

CAROLE JONES  
CHIEF  
PURCHASING AGENT

COUNTY OF HENRY, VIRGINIA  
PURCHASING DEPARTMENT  
COLLINSVILLE, VIRGINIA 24078  
<http://www.henrycountyva.gov/>

INVITATION  
FOR BIDS  
#15-09143-2970

SEPTEMBER 1, 2015

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SEALED BIDS, SUBJECT TO THE SPECIFICATIONS AND CONDITIONS CONTAINED HEREIN AND ATTACHED HERETO, WILL BE RECEIVED AT THE ABOVE OFFICE UNTIL, BUT NOT LATER THAN, **3:00 P.M.**, LOCAL PREVAILING TIME, **SEPTEMBER 14, 2015**, AND THEN PUBLICLY OPENED AND READ IN ROOM 210 (BID ROOM) OF THE SAME OFFICE, **FOR A NEW AMBULANCE FOR HENRY COUNTY PUBLIC SAFETY.**

IF UNABLE TO BID, PLEASE SIGN AND RETURN THIS FORM, ADVISING REASON FOR NOT SUBMITTING A BID. OTHERWISE, YOUR NAME SHALL BE REMOVED FROM OUR BIDDERS LIST AFTER THREE (3) NON-RESPONSES.

**BIDDERS SHALL COMPLETE THIS FORM WITHOUT DETACHING FROM REST OF BID AND RETURN BID IN ITS ENTIRETY. BIDDERS MUST SIGN COLLUSION STATEMENT OR BID MAY BE REJECTED.**

ANY BID RECEIVED AFTER THE ANNOUNCED TIME AND DATE OF OPENING, WHETHER BY MAIL OR OTHERWISE, WILL NOT BE CONSIDERED AND WILL BE RETURNED UNOPENED.

NOTHING HEREIN IS INTENDED TO EXCLUDE ANY RESPONSIBLE FIRM OR IN ANY WAY RESTRAIN OR RESTRICT COMPETITION. ON THE CONTRARY, ALL RESPONSIBLE FIRMS, LOCAL, FAITH-BASED, MINORITY-OWNED AND FEMALE-OWNED ARE ENCOURAGED TO SUBMIT A BID. THE RIGHT IS RESERVED TO REJECT ANY OR ALL BIDS, TO WAIVE INFORMALITIES, AND ALSO, TO PLACE THE ORDER WITH THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER WHERE IT APPEARS IT WILL BE TO THE BEST INTEREST OF THE COUNTY.

ALL QUOTED PRICES SHALL REMAIN FIRM FOR A PERIOD OF SIXTY (60) DAYS FROM DATE OF BID OPENING. UNIT PRICE/VENDOR WORK WRITE-UP SHALL PREVAIL IN CASE OF VENDOR ERROR. IF YOU HAVE ANY QUESTIONS, PLEASE CALL MATT TATUM AT 276-634-4660.

RETURN BIDS TO CAROLE JONES, CHIEF PURCHASING AGENT, HENRY COUNTY ADMINISTRATION BUILDING; PO BOX 7 (for postal) or 3300 KINGS MOUNTAIN RD (for Ups or FedEx): COLLINSVILLE, VIRGINIA 24078-0007.

EACH BIDDER SHALL SUBMIT HIS BID IN A SEALED ENVELOPE AND MARK OUTSIDE OF ENVELOPE WITH COMPANY NAME, SUBJECT, BID #15-09143-2970 AND CLOSING DATE OF BID. THE COUNTY SHALL NOT ACCEPT ANY MONETARY MODIFICATIONS TO THE BID, WHICH ARE WRITTEN ON THE OUTSIDE OF BID ENVELOPE. FACSIMILE AND/OR ELECTRONIC BIDS/PROPOSALS WILL NOT BE ACCEPTED.

WITHDRAWAL OF BID DUE TO ERROR.

A BIDDER FOR A PUBLIC CONSTRUCTION CONTRACT, OTHER THAN A CONTRACT FOR CONSTRUCTION OR MAINTENANCE OF PUBLIC HIGHWAYS, MAY WITHDRAW HIS BID FROM CONSIDERATION IF THE BID PRICE WAS SUBSTANTIALLY LOWER THAN THE OTHER BIDS DUE SOLELY TO A MISTAKE THEREIN, PROVIDED THE BID WAS SUBMITTED IN GOOD FAITH, AND THE MISTAKE WAS A CLERICAL MISTAKE AS OPPOSED TO A JUDGMENT MISTAKE, AND WAS ACTUALLY DUE TO AN UNINTENTIONAL ARITHMETIC ERROR OR UNINTENTIONAL OMISSION OF A QUANTITY OF WORK, LABOR OR MATERIAL MADE DIRECTLY IN THE COMPILATION OF A BID, WHICH UNINTENTIONAL ARITHMETIC ERROR OR UNINTENTIONAL OMISSION CAN BE CLEARLY SHOWN BY OBJECTIVE EVIDENCE DRAWN FROM INSPECTION OF ORIGINAL WORK PAPERS, DOCUMENTS AND MATERIALS USED IN THE PREPARATION OF THE BID SOUGHT TO BE WITHDRAWN. THE BIDDER SHALL GIVE NOTICE IN WRITING OF HIS CLAIM OF RIGHT TO WITHDRAW HIS BID WITHIN TWO (2) BUSINESS DAYS AFTER THE CONCLUSION OF THE BID OPENING PROCEDURE, AND SHALL SUBMIT ORIGINAL WORK PAPERS WITH SUCH NOTICE.

**BID #15-09143-2970**

IN COMPLIANCE WITH INVITATION FOR **BIDS #15-09143-2970**, AND SUBJECT TO ALL CONDITIONS THEREOF, THE UNDERSIGNED OFFERS AND AGREES TO FURNISH ANY OR ALL OF THE ITEMS UPON WHICH PRICES ARE QUOTED, AT THE PRICE QUOTED FOR EACH ITEM AND DELIVERED AS SPECIFIED.

MY SIGNATURE CERTIFIES THAT THE ACCOMPANYING BID IS NOT THE RESULT OF OR AFFECTED BY, ANY ACT OF COLLUSION WITH ANOTHER PERSON OR COMPANY ENGAGED IN THE SAME LINE OF BUSINESS OR COMMERCE, OR ANY ACT OF FRAUD PUNISHABLE UNDER TITLE 18.2, CHAPTER 12, ARTICLE 1.1 of THE CODE OF VIRGINIA, 1950, AS AMENDED. FURTHERMORE, I UNDERSTAND THAT FRAUDULENT AND COLLUSIVE BIDDING IS A CRIME UNDER THE VIRGINIA GOVERNMENTAL FRAUDS ACT, THE VIRGINIA GOVERNMENT BID RIGGING ACT, THE VIRGINIA ANTITRUST ACT AND FEDERAL LAW AND CAN RESULT IN FINES, PRISON SENTENCES AND CIVIL DAMAGE AWARDS.

I AGREE TO ABIDE BY ALL CONDITIONS OF THIS BID AND CERTIFY THAT I AM AUTHORIZED TO SIGN THIS BID FOR THE BIDDER.

NAME OF BIDDER \_\_\_\_\_

ADDRESS \_\_\_\_\_

SIGNATURE \_\_\_\_\_

NAME (TYPE OR PRINT) \_\_\_\_\_

OFFICIAL TITLE \_\_\_\_\_

DATE \_\_\_\_\_

TELEPHONE NUMBER \_\_\_\_\_

FAX NUMBER \_\_\_\_\_

**IMPORTANT - READ CAREFULLY BEFORE SUBMITTING BID  
COUNTY OF HENRY, VIRGINIA PURCHASING DEPARTMENT  
GENERAL TERMS, CONDITIONS, AND INSTRUCTIONS**

**1. SUBMISSION AND RECEIPT OF BIDS:**

- (a) BIDS, TO RECEIVE CONSIDERATION, MUST BE RECEIVED PRIOR TO THE SPECIFIED TIME AND DATE OF OPENING AS DESIGNATED IN THE INVITATION.
- (b) UNLESS OTHERWISE SPECIFIED, BIDDERS MUST USE THE BID FORM FURNISHED BY THE COUNTY. FAILURE TO DO SO MAY CAUSE BID TO BE REJECTED. REMOVAL OF ANY PART OF THE BID FORM MAY INVALIDATE THE BID.
- (c) ALL BIDS SHALL BE EITHER TYPEWRITEN OR FILLED IN WITH INK IN ORDER TO BE CONSIDERED. ALSO, ALL BIDS MUST BE SIGNED IN INK IN ORDER TO BE CONSIDERED. BIDS FILLED IN WITH PENCIL WILL BE REJECTED.
- (d) BIDS CONCERNING SEPARATE BID INVITATIONS, MUST NOT BE COMBINED ON THE SAME FORM OR PLACED IN THE SAME ENVELOPE. BIDS SUBMITTED IN VIOLATION OF THIS PROVISION MAY NOT BE CONSIDERED.

**2. DELIVERY POINT:**

ALL ITEMS SHALL BE DELIVERED F.O.B. DESTINATION, AND DELIVERY COSTS AND CHARGES INCLUDED IN THE BID PRICE.

**3. BRAND NAMES:**

IF AND WHEREVER IN THE SPECIFICATIONS A BRAND NAME, MAKE, NAME OF ANY MANUFACTURER, TRADE NAME, OR VENDOR CATALOG NUMBER IS MENTIONED, IT IS FOR THE SOLE PURPOSE OF ESTABLISHING A GRADE OR QUALITY AND CHARACTERISTICS OF GOODS THAT WILL BE ACCEPTED.

