a wiring diagram.		
All wires conform to SAEJ1127 (Battery Cable), SAEJ1128 (Low Tension Primary Cable), SAEJ1560 (Low Tension Thin Wall Primary Cable).		
All harnesses shall be covered with moisture resistant loom with a minimum rating of 300 Degrees Fahrenheit and a flammability rating of VW-1 as defined in UL62. The covering of jacketed cable has a minimum rating of 289 degree Fahrenheit.		
All harnesses are securely installed in areas protected against heat, liquid contaminants and damage.		
The harness connections and terminations use a method that provides a positive mechanical and electrical connection and are in accordance to the device manufacturers instructions.		
No connections within the harness utilize wire nut, insulation displacement, or insulation piercing.		

All circuits conform to SAE1292.		
All circuits are provided with low voltage over current protective devices.		
These devices are readily accessible and protected against heat in excess of component rating, mechanical damage, and water spray.		
Star washers are not used for ground connections.		
ICC lights shall be provided to meet D.O.T. requirements.		
<u>LICENSE PLATE BRACKET</u>	YES	NO
A license plate bracket shall be provided at the rear of the apparatus. A Weldon Technologies light part # 9186-23882-30 shall be mounted directly above the license plate area for proper illumination.		
<u>TRAILER HITCH RECIEVER</u>	YES	NO
A Class 4 receiver hitch rated to 10,000 pounds shall be provided and mounted directly to the apparatus chassis, under the body sub frame.		
Receivers that mount to the body subframe shall not be acceptable.		
The receiver shall be 2" x 2" and wiring shall be provided for trailer tail, stop, brakes, back-up lights, and a 12v 45 amp accessory circuit.		
<u>RADIO</u>	YES	NO
Two (2) radio(s) shall be installed by the customer after receipt of the completed apparatus.		
Provisions will be made for supplying electrical power to the radios mounted in the cab.		
<u>MASTER SWITCH</u>	YES	NO
A 12 Volt solenoid switch shall be installed to be activated by the vehicle ignition switch . When in the OFF position, the solenoid switch system shall isolate all electrical power from the manufacture installed emergency equipment on the apparatus. It shall not interrupt any primary wiring originally furnished by the chassis manufacturer.		
<u>LIGHT BAR</u>	YES	NO
One (1) Pinnacle Soundoffsignal #EPL9000 lightbar, shall be mounted on the cab roof. The lightbar shall be switched from the in cab switch panel. This lightbar fills the requirements of Zone A Upper, Zone B Upper, and Zone D Upper.		
<u>WARNING LIGHTS (FRONT)</u>	YES	NO
Two (2) M7 Series Linear Super-LED® mounted on the front of the apparatus, one (1) on each side. The lights shall include chrome bezels. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone A Lower.		
<u>WARNING LIGHTS (CURB AND STREET SIDES)</u>	YES	NO
Two (2) 900 Series Super-LED® Lightheads, one (1) on the top front corner and one (1) on the top rear corner of each side. The lights shall include chrome bezels. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zones B and D Upper.		
Three (3) 500 Series Linear Super-LED Lightheads shall be mounted on each side of the apparatus, one (1) on the front fender of the chassis, one (1) just above the wheelwell, and one (1) mounted one the side of the rear bumper. The lights shall include chrome bezels. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zones B and D Lower.		
Two (2) 900 Series Super-LED® Lightheads scene lights. Two (2) on each side located inside of and next to the LED emergency lights.		