**4. QUALITY:**

ALL MATERIALS USED FOR THE MANUFACTURE OR CONSTRUCTION OF ANY SUPPLIES, MATERIALS, OR EQUIPMENT COVERED BY THIS BID SHALL BE NEW. THE ITEMS BID MUST BE NEW, THE LATEST MODEL, THE BEST QUALITY, AND THE HIGHEST GRADE WORKMANSHIP.

**5. § 2.2-4311: EMPLOYMENT DISCRIMINATION BY CONTRACTOR PROHIBITED; REQUIRED CONTRACT PROVISIONS. SEE VA CODE FOR DETAIL INFORMATION.**

**GENERAL TERMS, CONDITIONS, AND INSTRUCTIONS**

**6. BASIS FOR REJECTIONS AND AWARD:**

THE COUNTY OF HENRY RESERVES THE RIGHT TO ACCEPT OR REJECT ALL BIDS OR PARTS OF BIDS, TO WAIVE INFORMALITIES AND TECHNICALITIES, AND TO REQUEST REBIDS. THE COUNTY ALSO RESERVES THE RIGHT TO AWARD THE CONTRACT ON SUCH MATERIAL THE COUNTY DEEMS WILL BEST SERVE ITS INTEREST. THE AWARD WILL BE MADE AND POSTED BY THE COUNTY TO THE LOWEST RESPONSIBLE BIDDER WITH THE LOWEST RESPONSIVE BID WHICH IS IN ACCORDANCE WITH THE TERMS, CONDITIONS, AND SPECIFICATIONS OF THE BID AND IS IN CONFORMANCE WITH THE CODE OF THE COUNTY OF HENRY AND THE CODE OF VIRGINIA.

**7. INTERPRETATION OF BID AND ADDENDUM:**

IF ANY PARTY CONTEMPLATING THE SUBMISSION OF A BID ON THIS INVITATION IS IN DOUBT AS THE TRUE MEANING OF ANY PART OF THE BID, HE SHOULD CONTACT MATT TATUM AT 276-634-4660. ANY RESULTING CHANGE TO THE BID INVITATION DOCUMENT WILL BE MADE ONLY BY WRITTEN ADDENDUM DULY ISSUED TO EACH PARTY RECEIVING A BID INVITATION. THE COUNTY WILL NOT BE RESPONSIBLE FOR ANY CHANGES EXCEPT AS NOTED THROUGH A WRITTEN ADDENDUM OR SO STATED BY CHIEF PURCHASING AGENT FOR HENRY COUNTY. ALL ADDENDUMS MUST BE SIGNED AND RETURNED WITH YOUR BID AND ANY ADDENDUM THAT AFFECTS PRICE, QUALITY, QUANTITY OR DELIVERY SCHEDULE, THAT IS NOT RETURNED, WILL BE REJECTED.

**8. RIGHT TO NEGOTIATION:**

IF A BID FROM THE LOWEST RESPONSIBLE BIDDER EXCEEDS THE FUNDS AVAILABLE FOR SERVICES AND/OR MATERIALS REQUESTED, THE COUNTY OF HENRY RESERVES THE RIGHT TO NEGOTIATE. SUCH NEGOTIATIONS WITH THE LOWEST RESPONSIBLE BIDDER MAY INVOLVE DISCUSSION OF REDUCTION OF QUALITY, QUANTITY OR OTHER COST SAVING MECHANISMS.

**9. REGISTERED SEX OFFENDER:**

THE CONTRACTOR SHALL NOT SEND ANY EMPLOYEE OR AGENT WHO IS A REGISTERED SEX OFFENDER TO ANY SCHOOL BUILDING OR SCHOOL PROPERTY. QUARTERLY, THE CONTRACTOR SHALL CHECK THE REGISTRY TO DETERMINE IF THE EMPLOYEE IS REGISTERED.

**10. PIGGY BACK CLAUSE: ACCORDING TO THE STATE OF VA PUBLIC PROCUREMENT ACT ANY OTHER STATE, LOCAL OR GOVERNMENT AGENCY MAY USE THIS BID AS A BASIS FOR PROCURING SUCH ITEMS.**

**11. ADDITIONAL PRODUCTS/SERVICES: THE COUNTY/PSA RESERVES THE RIGHT TO BUY/HIRE FOR ADDITIONAL PRODUCTS/SERVICES OF SIMILARITY FROM AWARDED VENDOR OF THIS CONTRACT WITHOUT GOING THROUGH THE BIDDING PROCESS FOR ONE (1) CALENDAR YEAR FROM THE DATE OF THE NOTICE OF AWARD FROM THIS CONTRACT, UNLESS STATED OTHERWISE WITHIN THIS BID.**

12. **BONDS**

A. **BID BOND- (BID GUARANTEE)**

THIS PROJECT **SHALL NOT** REQUIRE A BID BOND TO ACCOMPANY THE BID.

WHEN SUBMITTING A BID BOND TO THE COUNTY/PSA, THE VENDOR SHALL DO SO BY SUBMITTING A BOND UNDERWRITTEN BY A SURETY COMPANY WHICH IS LEGALLY AUTHORIZED TO DO BUSINESS IN VIRGINIA **OR** A CASHIERS/CERTIFIED CHECK. BOTH TYPES OF BID GUARANTEES SHALL BE WORTH 5% OF THE VENDORS OVERALL BID.

B. **PERFORMANCE BOND AND PAYMENT BOND**

AFTER AWARD OF CONTRACT, FOR ALL PROJECTS VALUED AT \$100,000 OR MORE, VENDOR SHALL EXECUTE AND SUBMIT BOTH A PERFORMANCE BOND AND A PAYMENT BOND PRIOR TO START OF WORK. EACH BOND SHALL BE CONDITIONED UPON FULL AND COMPLETE PERFORMANCE OF THE CONTRACT, UNDERWRITTEN BY A SURETY COMPANY WHICH IS LEGALLY AUTHORIZED TO DO BUSINESS IN VIRGINIA AND IN THE AMOUNT OF 100% OF THE CONTRACT.

13. **LIQUATED DAMAGES**

LIQUATED DAMAGES **SHALL NOT** APPLY TO THIS BID.

14. **ILLEGAL ALIENS**

VENDOR PROMISES THEY WILL NOT HIRE ILLEGAL ALIENS. BY SIGNING THIS BID DOCUMENT THE VENDOR CONFIRMS THIS PROMISE.

15. **PERMITS/LICENSES**

VENDORS SHALL BE RESPONSIBLE FOR ACQUIRING ALL THE PROPER PERMITS/LICENSES REQUIRED BY LOCAL AND STATE AUTHORITIES IN CONJUNCTION WITH THIS BID. BID PRICES SHALL INCLUDE THESE FEES AND NO ADDITIONAL COST ARE TO BE ACCESSED TO THE COUNTY/PSA. BIDDER'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF TITLE 54, CHAPTER 11, OF THE CODE OF VIRGINIA PERTAINING TO REGISTRATION OF CONTRACTORS.

**BID #15-09143-2970**

THE 2007 SESSION OF THE VIRGINIA GENERAL ASSEMBLY, PASSED THE HB 1707/SB 1346 BILL, EFFECTIVE ON JULY 1, 2007. HENRY COUNTY IS REQUIRING ALL VENDORS TO ABIDE BY THE FOLLOWING NEW LEGISLATION.

HB 1707/SB 1346 PROVIDES THAT AS A CONDITION OF AWARDING A CONTRACT FOR THE PROVISION OF SERVICES THAT REQUIRE THE CONTRACTOR OR HIS EMPLOYEES TO HAVE DIRECT CONTACT WITH STUDENTS ON SCHOOL PROPERTY DURING REGULAR SCHOOL HOURS, THE SCHOOL BOARD MUST REQUIRE THE CONTRACTOR TO PROVIDE CERTIFICATION THAT ALL EMPLOYEES WHO WILL HAVE DIRECT CONTACT WITH STUDENTS HAVE NOT BEEN CONVICTED OF A FELONY OR ANY OFFENSE INVOLVING THE SEXUAL MOLESTATION OR PHYSICAL OR SEXUAL ABUSE OR RAPE OF A CHILD. THE BILL ALSO PROVIDES THAT THE REQUIREMENT BE WAIVED IN EMERGENCY SITUATIONS WHEN IT IS REASONABLY ANTICIPATED THAT THE CONTRACTOR OR HIS EMPLOYEES WILL HAVE NO DIRECT CONTACT WITH STUDENTS.

PLEASE INDICATE APPROPRIATE BOX BELOW.

\_\_\_\_\_ I AGREE TO ABIDE BY THIS LEGISLATION HB 1707/SB 1346.

\_\_\_\_\_ THIS LEGISLATION DOES NOT APPLY TO THIS SOLICITATION.

THE AWARDED VENDOR MAY BE REQUIRED TO PROVIDE ADDITIONAL PAPERWORK BUT ONLY A SIGNATURE IS NECESSARY AT THIS TIME.

\_\_\_\_\_  
AUTHORIZED VENDOR SIGNATURE

\_\_\_\_\_  
DATE

\_\_\_\_\_  
COMPANY NAME

\_\_\_\_\_  
PRINTED NAME AND TITLE

**Subcontractor Information**

**Must fill form out completely even if no subcontractors are being used.**

You must check appropriate box below and list any subcontractors that will be used for this **BID# 15-09143-2970 for A NEW AMBULANCE FOR HENRY COUNTY PUBLIC SAFETY.**

\_\_\_\_\_ I will be using subcontractors. (See list below)

\_\_\_\_\_ I may or may not be using subcontractors. Not sure at this time. If you are the awarded vendor, you are responsible for contacting Commissioner of Revenue's Office at (276-634-4691) with subcontractor information. Payment of invoices is contingent upon receiving required information.

\_\_\_\_\_ I will not be using subcontractors.

1.) Subcontractors Company Name \_\_\_\_\_

Contact Person \_\_\_\_\_ Telephone # \_\_\_\_\_

2.) Subcontractors Company Name \_\_\_\_\_

Contact Person \_\_\_\_\_ Telephone # \_\_\_\_\_

3.) Subcontractors Company Name \_\_\_\_\_

Contact Person \_\_\_\_\_ Telephone # \_\_\_\_\_

4.) Subcontractors Company Name \_\_\_\_\_

Contact Person \_\_\_\_\_ Telephone # \_\_\_\_\_

5.) Subcontractors Company Name \_\_\_\_\_

Contact Person \_\_\_\_\_ Telephone # \_\_\_\_\_

6.) Subcontractors Company Name \_\_\_\_\_

Contact Person \_\_\_\_\_ Telephone # \_\_\_\_\_

**Bidders Company Name** \_\_\_\_\_

**Bidders Authorized Signature** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Bidders Telephone #** \_\_\_\_\_ **Federal ID #** \_\_\_\_\_

**\*Note- Add a separate sheet if you need additional space for subcontractors**

## **PURPOSE**

- a. The purpose and intent of this is to issue a contract for the design, manufacture, and delivery of a **New 2016 Dodge RAM 4500 4x4 Type I Ambulance. (No substitutions allowed. This type of vehicle is standardized in Henry County.)**

## **SCOPE OF SERVICES**

- a. The project consists of the design, manufacture and delivery of a 2016 Dodge RAM 4500 4x4 Type I ambulance. **The scope is not intended to outline every detail of the vehicle specification, but is intended to outline minimum standards and requirements for the apparatus.** Bidders are encouraged to provide a solution meeting the minimum requirements plus additional features. Additional features shall be marked as such and clearly identified in the bid.
- b. All apparatus purchased in accordance with this specification document shall be delivered as a complete and serviceable piece of equipment without any modifications by the purchasing or requesting department.
- c. Brand names are cited in the specifications listed below. You may substitute a brand name product for a product of equal value. Please note any changes in the box to the right of the specification listing.
- d. The vehicle described in these specifications shall be built in accordance with Federal Specifications for Ambulance KKK-A-1822F, latest edition. All components, unless otherwise required by these specifications, shall be the standard or optional equipment specifically advertised and installed by the manufacturer. Any equipment called for in these specifications which are not listed by the manufacturer as standard or optional shall meet the minimum requirements stated. Vehicles must be industry standard Type I Class I Ambulance meeting all current VAOEMS, QVM, KKK-A-1822F, and SAE requirements. The ambulance bid price shall include any and all freight charges and dealer preparation costs as applicable.

## **BIDDER SUBMITTAL REQUIREMENTS**

- a. Bidders shall indicate in either the YES or NO space if their bid complies with each specification. Exceptions may be considered if they are equal to or superior to that specified and provided they are listed and fully explained in the space provided.
- b. Bidders shall submit their Bid offer on the bid forms and shall return the bid in its entirety. However, if sufficient space is not provided for explanation, then an attachment (for this reason only) may be acceptable.

## **EXCEPTIONS TO SPECIFICATIONS**

- a. All exceptions shall be stated no matter how seemingly minor. Any exceptions not indicated by the bidder shall be assumed to be included in the bid, and regardless of the cost, the bidder shall be responsible for providing said exception.

- b. In our sole opinion and discretion we shall determine if an exception to the specifications is an equal, or not an equal, by consideration of equivalent quality, workmanship, performance and dimensions.
- c. **Ethical Response Is Expected:** we expect all vendors submitting a bid shall be ethical in their response. It is expected that all questions will be answered honestly. Any vendor found to lie when responding to these specifications by not taking exceptions when it is clear that they cannot or will not meet a specific item in the specifications or by listing a false delivery date will be **AUTOMATICALLY DISQUALIFIED AND WILL NOT BE GIVEN ANY FURTHER CONSIDERATION NO MATTER WHAT THEIR PRICE IS**. There have been some builders who have been known to take no exceptions to all bids whether or not they can meet the specifications. This kind of business ethic will not be tolerated by this agency.

### **GENERAL CONSTRUCTION**

- a. The ambulance shall be designed with due consideration to distribution of load between the front and rear axles.
- b. We are interested in purchasing a high quality State of the Art product that will last beyond the recognized minimum years for use in its emergency medical system plus have added value for resale or trade-in when being replaced. Therefore some requirements set forth in this specification may exceed the industry standard but are not intended to disqualify any reputable builder. It is the responsibility of the manufacturer to meet or exceed those requirements set forth in this document. Failure to do so will result in your bid being totally rejected or not receiving the same consideration of those that do comply with these specifications
- c. We further reserve the right to reject any and or all bids and to choose the bid that BEST meets the needs and requirements of the agency and not necessarily the lowest priced offer. We will consider the quality and workmanship of the vehicle as well as availability of service and the design and manufacturing experiences with each vendor. Though delivery time will be considered, it is NOT a major factor in the award of the contract.

### **APPROVAL DRAWING**

- a. A drawing of the proposed ambulance shall be provided for approval before construction begins. The sales representative shall also have a copy of the same drawing. The finalized and approved drawing shall become part of the contract documents. This drawing shall indicate the chassis make and model, location of the lights, siren, horns, compartments, major components, etc.
- b. A “revised” approval drawing of the ambulance shall be prepared and submitted by the manufacturer to the purchaser showing any changes made to the approval drawing.

### **MEETING**

- a. A meeting shall be held with the manufacturer’s authorized representatives after award of the bid and prior to start of construction.

## **WARRANTY**

- a. Body including all oxygen, mechanical, cabinetry, etc., (the entire body), including installation of same, shall be guaranteed for a period of three (3) years from date of acceptance, covering 100% parts and labor. The structural integrity of the body shall be guaranteed for the life of the unit, as long as the original purchaser shall own it.
- b. The structural integrity of the body shall be guaranteed for the life of the unit, as long as the original purchaser shall own it.
- c. The electrical systems shall be warranted for a minimum of six (6) years.
- d. Should Bidder offer a warranty different from above, explain fully and attach a copy of express warranty. Any pro-rations to the warranty must be made clear and explained in full.
- e. In order to avoid warranty responsibility, manufacturers must build their own body under one roof. Body not built entirely by manufacturer is not acceptable.
- f. All other warranties, as outlined in these specifications shall be provided in writing as a part of the bid package.

## **PARTS AND SERVICE**

- a. The Bidder shall have a factory authorized service center and/or a mobile unit available within seventy five (75) miles of Martinsville. The service center shall have a factory trained & EVT certified service technician available to perform emergency repairs within seventy-two (72) hours after notification by the County. The service center shall be capable of repairing the vehicle; including but not limited to: heating, ventilation of air conditioning, electrical repair, and body and accident repair.
- b. The manufacturer shall have a parts network capable of shipping all non-custom parts within seventy-two (72) hours of receipt of order. Non-custom parts shall consist of, but not limited to windshields, wiper motors, radiators, door handles and latches, interior trim pieces, etc.

## **DELIVERY**

- a. To ensure proper “break in” of all components while still under warranty the ambulance shall be delivered under their own power – rail or truck freight shall not be acceptable. A qualified delivery engineer representing the contractor shall deliver the ambulance and remain for a sufficient length of time to instruct personnel in the proper operation, care and maintenance of the equipment delivered.
- b. The successful Bidder shall be required to deliver the completed vehicle to the County of Henry, 1024 Dupont Road, Martinsville, VA 24112.

## **INSPECTION AND ACCEPTANCE**

- a. Final acceptance of the completed ambulance shall be after verification of compliance with these specifications and bid requirements, satisfactory completion of all

performance test and delivery to County of Henry. The vehicle title will transfer to County of Henry only after final acceptance.

- b. The completed vehicle shall comply with all applicable Federal and State of Virginia motor vehicle laws.
- c. The vehicle shall meet all applicable Federal, State of Virginia and OSHA safety requirements.
- d. Two (2) progress inspections shall be held at the manufacturer's facility during construction of the ambulance. The first inspection will be held at or about the time of assembly or pre-paint. The second inspection will be of the completed ambulance prior to delivery.

### **INFORMATION REQUIRED**

- a. The manufacturer shall supply at time of delivery, complete operation and maintenance manuals covering the completed ambulance as delivered. A permanent plate shall be mounted in the driver's compartment that specifies the quantity and type of fluids required including engine oil, engine coolant, transmission and drive axle.

### **AMBULANCE SPECIFICATIONS**

#### **PREFERENCE**

Our concern with the purchase of a major custom design vehicle of this nature is the availability of parts, service and handling of warranty after delivery. **With this in mind we prefer that the second stage ambulance manufacturer be the single sole source for the design and construction of the entire conversion other than the chassis.** We have found that almost every major reputable ambulance builder meets this requirement.