<u>SCENE LIGHTS (FRONT)</u>	YES	NO
Two (2) Pioneer™ Series and Pioneer Plus™ Series PFP2 - Dual Panel Pioneer Plus Super-LED Floodlights mounted on height adjustable extendable poles.		
<u>WARNING LIGHTS (REAR)</u>	YES	NO
Two (2) 900 Series Super-LED Lighthead mounted one (1) on each side at the rear of the apparatus. The lights shall include chrome bezels. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone C Lower.		
<u>REAR SCENE LIGHTS</u>	YES	NO
Two (2) 900 Series Super-LED® Lighthead scene lights shall be installed on the rear of the body and shall activate with a switch in the cab and activate when placed in reverse.		
<u>REAR DRIVING SIGNALS - WELDON</u>	YES	NO
The rear driving signals shall consist of six (6) lights; three (3) on each side of the apparatus. The signals shall be Weldon LED 4672 Series: LED Red-Brake/Tail, LED Amber Arrow-Turn, and 4641 series halogen white back-up. They shall be surface mounted in a 4-position housing with the lower level warning lights.		
<u>GROUND LIGHTING</u>	YES	NO
The apparatus shall be equipped with lighting capable of illumination to meet NFPA requirements.		
The ground lights shall be Truck-lite® LED model #44042C.		
Lighting required in other areas such as work areas, steps and walkways shall be activated when the parking brake is applied, provided the ICC lights are on.		
The optical warning system shall be capable of two separate signaling modes during emergency operations. One mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way and the other mode shall signal that the apparatus is stopped and is blocking the right-of-way. Switching shall be provided that senses the position of the parking brake.		
A master optical warning device switch shall be provided to energize all of the optical warning devices provided. All lights shall operate at not less than the minimum flash rate per minute as specified by NFPA.		
<u>BACKUP ALARM</u>	YES	NO
One (1) Federal Model 210339, 12 volt electronic backup alarm shall be incorporated on the apparatus. The backup alarm shall be a minimum of 97db and switched with the backup light circuitry.		
<u>ICC LIGHTING</u>	YES	NO
Weldon 5210 Series LED Clearance lights shall be installed on the apparatus. They shall be hermetically sealed cartridge lights for ease of service and durability.		
<u>HAZARD LIGHT</u>	YES	NO
A red, LED flashing light located in the driving compartment shall be illuminated automatically whenever the apparatus parking brake is not fully engaged and any passenger or equipment compartment door is open, any ladder or equipment rack is not in the stowed position, a stabilizer system is deployed, a powered light tower is extended, or any other device is opened, extended, or deployed that creates a hazard or is likely to cause damage to the apparatus if the apparatus is moved. The light shall be marked "Do Not Move Apparatus When Light Is On".		

<u>SIREN</u>	YES	NO
One (1) Federal Signal E-Q2B shall be installed with foot pedal switch mounted in cab.		
<u>SIREN SPEAKER</u>	YES	NO
One Cast Products 200 watt weatherproof siren speaker shall be provided and mounted behind the bumper.		
<u>PAINTING</u>	YES	NO
All exposed metal surfaces not chrome plated, polished stainless steel or bright aluminum tread plate shall be thoroughly cleaned and prepared for painting.		
All irregularities in painted surfaces shall be rubbed down and all seams shall be caulked before the application of the finish coat.		
All removable items such as brackets, compartment doors, door hinges, trim, etc. shall be removed and painted separately to insure finish paint behind all mounted items.		
Body assemblies that cannot be finish painted after assembly shall be finish painted before assembly.		
Both aluminum and steel surfaces to be painted shall be primed with a two (2)-component primer which is compatible with the finish coat.		
The apparatus shall be finish painted with a polyurethane base/clear system. "No Exception"		
A barrier gasket/washer of "High Density Closed Cell Urethane Foam" shall be used behind all lights, handrails, door hardware and any miscellaneous items such as stainless steel snaps, hooks, washers and acorn nuts.		
The gaskets/washers shall be coated with pressure sensitive acrylic adhesive.		
All screws used to penetrate painted surfaces shall be pre-treated/coated under the head with nylon and the threads shall have pre-coat #80.		
This procedure shall be strictly adhered to for corrosion prevention and damage to the finish painted surfaces.		
<p>The following paint process shall be utilized:</p> <p>Surface Preparation:</p> <ol style="list-style-type: none"> 1. Wash surface thoroughly with mild detergent. 2. Clean and de-grease with Prep-Sol 3812S. 3. Sand and feather edge using 400 grit or finer on a dual action sander. 4. Remove sanding dust with a cleaner compatible with polyurethane base coat/clear coat final finish. <p>Substrate treatment:</p> <ol style="list-style-type: none"> 1. Use a Metal Conditioner followed with a Conversion Coating product. <p>Priming:</p> <ol style="list-style-type: none"> 1. Use a priming 615S pretreatment. 2. Use a self etching primer applied to achieve a 1.5 mil dft minimum. 3. Use Prime N Seal sealer compatible with polyurethane base coat. <p>Color Coat:</p> <ol style="list-style-type: none"> 1. Apply polyurethane base coat 1-2 mil dft minimum. <p>Clear coat:</p> <ol style="list-style-type: none"> 1. Apply polyurethane clear coat 2 mil dft minimum. 		