We have many legal and liability concerns about buying from a builder who does not construct the entire vehicle but subcontracts portions out to other vendors. Among these concerns are the following.

1. Legal Warranty and Certification issues of a body that is not built by the second stage ambulance manufacturer.
2. The question of testing of a body that the second stage ambulance manufacturer did not construct.
3. The possibility of loss of availability of parts and warranty if the sub-contracted vendor either goes out of business or quits building for the second stage ambulance manufacturer.
4. Corrosion and Paint warranty issues when dealing with an aluminum body that was not constructed by the second stage ambulance manufacturer.
5. Corrosion and Paint issues as well as warranty issues with a Body that is not painted by the second stage ambulance manufacturer.
6. The viability and legality of product liability insurance by the second stage ambulance manufacturer covering a body not built by them.
7. Issues of fit and finish of parts being built by a contractor to be installed in the ambulance being finished by the second stage ambulance manufacturer. Particularly when involving the cabinets and trim.

With all this in mind and being laid out to the vendors in advance we will give great weight when evaluating builders who construct the entire ambulance conversion in house. This shall include the fabrication and construction of the entire aluminum modular body, the interior cabinets, and the total application of paint.

Does the Manufacturer being bid meet this requirement?      **YES**      **NO**

Since this body should be remounted at least once prior to being disposed of or traded in on a new vehicle, therefore we are requiring an all welded seamless aluminum body. This will assure monetary savings in future years based on the purchase of a higher quality product today. Therefore, the second stage ambulance manufacturer should have their own in house remount facility for remounting of ambulance bodies. Outsourcing of the remounting to a third party is not an equally acceptable option, as once again we run into legal and liability issues as well as quality issues concerning the total remount of the ambulance and the extension of warranties.

Does the Manufacturer being bid meet this requirement?      **YES**      **NO**

### **SPECIFICATIONS COMPARISON:**

Due to the fact that we will receive several bids from various builders and we can't be familiar with the structural details of how each vendor builds his body, All Bidders **MUST RETURN ALL OF THE PAGES OF THESE SPECIFICATIONS FILLED OUT IN FULL**, and each Bidder shall submit a copy of his specifications that have been modified to include all the options and items listed in our specification. This will give us a good way to compare your bid with our specifications. Any Bidder who fails to supply a copy of his specifications modified to include all of our requirements shall have his bid immediately rejected without further review no matter what the price is.

*There will also be a Quick Comparison Questionnaire at the end of this document that will be mandatory to fill out and return. This will give us the most adequate method of comparing each builder's bid.*

***BIDDERS NOTE:** Failure to fill out and return the quick comparison Questionnaire and the Basic Requirements Questionnaire will cause your bid to be immediately rejected without further review or debate.*

Each Bidder **MUST** include a full detailed set of CAD drawings of the vehicle in order for the County to fully understand what each Bidder is proposing. The CAD drawings shall include drawings of exterior sides, front and rear exterior sides, and the interior from left, right, front, and rear views as well as floor and ceiling views.

### **LEGAL RIGHT TO SPECIFY:**

We have the legal right to specify what is in our best interest and needs and that further we have the right to limit our specifications to fill the requirements of the agency. The contract will be awarded to the dealer or builder whose bid most closely meets the specifications provided herein. The Purchaser further reserves the right to reject any and/or all bids and will not necessarily award the bid to the lowest Bidder, but to the one whose bid is most suitable to the our needs.

## HOW TO TAKE EXCEPTIONS TO THESE SPECIFICATIONS

Any exception taken to any paragraph in these specifications must be CLEARLY MARKED on the paragraph by **checking DO NOT COMPLY** and then typing so that it can be clearly read, a response in the "clarifications & exceptions" section of the bid, why the exception is taken, and what if anything is offered in its place. Exceptions to structural specifications that must be taken shall be indicated so and then printed in the response in the "clarifications & exceptions" section of the bid how your body is built in comparison to the specified method.

## REPUTABLE BUILDER STATUS

We are not interested in wasting time or tax payer money dealing with builders or dealers who have a track record of unethical or questionable tactics in dealing with their customers. Therefore we want it to be known that if we determine that any dealer or builder has a history of such behavior with other communities, they will not receive any consideration and your bid will be automatically disqualified without further review or debate.

Each Bidder shall supply with his/her bid a list of at least 10 references for us to contact randomly, which have vehicles of the same or a comparable similar model as that which is being proposed. At least 8 of these must be on a 2010 (or newer) Dodge RAM 4500 4x4 SLT Chassis and be within the Commonwealth of Virginia.

The following documents shall be supplied by each Bidder as part of his bid package.

1. Manufacturers Ford QVM Membership Certificate, up to date.
2. Certificate of membership by the manufacturer in the AMD, up to date.
3. Insurance Certificate with current date of coverage for Liability Insurance by the manufacturer.
4. Copies of Warranties by the Manufacturer covering their product for structural, electrical, standard conversion, paint and corrosion.
5. Copy of documentation verifying the bidder's ability to provide full warranty service of the ambulance and our current Osage fleet (excluding the chassis).
6. Copy of Current State Motor Vehicle License for the dealer.
7. Copy of Insurance Certificate with current date of coverage for the dealer.
8. Copy of Manufacturers KKK-A-1822-F certification from an independent source for the chassis and body being built.

## SERVICE REQUIREMENTS

Does the Bidder or Builder have a complete Full Service Facility capable of working on every aspect of the ambulance including HVAC, Electrical, Body and Cabinetry work, and Paint Located:

- Within a 75 mile radius of Martinsville, Virginia? **YES** **NO**

- Can welding repairs of the aluminum body be performed there?                    **YES**      **NO**

Each Bidder shall supply, with their bid, detailed information on their ability to perform routine and emergency repair service on the vehicle after delivery. Detailed information shall be provided on the service facilities, training of the personnel and the nature of repair work that can be provided at each facility. The bidder must be able to provide warranty service on behalf of the ambulance manufacture along with our current Osage Ambulance fleet. The Bidder shall state the number of miles from Martinsville, Virginia to the nearest full service fully staffed repair facility.

Location of full service repair facility: \_\_\_\_\_

Approximate Miles: \_\_\_\_\_

Documentation of the ability to provide warranty services from the manufacture of this proposed ambulance manufacture and Osage Ambulances must be attached.

List what services can be provided at this facility: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

The Following shall be considered as a **MINIMUM** for warranties by the builder.

1. Minimum lifetime of ownership (lifetime meaning indefinite) warranty on the aluminum body \*Must be transferrable in the event of a remount.
2. Minimum of 6 years or 72,000 miles on the electrical system \*Must be transferrable in the event of a remount.
3. Minimum of 5 years or 100,000 miles on Paint **NON PRORATED**
4. Minimum of 5 years or 100,000 miles against Corrosion. **NON PRORATED**
5. Minimum of 3 years or 36,000 miles on standard conversion which matches the chassis basic conversion warranties.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**PRICE QUOTE**

We are requiring that each Bidder when submitting his bid have a tab in the bid that is labeled **PRICE QUOTE**. In this tab shall be a single quote page that has the price of the proposed vehicle listed separately. The price must include all costs that would be involved in the construction, inspection trips and delivery of the vehicle to Martinsville, Virginia. Listing any requested

options or delivery costs as options will not be tolerated. For fair comparison the price shall include all costs that are associated with the proposed vehicle. This page, shall also give an accurate delivery time. This page must be signed by an officer of the vendor and dated. Failure to follow the above instructions could cause your bid to be disqualified.

Does the Bidder understand the above paragraph?            YES                            NO



# **2016 DODGE RAM 4500 4x4 SLT TYPE I AMBULANCE**

*(In general terms, this unit should be considered to be a duplication of previously ordered trucks with the addition of a few minor changes and options)*

## **CHASSIS**

### **CHASSIS MAKE AND MODEL**

The chassis shall be supplied as an incomplete vehicle and when completed as an ambulance by the second stage manufacturer shall conform to all applicable Federal Motor Vehicle Safety Standards in force at time of manufacture.

A certificate of compliance with all FMVSS requirements shall be attached to the finished vehicle on the chassis door frame post by the ambulance manufacturer.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **VEHICLE AND WHEEL BASE**

2016 (or newer) Dodge RAM 4500 HD SLT chassis with 4 wheel drive and dual rear wheels, 192.5 inch wheel base, 108-inch cab to axle, Dodge Ambulance prep package AH2.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ENGINE**

6.7-liter I6 Cummins Turbo Diesel with OEM engine block heater wired to shoreline.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **VOLTAGE MONITORING AUTO IDLE UP**

This system monitors the electrical load on the vehicle at idle and if it determines that the load exceeds the output of the alternator at idle it automatically increases the engine RPM

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **GAUGES AND METERS**

Speedometer, odometer, fuel gauge, temperature, oil pressure, digital voltmeter, engine hour meter

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SPRINGS AXLE RATINGS & SHOCKS**

Maximum GVWR- 16,500 lbs. GVWR

Front: Monobeam with coil springs, shock absorbers and stabilizer bar.

Rear: DS120R-A CLASS Suspension

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**RIDE / REAR DUMP SYSTEM:**

We realize most manufacturers will require an Air Ride / Dump System in order to remain KKK-A-1822F compliant on the desired 4x4 chassis. Do you require an air dump system?

**YES** \_\_\_\_\_ **NO** \_\_\_\_\_

If yes, a DS120R-A CLASS Suspension & Dump due to anticipated service and maintenance issues must be utilized.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

We also prefer a similar model, size, and 4x4 (2015 or newer Dodge Ram 4500 4x4 Type I Ambulance - Other brands, makes, and models may be considered) unit be provided, before making a final award, to be tested and driven to ensure it meets the ride and handling quality we deem necessary for purchase. We reserve the right to reject any and all bids based on ride and handling quality.

We can offer an equivalent demo unit \_\_\_\_\_ We cannot offer an equivalent demo unit \_\_\_\_\_

**STEERING**

Power steering with tilt wheel and cruise control.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**BRAKES**

Heavy duty, hydro-boost assisted type, 4-wheel anti-lock disc brake system.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**TRANSMISSION**

Aisin heavy duty 6-speed electronic automatic transmission with external oil cooler.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**TRANSFER CASE**

The chassis shall include OEM Electric Shift on the fly transfer case.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

Transfer case skid plate shield must be installed by the chassis manufacturer.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**REAR AXLE**

4.44 gear ratio w/ limited slip axle.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**FUELTANK**

Single tank w/ 52-gallon capacity.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**WHEELS AND TIRES**

Seven (7) 225/70RX19.5G (or equivalent) Steel Belted Radial tires, Traction Type tread. The matching spare tire will be shipped loose. Stainless steel wheel inserts with valve stem extensions will be provided. The valve stem extensions are to be steel braided lines that are held in place with stainless steel brackets. These brackets are to be located in such a way as to provide easy access to both the inside and outside rear tires valve stems for the checking of tire pressure and for the addition of air when required.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**CHASSIS ALIGNMENT**

To ensure proper alignment the dealer or manufacturer shall have the chassis professionally aligned to ensure proper tire wear after construction is completed at the factory.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**BATTERIES**

Two 750 CCA mounted in the engine compartment and wired parallel in OEM configuration that complies with Dodge and KKK-A-1822-F requirements. Batteries will be wired so that both will always be used for starting and controlled by a 300 amp power cut off switch. The power cut off

switch circuit shall be protected by a 250 amp fuse. The Dodge ignition key activates the cut off switch. Power can be provided to the module without the engine running by turning the ignition key to accessory position.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

### **ALTERNATOR**

At least a 220 amp OEM alternator with internal regulators.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

### **WINDOWS CAB**

Tinted safety glass is installed in all exterior windows. Dodge power operated windows.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

### **WINDSHIELD WIPERS**

Two speed electric, with washer and adjustable intermittent cycle.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

### **SEATS, DRIVER'S COMPARTMENT**

Deluxe cloth OEM 40/20/40 Bench Seat, seat belts and shoulder harnesses. The OEM cab seats must be the seats installed and shipped with the chassis by Dodge and have the correct Dodge prescribed serial number. The OEM seat pedestals shall be located in the mounting location as determined by Dodge. Any changing of the Dodge OEM Seats, mounting pedestals or location thereof is absolutely prohibited.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

### **HEATER AND AIR CONDITIONER**

OEM heavy duty, high output.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

### **COOLING SYSTEM, ENGINE**

Heavy-duty liquid system using a 50/50 mix of permanent type antifreeze and water for protection to -40 Fahrenheit.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**MIRRORS OUTSIDE**

OEM heated mirrors with power adjustment and built-in 2" x 6" convex mirrors, dual direction breakaway mounting arms with telescoping width adjustment.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**TRIM PACKAGE.**

SLT Trim Package; Chrome front bumper and grill, color keyed door trim with map pockets, rubber floor mat, padded sun visors, courtesy and dual dome lights, AM/FM/Satellite Stereo Radio w/ Clock and dual cab speakers. Power door locks, cruise control, power locking hubs, tilt steering wheel.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**RUNNING BOARDS AND MUD FLAPS**

Heavy-duty aluminum Diamond Plate running boards will be installed from the back of the front wheel opening to the front of the module box. They will include expanded metal "grip-strut" inserts in the main driver and passenger stepping area along with mudguards to protect the chassis and module. The running boards must be securely fastened to the chassis and be able to sustain a minimum of 325 lbs each. The use of pop-rivets to attach the running boards to the chassis is strictly prohibited. Rubber mud flaps will be installed both on the front wheel wells and behind the dual rear wheels.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**MISC. CHASSIS ITEMS**

Jewel effect day time running headlights, dual pitch horn, reduced sound level exhaust, OEM standard undercoating, step-well pad and factory supplied jack and tire tools.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**AUXILIARY POWER**

The chassis shall include at least (1) 12V auxiliary power outlet in the cab area.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**FOG LIGHTS**

There will be a pair of PIAA 55 Watt 2190 XT Series -Xtreme White Plus Fog Lights with upgraded "off road" or "baja" grade bulbs and be mounted in the lower area of the front bumper. These lights shall be on an independent switch to be located in the front switch panel. Fog

lights must be wired so that they automatically go off when the headlights are activated on high beam.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**REMOTE ENTRY**

Remote Entry & anti-theft with two key FOB shall be included

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**STEALTH SWITCH**

A weather resistant rubber push button style lock override switch shall be installed in the front bumper or grille area of the chassis that unlocks at least the front driver door whether the unit is running or shut off.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**SPECIAL FRONT SWITCH CONSOLE:**

There shall be a switch console mounted in the center of the cab floor between the seats in such a way as to not interfere with access to the dash yet easily accessible to the driver. The console shall be easily removable to allow access for service. There shall be space provided for the installation of a Motorola model XTL-2500 radio below the switches, gauges, and siren control head. This console shall include 2 built-in cup holders. The console shall be covered with a spray on rhino like surface to prevent chipping and scratching.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**CLIPBOARD/MAP BOOK STORAGE:**

A storage box shall be installed to the rear of the cab as an extension of the front console. This should have at least 3 adjustable dividers. The purpose of this is to store map book, clipboards, laptop computer, etc.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**RUNNING BOARD LIGHTS:**

There shall be two (2) 4" (minimum) wide LED Lights recessed into the front stone guards on each side of the truck to illuminate the cab step areas whenever either cab door is opened.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**CHASSIS PAINT:**

The chassis shall be painted by the ambulance manufacturer at the same time as the module using the same paint to ensure consistency of color. The chassis "re-paint" shall include, but not be limited to, the entire currently painted exterior of the chassis, door jams, crawl through extrusions, under the hood and fenders. Proper preparation and removal of necessary parts, moldings, lights, etc. shall be done to ensure a professional paint job. Base Paint Color: WHITE

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**CHASSIS INTERIOR COLOR:**

The chassis interior shall be dark slate / medium gray stone colors.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**VA INSPECTION:**

The chassis shall be delivered with a current & valid Virginia State Inspection Sticker & Documentation along with a front end alignment performed by trained professionals after the truck has been completed by the manufacturer.

We comply completely as specified \_\_\_\_ We Do Not comply as specified

**MODULE CONVERSION**

**DIMENSIONS. EXTERIOR**

Overall vehicle length	306.0 inches
Overall vehicle height	111.0 inches
Overall module body length	168.0 inches
Overall module body width	96.0 inches

**CANNOT Exceed Above Dimensions .. COMPLY?..... YES \_\_\_\_\_ NO \_\_\_\_\_**

**DIMENSIONS. INTERIOR**

Length forward door to rear door	163.0 inches
Width interior wall to wall	90.0 inches
Width of aisle	49.0 inches
Height floor to ceiling	72.0 inches
Loading height (MUST Meet KKK and NFPA requirements)	32.0 inches (When Dumped)

**COMPLY? ..... YES \_\_\_\_\_ NO \_\_\_\_\_**

**PAYLOAD**

There shall be a minimum of 3,500 lbs. of usable payload. Weight determination shall be made after full construction is complete and with the unit having all fluid levels, including fuel, to the full level and the spare tire.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**MODULAR BODY MATERIALS**

The side, front and rear wall skins shall all be .125 gauge thick as a Minimum

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The roof skin shall be .125 gauge thick aluminum as a Minimum

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The exterior subfloor shall be .090 gauge thick aluminum as a Minimum

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Exterior compartment shelving shall be .125 gauge pan style aluminum as a minimum

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**STRUCTURAL INTEGRITY**

The ambulance body as a unit shall be designed and built to provide exceptional impact resistance and structural integrity. The body will be of sufficient strength and certified through a static load test to be able to support on its top or side if overturned without crushing and without any separation of body components or excessive roof bows 2 and 14 times its own weight.