<u>APPARATUS COLOR</u>	YES	NO
The color of the rescue body shall be as follows: COLOR: Red to match the chassis cab (Red 660A Dupont Central)		
<u>CHASSIS COLOR</u>	YES	NO
The color of the chassis as supplied by the chassis manufacturer shall be as follows: COLOR: Red (From the driver and passenger window down including the top of the hood) Artic White (Roof and window post) CODE: Red 660A Dupont Central Artic white		
<u>CHEVRON STRIPING, REAR</u>		
There will be alternating chevron striping located on the rear-facing vertical surface of the rescue body. Covered surfaces will include the exterior rear wall. Rear roll-up compartment door and walkway areas will not be covered.		
<u>CAB LETTERING</u>	YES	NO
The lettering will be designed to be uniform with the current City of Oak Ridge Fire Department Fire Apparatus.		
Vinyl lettering as described below shall be applied to the chassis cab door, one (1) each side. Each letter shall be 2½" to 3½" high and hand applied. A City of Oak Ridge Fire Department door decal (supplied by buyer) will be placed in the center between the upper and lower lettering.		
Vinyl letters/numbers shall be applied to the chassis cab fender area, one (1) each side. Each letter/number shall be 2½" to 3½" high and hand applied.		
Vinyl letters / "RESCUE" shall be applied to the front of the hood and on the sides between the scene lights. Each letter shall be 6" high and hand applied.		
Vinyl letters / "OAK RIDGE" and "RESCUE" shall be applied to the rear of the rescue body directly on the center roll-up door, and on the sides between the scene lights. Each letter shall be 6" high and hand applied.		
The lettering vinyl style shall be simulated gold leaf.		
The lettering font style shall be Friz Quadrata Bold or similar font.		
The lettering font highlight type shall be shadow.		
<u>LAMINATION WARRANTY</u>	YES	NO
The apparatus shall be covered by a three (3) year warranty against defects in material and workmanship with the graphics process		
<u>REFLECTIVE STRIPING</u>	YES	NO
The finished rescue body and chassis shall be striped white with 6" reflective Scotchlite striping.		
<u>MISCELLANEOUS EQUIPMENT FURNISHED</u>	YES	NO
1 container of touch-up paint for each color.		
<u>OPERATION AND SERVICE MANUALS</u>	YES	NO
Complete "Operation and Service" manuals shall be supplied with the completed apparatus, two (2) printed copy and one (1) CD. Service manual instructions shall include service, maintenance and troubleshooting for major and minor components of the truck. The apparatus manufacturer shall supply part numbers for major components. A table of contents and overall apparatus wiring schematics shall be included.		

<u>WARRANTIES</u>	YES	NO
<p>The following warranties shall be supplied:</p> <ol style="list-style-type: none"> 1. The apparatus shall be warranted to be free from mechanical defects in workmanship for a period of one (1) year. The apparatus shall be covered for parts and labor costs associated with repairs for a period one (1) year. 2. Seven (7) year warranty on paint on Body. 3. Ten (10) body structural warranty 4. Manufacturers Warranties for all major components. 		

CHASSIS SPECIFICATIONS

2012-13 DODGE 5500 4WD / Reg Cab 168" / WB 84" CA ST

EMISSIONS

FEDERAL EMISSIONS *Not available in AZ, CA, CT, MA, MD, ME, NJ,
NM, NY, OR, PA, RI, VT or WA*

ENGINE

6.7L I6 CUMMINS TURBO DIESEL ENGINE (STD)

TRANSMISSION

6-SPEED AUTOMATIC TRANSMISSION W/OD: aux transmission oil cooler, tip start, 4.88 axle ratio

CPOS PKG

2GA ST CUSTOMER PREFERRED ORDER SELECTION PKG: 6.7L I6 diesel engine, 6-speed auto trans, base door trim panel, I/P mounted switch bank.