As proof that the ambulance meets these criteria and meets all requirements and certification of the Static Load Test for Ambulance Body Structural AMD Standard 001 and KKK-A-1822-F, a current copy of the testing done by an independent laboratory testing facility shall be included with your bid.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **GENERAL CONSTRUCTION**

The entire body will be a fully welded all aluminum and **SEAMLESS** body. A seamless module body is required to minimize the chance of paint corrosion and paint adhesion problems. The entire perimeter and around all openings of the body shall be fully welded and ground smooth thus eliminating any joints or seams. The use of tongue and groove method of construction that requires the use of a seam sealer is not acceptable. Tongue and groove extrusions for the corner posts and roof perimeter are also unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **CNC MACHINE CUT AND STAMPED BODY PARTS**

The body sections, including door panels and door frames will all be cut and stamped by a special computer aided CNC Machine. This special machine will have all dimensions for all pieces of the body entered into its memory bank along with the body job number for the customers truck. The body parts and panels will then all be cut and stamped with the body job number. All screw holes for doors etc will be drilled in the precise spot needed and logged into the machine. The significance of this method is that if a vehicle is damaged and a door needs to be replaced a few years down the road. All we would need is the body job number entered into the computer of the CNC Machine and it would cut us an exact duplicate door panel or frame including the drilling of the screw holes to a perfect match thus making body repairs easy and efficient even thousands of miles away.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **EXTERIOR BODY SKIN**

The body sidewall, roof, front and rear panel skins shall be .125" gauge thick corrosion resistant aluminum. The use of panels that are of a lesser thickness is strictly prohibited. All exterior aluminum skins must be at least .125 thick.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **WALL AND ROOF SUPPORT FRAMEWORK**

The wall and roof support framework shall be 2" x 2", .125" thickness, extruded aluminum box beams and extrusions spaced on 12" centers or less. There shall be no frame members spaced at a distance in excess of 12". The roof support framework shall additionally include .125" extruded 1" x 2" aluminum box beams running the full length of the roof. The frame and skin shall be fully welded with no rivets.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **CORNER POST AND ROOF PERIMETER EXTRUSIONS**

The exterior of the body will be finished smooth with SEAMLESS corner posts tubes and roof perimeter post tube extrusions presenting a modern and dynamic appearance.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The body will be designed and built to provide impact and penetration resistance, with appropriate channel reinforcing to assure rigidity. Tongue and groove extrusions for the corner posts and roof perimeter are unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **GUSSETS**

Where required in stress areas, gussets will be welded to the roof, side and front and rear structural framing to additionally give support and enhance load bearing characteristics thereby adding to the overall strength of the module body.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **BODY ATTACHMENTS**

All parts of the body with attachments will be fastened together with rust resistant fasteners in a manner that will preclude loosening of any bolts and screws, and the cracking of welded joints. The exterior body panels will be made of not less than 0.125" thick aluminum and be reinforced at all points where equipment will be attached.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **WELDED STRUCTURE**

The entire body will be an all fully seam welded structure. Welding will not however, be employed in the assembly anywhere that will prevent the ready removal of any component part for service or repair.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **RUBBER ISOLATOR PADS**

In the assembly and mounting of the body, areas where steel is in contact with aluminum, there shall be rubber isolator pads installed. This pad provides corrosion and water resistance.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **CORROSIVE PROTECTANT**

All exterior door hinges, both entry and compartment, are to be coated with "ECK" protectant prior to the installation of the door. This "ECK" coating is to be used in lieu of a gasket material behind the hinge to prevent the problems of gasket retention and deterioration. **The use of mylar type Tape between hinges and bodies will positively not be accepted.**

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MODULE BODY MOUNTING**

The body shall be attached to the frame of the chassis with rubber mounts and bolt assemblies similar to those provided for such purpose by Ford / Dodge / Etc. The body (components) will not be welded to the frame of the chassis. The mounting of the module body to the chassis shall be done in strict accordance with the chassis builder's guidelines. Any other method of attachment is strictly prohibited. Between the cab and the body there will be a one piece automotive style rubber seal to insure a watertight seal between the modular body and the cab. There will be no body attachment to the cab and a bellow shall be installed between the body and cab at the crawl through opening to the cab.

Any method contrary to QVM which may void the chassis warranty shall not be accepted.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MODULE ROOF**

The roof surface shall be **SEAMLESS** and fully welded and of .125" aluminum. The use of any type of sealer or caulking material is strictly forbidden. There shall be no lip or protrusion on the roof that could result in the entrapment of any water or moisture.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MODULE ROOF PERIMETER**

The perimeter of the roof shall be constructed of **SEAMLESS** beveled extrusions that eliminate any lip or protrusion providing a smooth finish. Tongue and groove extrusions for the roof perimeter is unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MODULE ROOF UNDER STRUCTURE**

The roof under structure will be fabricated from extruded aluminum box beams. The under structure will be constructed by welding 1" x 2" box beams lengthwise and by welding 2" x 2" box beams, spaced on 12" centers or less, crossways forming a cross sectional grid roof support framework. Corner gussets will be welded to the roof and sidewall support structure to enhance load-bearing characteristics. The complete roof will be treated with a sound-

deadening barrier. The roof panel shall be fully perimeter welded. The use of skip or intermittent welding of the roof perimeter is unacceptable. Roof aluminum panels that are less than .125 in thickness are unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**ROOF CORNER CAPS**

The roof corner cap on all four corners where the corner and roof extrusions meet shall be a solid extruded aluminum cap that interlocks into the corner and roof extrusions and is then welded continuously around its perimeter, then ground smooth forming a smooth fully welded and seamless solid corner cap. Corner caps that have integrated lights in them are unacceptable due to the fact that the cutout for the recessed light weakens the structure of the corner cap and the mating of the corner and roof extrusions.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**MODULE BODY SIDEWALLS:**

The body sidewall skin shall be constructed of .125" aluminum. The sidewall under structure will be fabricated by welding 2" x 2" extruded aluminum box beams vertically, spaced no further than on 12" centers. The vertical tubing will join and be welded to roof supports (2" x 2" extruded aluminum box beams) to form an interlocking grid between the sidewall and the ceiling. The complete sides will be treated with a sound-deadening barrier. The body sidewall skin shall be fully welded around the entire perimeter and all body openings and adhesive bonded to the sidewall.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All body openings shall be seamless. Body openings framed with tongue and groove style extrusions requiring the use of seam sealer will not be acceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**FLOOR SUB-STRUCTURE**

The floor shall be at the lowest level permitted but not more than 34" inches from the ground with no modifications to the OEM chassis suspension. There shall be 10 mounting points using the chassis supplied supports.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The floor structure shall consist of primary box beams running the full length of the module body and secondary box beams running the entire width of the body. The finished assembly shall be securely welded to the wall structures and exterior compartments. All critical load points will be reinforced with gussets.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The sub floor shall be a minimum of .090 flat sheet aluminum. Lighter aluminum than .090 will be unacceptable due to its inability to act as a good sound and thermal insulator, Plus the subfloor is a major component of the body structure and is what supplies structural strength in a side impact accident.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **UNDERBODY HEAT SHIELD**

An aluminum underbody heat shield shall be installed between the chassis exhaust and muffler system and the underbody of the module to act as a shield and prevent heat transference into the patient compartment.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **EXTERIOR COMPARTMENT CONSTRUCTION**

Compartments provided on the unit will be constructed as follows: The compartment floor will be fabricated of .125 aluminum and the ceiling and bulkheads of .100 diamond plate aluminum. They will be welded from the back to ensure rigidity.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All exterior compartments will be sweep out style to provide for ease of cleaning. Drain holes are not desirable. All exterior compartments will be vented to provide for the displacement of air when closing doors. Vent louvers shall be installed on the vertical walls of the exterior compartments All exterior compartments shall be lighted when the compartment door is opened. Compartment lights will be flush mounted with wiring routed through the body eliminating any exposed wiring.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **EXTERIOR COMPARTMENT SUPPORT**

There will be two aluminum supports welded beneath each exterior compartment and then welded to the body understructure frame to add extra support to each compartment. This will add strength to the body in side impacts and help with heavy loads in the exterior compartments.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**EXTERIOR COMPARTMENT SHELVING**

All exterior compartment shelving shall be "Pan" style aluminum shelves mounted on two (2) sets of uni-strut tracks at each end of the shelf providing infinite adjustment. Rubber matting is to be installed on the topside of all shelving.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**EXTERIOR COMPARTMENT VENTILATION**

All large exterior compartments including but not limited to the #1, #2, #4, and #5 compartments shall be equipped with a durable screened vent to allow adequate displacement of air when closing the compartment doors. Larger exterior compartments may require two vents to be properly vented.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**DOOR CONSTRUCTION**

An extruded and formed inner door framing shall be laid inside of a Pan Formed exterior door skin. The pan formed section of the door skin that is wrapped around the frame will then be welded to that frame. The inner door frame will have an inset from the exterior skin on all four sides allowing for installation of the door gasket. The inner frame shall have cross member support beams and corner gussets to add to the overall strength.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The door(s) of each compartment will be flush type (being on the level with adjacent body surface) and of **PAN FORMED / EXTRUDED** construction. The weather seal is to be mounted on the outer flange of the door with the latches and strikers mounted on the extruded second break inside the door opening. This door design eliminates exposure of the latches to the elements and prevents moisture from corroding the latch mechanisms. Weather seals that are installed inboard in any way of the latch mechanisms and strikers are strictly prohibited.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All doors shall be constructed of .125 aluminum.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The compartment and entry doors shall be painted separately from the body. The doors shall then be installed on the painted module jamb. A Corrosion inhibitor shall be applied to both the door frame and jamb side of the hinge leafs. Additional corrosion inhibitor shall be applied in all screw holes in both door frame and jamb.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**EXTERIOR COMPARTMENT INNER DOOR PANELS**

The inner panel on all exterior compartment doors will be fastened to the extruded door-frame and recessed into the door frame extrusion for a flush finish. Surface mounting of any interior door panels is not allowed. All fasteners used for the mounting of the interior panels are to have a rubber grommet affixed to the underside of the screw head to prevent the fastener screws from loosening and backing out of the extrusion. The interior door panels shall be readily removable for access to the interior of the door and the latching mechanism.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**PATIENT ENTRY INNER DOOR PANELS**