AXLE RATIO

4.88 AXLE RATIO (REQ: DG3 Transmission)

WHEEL TYPE

19.5" X 6" POLISHED FORGED ALUMINUM WHEELS: center hub

TIRES

225/70R19.5G ALL-POSITION FRONT TIRES & TRACTION REAR TIRES (STD)

SPARE TIRE

NOT DESIRED

SEAT TRIM

TXV3 DARK SLATE/MEDIUM GRAYSTONE INTERIOR, HD VINYL

TWO (2) INDIVIDUAL FRONT SEATS WITH CENTER CONSOLE MOUNTED BY BUILDER

AIR CONDITIONING

HAA AIR CONDITIONING

ADDITIONAL EQUIPMENT

AH2 AMBULANCE PREP GROUP: 220-amp alternator, air cond, voltage monitoring auto idle up system AMP ST
DECOR GROUP: bright front bumper, bright grille

AJW PWR ACCESSORY GROUP:

Pwr locks, heated foldaway pwr trailer

Tow mirrors, mirrors w/supplemental signals, mirror courtesy lamps, deluxe door trim panel, pwr windows w/driver one-touch (REQ: HAA Air Conditioning or AH2 Ambulance Prep Group)

ADE COLD WEATHER GROUP:

Engine block heater, winter front grille cover

XXJ B-20 BIODIESEL CAPABILITY

LBN PWR TAKE OFF PREP

XEF TRANSFER CASE SKID PLATE

BAJ 220-AMP ALTERNATOR INC XF6 VOLTAGE MONITORING AUTO IDLE UP SYSTEM INC XHC TRAILER BRAKE CONTROL

LM1 LOW BEAM DAYTIME RUNNING HEADLAMPS

ENTERTAINMENT

- Media center 130: AM/FM stereo, CD/MP3 player
- (2) speakers
- Fixed long mast antenna

EXTERIOR

- Front air dam
- Front license plate bracket
- Black wheel flares
- Auto halogen headlamps
- Clearance lamps
- Black heated pwr trailer tow mirrors -inc: courtesy lamps, supplemental signals
- Tinted glass windows

INTERIOR

- Heater
- Black vinyl floor covering
- 4-spoke steering wheel
- Tilt steering column
- Sentry Key theft deterrent system
- Instrument cluster w/display
- I/P mounted switch bank
- 120 mph primary speedometer

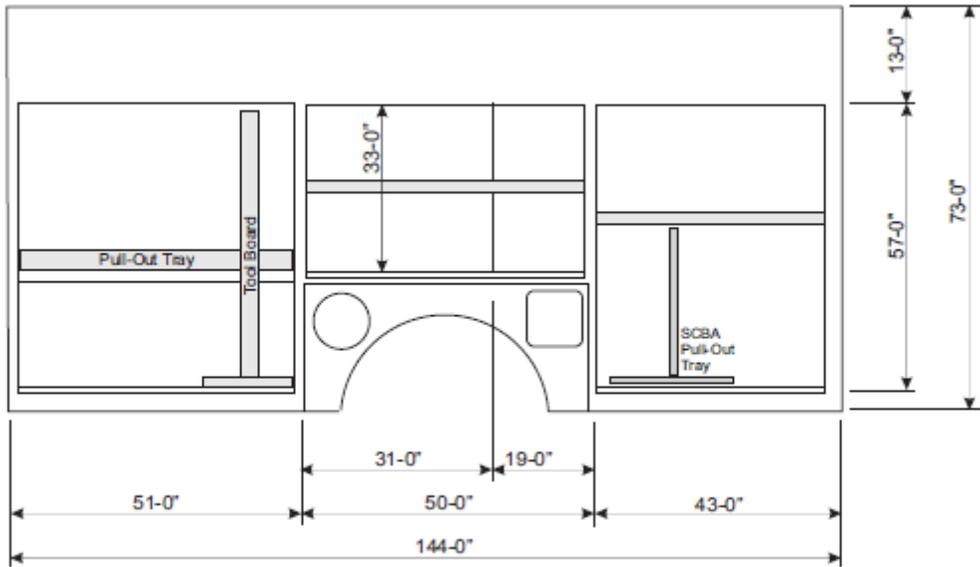
- Vehicle info center
- Pwr accessory delay
- Speed control
- Dash liner insulation
- Floor tunnel insulation
- 12V pwr outlet
- Black instrument panel bezel
- Base door trim panel
- Passenger side visor vanity mirror
- Rear dome lamp
- Driver/passenger assist handles
- Variable intermittent windshield wipers
- Behind seat storage bin

MECHANICAL

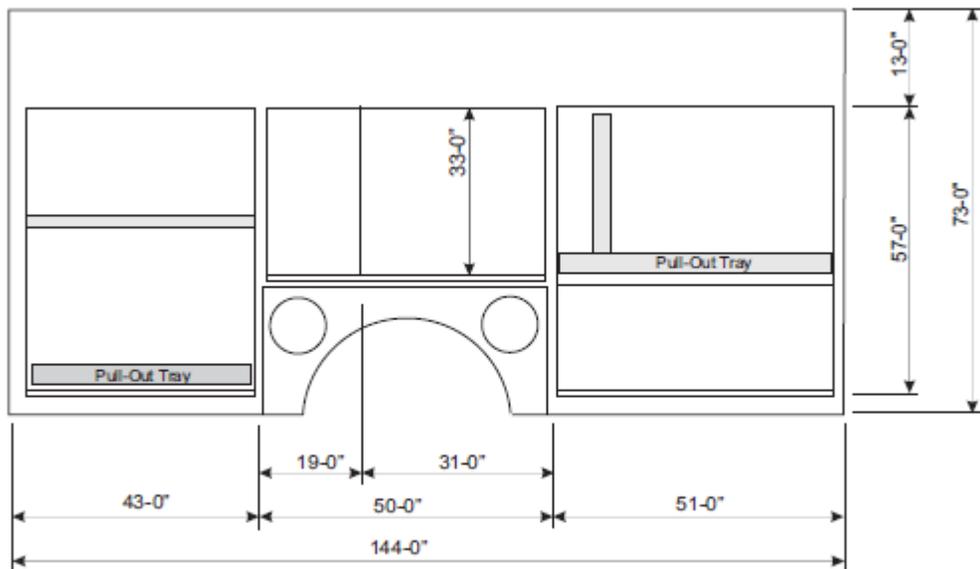
- 6.7L I6 Cummins turbo diesel engine
- 6-speed manual transmission w/OD: 4.44 axle ratio
- Selective catalytic reduction
- HD engine cooling
- Electronically controlled throttle
- 87 MPH maximum speed
- Manual shift-on-the-fly transfer case
- Dana rear axle
- Anti-spin differential rear axle
- Four-wheel drive
- 730-amp maintenance-free battery
- Tow hooks
- Diesel exhaust brake
- 7-pin wiring harness
- 19500# GVWR
- HD front shock absorbers
- HD rear shock absorbers
- Front stabilizer bar
- Dual rear wheels
- Pwr steering
- Pwr 4-wheel anti-lock disc brakes

SAFETY

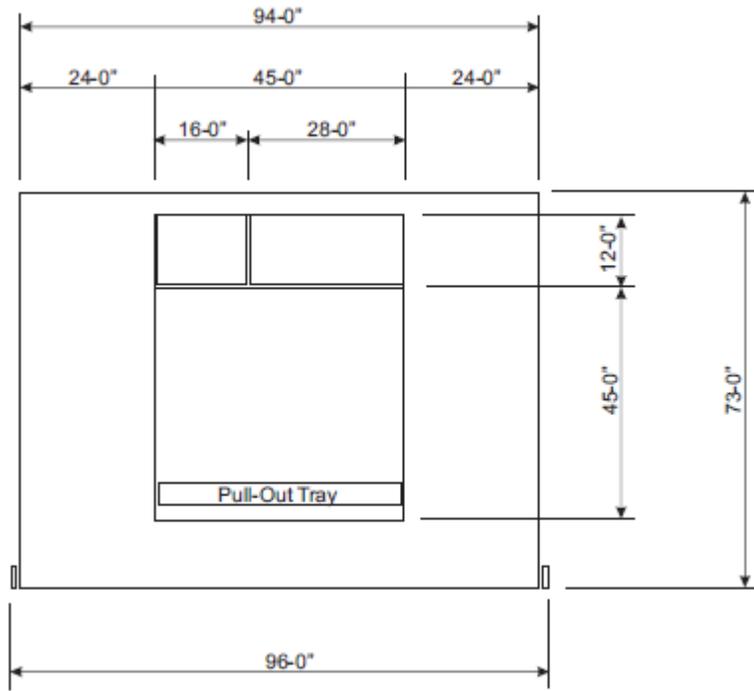
- Advanced multistage front airbags
- Front height-adjustable shoulder belts
- Dual note horn