The inner panel on all patient entry doors will be fastened to the extruded door-frame. All fasteners used for the mounting of the interior panels are to have a rubber grommet affixed to the underside of the screw head to prevent the fastener screws from loosening and backing out of the extrusion. All patient entry inner door panels will have access ports installed in the doors directly over the latching adjustment mechanisms inside the door. These access ports can be easily removed to access the adjustable turn buckles to adjust the door latches without having to remove the entire door panel. Door panels must be flush fitting not overlay. Doors using pliable materials such as upholstery are prohibited due to greater risk of contamination by blood borne pathogens through stitching or when cut or torn. The interior surface of the patient compartment doors (rear and curbside) shall be finished in a spray on and sealed “Zolatone” or equivalent material that is safe, scratch resistant, chip resistant, and attractive manner that harmonizes with the interior finish.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The lower 1/3 rd of the interior of the three (3) patient compartment doors shall be finished in polished aluminum treadplate. This will serve as a lower kick plate. ALL ENTRY DOORS WILL HAVE RED & WHITE REFLECTIVE BANDS APPROX. 2" WIDE MOUNTED TO THE KICKPLATE. THE REFLECTIVE SHALL BE MADE OF AND INSTALLED AS ONE PIECE PER DOOR AND BE THE FULL WIDTH OF THE DOOR FOR ADDITIONAL VISIBILITY WHEN THE DOORS ARE OPEN.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **COMPARTMENT AND ENTRY DOOR INSULATION**

All entry and compartment doors shall be insulated with 2” thick closed cell block foam insulation and an additional Reflectics insulation. This double layer adds not only to the insulation qualities but adds to the sound deadening aspects of the door.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DOOR REINFORCING**

All doors shall be reinforced and cross-braced inside for increased strength allowing for the mounting of equipment on the door.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DOOR ADJUSTMENT AND MAINTENANCE**

In order to facilitate adjustment and routine maintenance of door linkage rods and latches, all patient compartment entry doors shall have access ports. There is to be an access port above and one below each interior entry door handle of sufficient size to allow for the adjustment of the door linkage rods. Access ports shall also be provided for the lubrication of the slam latches located at the top and bottom of each entry door. All ports are to be covered with a plastic cover that is readily removable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DOOR HANDLE ASSEMBLIES**

All doors shall utilize solid cast aluminum door handles that have an isolation corrosion resistant gasket around them between the assembly and the body door skin to prevent electrolysis due to dissimilar metal contact. These handles shall provide adequate clearance for the use of gloves. The Handle and Pull shall be attached to the doors through welded plates and shall be screwed to the door skin from the backside, thus having no exposed screw heads to cause early corrosion. The door handles shall have automotive style key lock tumblers with all doors on the module being keyed alike.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DOOR LATCH ASSEMBLIES**

The door latches for all doors shall use a two (2), point slam lock (206 rotary latch) of stainless steel construction. Door latch assemblies shall be "blind mounted" eliminating any exposed mounting hardware on the exterior side of the latches. There is to be a rubber gasket between the exterior assembly and the aluminum door to ensure isolation of the two dissimilar metals.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All door latches and systems shall meet FMVSS 206 & be certified to meet AMD-002. Test documentation shall be provided upon request.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The patient compartment doors shall be provided with a keyed lock and the rear doors and side door shall be lockable from the inside without a key per FVMSS. All patient compartment doors shall have emergency release handles to override the individual top and bottom latches to open in the event of door component failure.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **STAINLESS STEEL DOORSILL PROTECTORS**

All compartment and entry doors shall have one-piece full width stainless steel doorsill protectors to protect the body and paint from equipment being moved in and out of the compartment.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **DRIP RAILS**

Each compartment and entry door is to have a full width drip rail mounted above each door. The use of screws, rivets, or any other form of metal attachment is not acceptable as it may lead to corrosion due to contact of dissimilar metals.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **EXTERIOR COMPARTMENT DOOR HOLD OPEN**

All compartment doors will be equipped with a gas strut door stay that holds the door at 90 degrees to the body when open. All gas struts are to be mounted in such a way as to allow for easy access in the event that replacement or repair is required.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **STAINLESS STEEL HINGES**

Each compartment door will be mounted with a continuous stainless steel hinge. The door hinges shall be installed prior to painting and then removed and reinstalled after the body has been painted. An anti corrosion material known as ECK shall be applied along the entire length of the hinge prior to installation. Barrier tape or rubber gaskets used between the hinge and the body is unacceptable as it tends to work its way out of position therefore breaking the anti corrosion barrier.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **COMPARTMENT DOOR SEALS**

Each compartment opening is to be sealed with full perimeter rubber seal. The seal is to be mounted on the doorframe out board of the striker pins and the door latches. This seal insures that each compartment will be dust and waterproof and that the striker pins and door latches will remain dry and clean. Seals that are inboard of the door latches and strikers are unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DOOR INSULATION**

All exterior compartment and patient compartment entry doors shall be insulated with layers of Reflectics insulation. Additionally, there shall be a single layer of 2" polystyrene insulation installed in each door. This double layer adds not only to the insulation qualities but adds to the sound deadening aspects of the door.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MODULE DOOR HOLD-OPENS**

Rear patient compartment doors shall be equipped with "Grabber" hold-open devices. Side patient compartment door shall be equipped with a Gas Strut door opening device with a dampener.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MODULE BODY DOOR WINDOWS**

Rear and side patient compartment doors shall have tinted safety glass windows encased in extruded aluminum frames. Each rear door shall have an fixed window. The side door shall have an slide opening window with screen and window lock.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **LICENSE PLATE HOLDER**

Installed and recessed into the center of the rear kick plate above the rear step bumper there shall be a license plate holder. This shall be illuminated by two LEDs.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **BODY STONE GUARDS**

Stone guards shall be installed on the front of the module body on each lower corner from the level of the back of the running boards under the cab doors upwards approximately sixteen (16) inches and shall wrap around the front corner post. The rear stone guards shall

be an integral part on the rear polished aluminum diamond plate kick plate above the rear step bumper. LED Lights will be installed in the stone guards to shine on the cab steps when doors are opened.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **REAR WHEELWELL FENDER FLAIRS**

The rear wheel wells shall be trimmed with a One Piece stainless steel fender flair that is attached to the body with stainless steel fasteners through a rubber barrier gasket to prevent corrosion from dissimilar metal contact. An anticorrosion material known as ECK shall be applied to the fender flair prior to installation. Any multiple piece fender flairs or all rubber fender flairs are not acceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **LOWER BODY RUB RAILS**

One piece lower body rub rail shall be installed at the very bottom of the body from the front of the body to the rear wheel well opening on each side of the module body. Another one piece lower body rub rail shall be installed from the rear of the wheel well opening to the rear of the body on each side of the module body. The ends of the rub rails at the wheel well openings shall be trimmed to following the contour of the fender flairs for a pleasing appearance.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The rub rails shall be a heavy aluminum rail that is mounted to the body with corrosion resistant fasteners and spaced .250" away from the body with nylon spacers for ease of cleaning in the inclement weather, and enabling the entire rub rail to be easily replaced if damaged.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Lower body rub rails that are part of the module body structure and are not easily removable are Unacceptable as these rails frequently get damaged and need to be easily replaced.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **SOUND DEADENING**

To insure a quiet patient compartment the entire aluminum subfloor shall be covered with sound deadening adhesive matting & tape. In addition the back walls of all exterior compartments shall also be covered with sound deadening matting. The wheel wells and the exterior of the side door entry stepwell area shall be covered with sound deadening material.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **EXTERIOR COMPARTMENT CONFIGURATION**

### **#1 OXYGEN / BACKBOARD COMPARTMENT**

This shall be the forward most compartment on the street side of the vehicle. This compartment shall be for the main oxygen cylinder tank storage. It shall be vented to the outside and shall contain (1) "H" size oxygen cylinder. It shall have two (2) full height flush mounted LED strip lights mounted on the inside edge of the compartment door openings to ensure proper illumination of full cabinet / compartment is achieved when accessing the cabinet from the exterior door.

The left front (street side) exterior compartment shall go the full height of the module and contain a "Zico" oxygen cylinder bracket that hold up to an "H" cylinder and still leave space for miscellaneous storage. This "Zico" system should include a system that would aid in the lift of the "H" cylinder from the floor to the bracket and from the bracket to the floor. The O2 tank is to be stored in the aft side of the compartment. There shall be an interior access door to allow the attendant to access the oxygen tank valve from the patient compartment. A separate O2 compartment light shall be provided for the purpose of viewing the tank O2 gauge and be switched on/off from the action panel. A wrench is to be provided for changing the tank regulator. This wrench is to be secured in the compartment with a cable and mounted to the compartment wall when not being used. There is to be a single door on this compartment. A shelf is to be installed above the O2 bottle. The forward side of the compartment is to provide multipurpose storage. This compartment must be externally vented with a chrome cowl exhaust vent. Access from the patient compartment must be provided so to control O2 tank valve manually if necessary.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There shall be an easily accessible panel, when removed, provides access to the shoreline plug when service or replacement is required

Approximate Desired Dimensions shall be: 84 3/8" Height x 18" Width x 20" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **#2 DRIVER GENERAL STORAGE COMPARTMENT**

This compartment shall be located on the street side between the #1 compartment and the left side drive wheels. It is to be used for general storage. There is to be two doors on this compartment. It shall have two (2) full height flush mounted LED strip lights mounted on the inside edge of the compartment door openings to ensure proper illumination of full cabinet / compartment is achieved when accessing the cabinet from the exterior door.