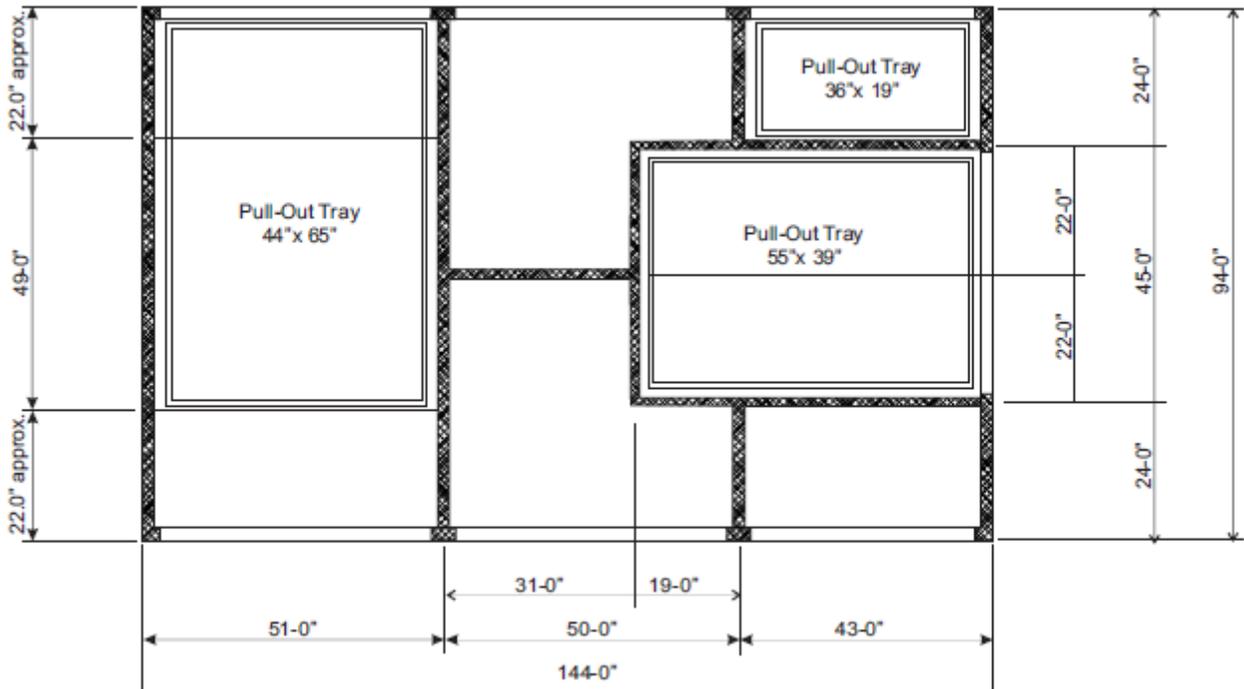
Driver Side



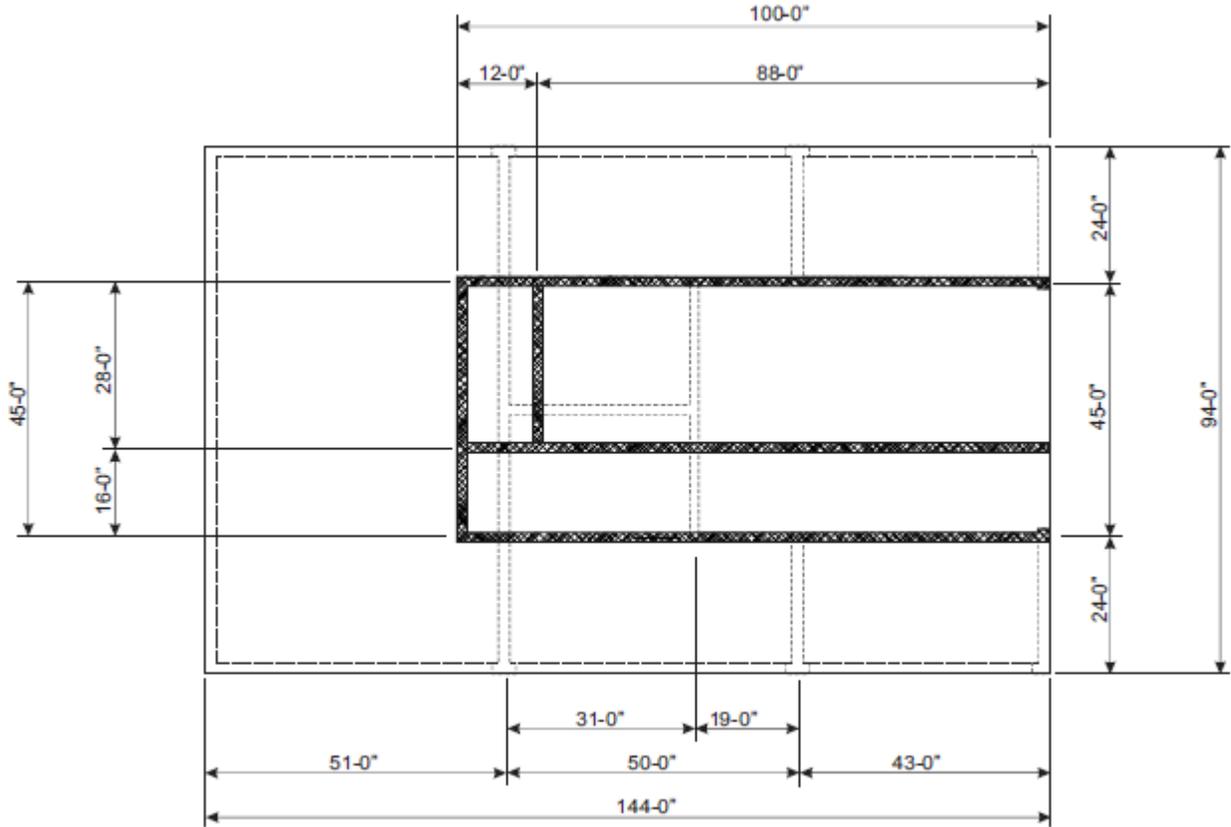
Passenger Side



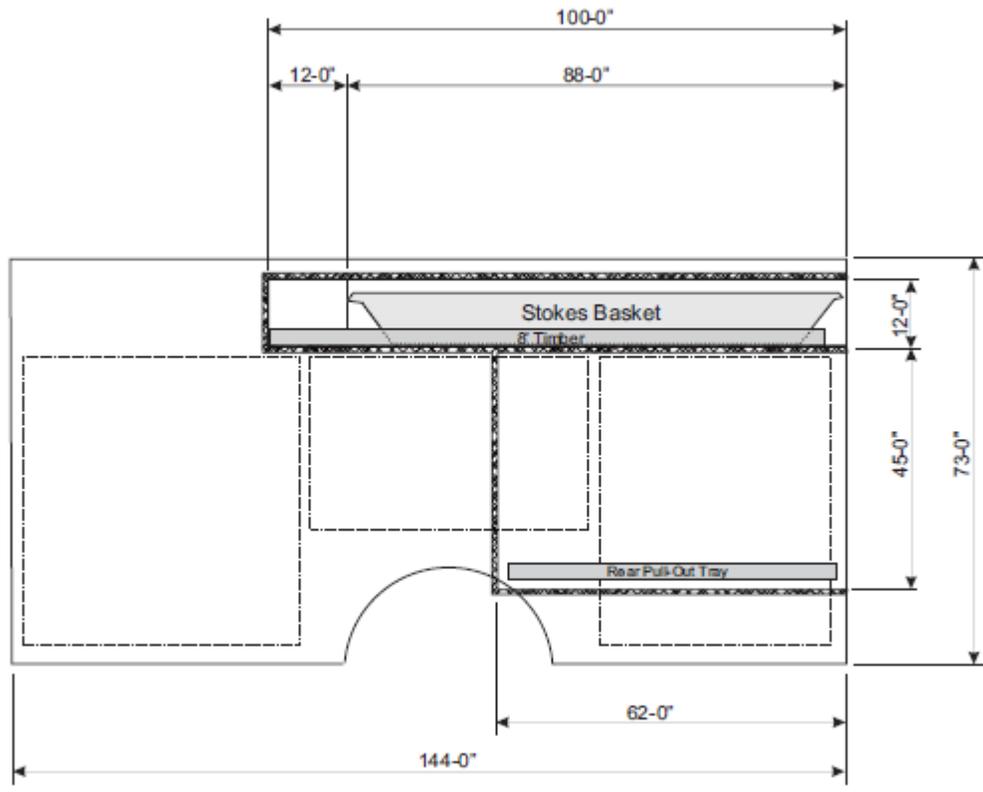
REAR



TOP



TOP VIEW WITH STOKES COMPARTMENT



Driver Side