There shall be dual full width 1" x 2" aluminum mounting braces installed in the rear of compartment to mount two (2) SCBA brackets to. These brackets shall be provided and installed by the manufacturer, and be compatible for SCOTT air packs with the small 4500 psi composite

bottle and have a rubber coating on the brackets to prevent wear and tear to the SCBA bottles.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Approximately the top third of the compartment shall be boxed in with aluminum tread plate to allow for sharps and waste containers in the action area.

Approximate Desired Dimensions shall be: 40" Height x 46" Width x 20" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **#3 EXTERIOR TOOL STORAGE DRAWER**

This drawer shall be located street side above the rear wheels. This drawer will eliminate the traditional storage area under the CPR seat. The drawer shall be sufficient for storage of assorted hand tools such as hammers, screw drivers, hacksaws, short pry bars, flares, etc. The bottom of this drawer shall be lined with textured durable rubber matting.

This drawer shall also be illuminated by LED strip lighting

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Approximate Desired Dimensions shall be: 8" Height x 32" Width x 18" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **#4 DRIVER REAR GENERAL STORAGE COMPARTMENT**

This shall be a large storage Compartment with a single door to the rear of the dual wheels on the street side of the truck. This shall be a general storage compartment to store a stair chair. It shall have two (2) full height flush mounted LED strip lights mounted on the inside edge of the compartment door openings to ensure proper illumination of full cabinet / compartment is achieved when accessing the cabinet from the exterior door. Approximate Desired Dimensions shall be 40" Height x 31" Width x 20" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **#5 PASSENGER REAR BACKBOARD COMPARTMENT**

This compartment shall be the most rearward on the curbside of the module. It will contain storage capabilities for two (2) or more backboards, and other equipment such as KED boards, a scoop stretcher, and other items. It shall be externally or internally vented. A seatbelt style strap with a buckle shall go across this compartment to prevent accidental falling of backboards upon opening the door. The compartment will have one (1) full height vertical divider. Additional rubber strips shall be permanently installed on the rearward wall and floor to reduce noise and shifting of backboards. There will be one (1) fixed shelf mounted approximately 50 inches from the floor in the front section for storage of miscellaneous equipment. It shall have two (2) full height flush

mounted LED strip lights mounted on the inside edge of the compartment door openings to ensure proper illumination of full cabinet / compartment is achieved when accessing the cabinet from the exterior door.

Approximate Desired Dimensions shall be: 84 3/8" Height x 18" Width x 20" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

#### **#6 PASSENGER REAR GENERAL STORAGE COMPARTMENT**

The right rearward, just forward of the backboard storage, curbside exterior compartment is to be located rearward of the right side rear wheels extending to the backboard compartment. This compartment is to provide exterior storage for miscellaneous equipment under the rear portion of the squad bench. There shall be a full width, full depth aluminum style storage shelf installed in the compartment. The shelf is to be mounted on two (2) sets of infinitely adjustable uni-strut tracks at each end of the shelf with rubber matting covering the topside of the shelf. There is to be a single door on this compartment. It shall have two (2) full height flush mounted LED strip lights mounted on the inside edge of the compartment door openings to ensure proper illumination of full cabinet / compartment is achieved when accessing the cabinet from the exterior door.

Approximate Desired Dimensions shall be: 25" Height x 13" Width x 20" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

#### **#7 PASSENGER FRONT IN / OUT ACCESS COMPARTMENT & CABINET**

This compartment shall be on the forward curbside of the module body directly behind the cab. This compartment shall be for storage of medical kits, jump & trauma bags, portable suction etc. and shall have inside outside access. There will be one (1) infinitely adjustable uni-strut shelves covered in rubber grip matting in this compartment. It will have dual café style full clear 3/8" plexiglass access doors on the inside latched separately via Southco Stainless Steel M1 Flush Pull Latches.

It shall have two (2) full height flush mounted LED strip lights mounted on the inside edge of the compartment door openings to ensure proper illumination of full cabinet / compartment is achieved when accessing the cabinet from the exterior door.

Approximate Desired Dimensions shall be: 50" Height x 18" Width x 30" Depth

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **ELECTRICAL SYSTEM**

### **MULTIPLEX ELECTRICAL SYSTEM**

The use of any multiplex electrical system is prohibited.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ELECTRICAL SERVICE PANEL**

All circuits shall be rated to carry at least 125% of its maximum rated load. Each circuit shall be protected by a manual reset circuit breaker. This will allow a service technician to quickly locate and identify the area where there is an electrical malfunction. Each circuit that is rated more than three (3) amps shall be switched by use of a relay.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Auto reset breakers completely defeat the purpose of a circuit breaker by automatically resetting even though a malfunction in the circuit has not been corrected. This could cause serious damage to the wiring and components within that circuit. Therefore Auto Reset circuit breakers are not acceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Circuit breakers and relays shall be mounted in plug-in, pull out sockets that are permanently mounted in a printed circuit board for durability, as well as weight and space savings. Relays should be a type that is readily accessible at any auto parts store. All circuit breakers shall be interchangeable with standard ATC automotive fuses so that system can be quickly returned to service.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ELECTRICAL PRINTED CIRCUIT BOARDS**

Printed circuit board systems have been proven to be the most reliable system for our applications. Hard wired systems utilize too many point to point wiring connections as well as old fashion unreliable solenoids. In addition they require the use of numerous after market add on components such as sequencers and load managers. Therefore hard wired systems are unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Diagnostics shall be part of the printed circuit boards. Each board shall have colored LED lights which indicate current flow and will allow a service technician the ability to quickly diagnose the source on an interrupted circuit. Green lights shall indicate current flow through a specific component, relay or breaker.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Each separate circuit board shall have a red LED light on it that will illuminate anytime that there is an open circuit of any kind on that specific board. This open circuit can be due to a relay failure, breaker failure or removed component as well as a component failure itself. This again will allow the service technician to quickly identify the board that has the open circuit on it and affect a quick repair.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Circuit breakers and relays shall be mounted in plug in, pull out sockets that are permanently mounted in a printed circuit board for durability, reliability as well as weight savings. Relays should be of a type that are readily available at any auto parts or electrical shop.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All circuit breakers and relays on the boards must be individually labeled with numbers that correspond to those on the wiring diagrams.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ELECTRICAL SERVICE PANEL ACCESS**

The electrical service panel shall be mounted behind the hinged action wall and shall be easily accessible by activating a single latch allowing the switch panel section to swing down. The circuit boards shall be located in an easily accessible location in the electrical service panel for service technicians to perform troubleshooting and service work. This cabinet must be solely for the electrical system components, with a large enough door opening to perform work on the systems completely without removing them from the cabinet.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Under no circumstances shall any of the electrical systems be mounted in any exterior compartment or accessed via an exterior door.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The entire electrical system shall be one that can be serviced by any reputable electrical repair shop or technician without the use of special computers and/or programming.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Wiring diagrams on 8 1/2" x 11" standard sheets of paper shall be supplied in the owner's manual for every circuit in the vehicle installed by the ambulance manufacturer including all optional electrical equipment.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **LOAD MANAGEMENT SYSTEM**

The distribution panel shall include a solid-state programmable load management system designed to sense when the charging system is not keeping up with the electrical demand. When this situation exists, the load manager will automatically shut down warning lights, one at a time in a programmed sequence until the electrical load is being sustained without discharge. This system only functions when the unit is in park.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **SEQUENTIAL SWITCHING**

A solid state Sequential Switching System shall be installed that will turn emergency lighting on/off in staggered intervals. This is done to eliminate subjecting the alternator to sudden load and unloading of electrical draw.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ELECTRICAL WIRING**

All the vehicle's electrical equipment shall be served by circuits separate and distinct from the chassis electrical system. All electrical wiring shall be run in grease, oil, heat and moisture resistant looming. Harnesses shall be fastened with vinyl-clad clamps and grommeted at any area they contact a metal edge.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Every load carrying wire shall be a minimum of 12-gauge, and shall be color-coded and heat embossed with its function every few inches. There shall be at least a 6-inch service loop of wire at the point of attachment to each component. All electrical connections shall be machine crimped; the use of Scotch-locks is strictly prohibited.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **GROUNDING SYSTEM**

Due to the fact that most electrical problems in all 12 volt systems, but especially in emergency vehicles are due to problems with bad grounds, the body shall be grounded to the chassis frame with 4 heavy duty braided grounding straps. In addition there shall be grounding straps from the engine block to the body and frame. There is to be a Major Ground Buss Bar in the electrical panel that is connected to the ground straps and frame, and then each individual circuit shall have its own ground wire run to that ground buss bar. This will greatly improve the grounding of all circuits in the vehicle and insure less electrical problems.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **LOW VOLTAGE ALARM**

A low voltage alarm shall sound when the voltage drops below 11.8 volts for more than 120 seconds.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **VENTILATION**

An exhaust fan shall be mounted near the ceiling to the rear of the street side cabinetry and shall be activated by a switch on the action wall and the front console.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **12V DC OUTLETS**

There shall be a total of seven (6) cigar style 12V DC outlets (excluding OEM chassis provided outlets). All 12 volt outlets shall be wired hot at all times. Locations of the outlets:

- On Rear CPR Seat Monitor Counter Area
- (1) Front Console
- (1) In ALS Cabinetry Stack: Dual Plexiglass In/Out Access Doors : Top Shelf Area Adjacent to 110V Outlet
- (2) In Action Area By Attendant Seat
- (1) ALS Drug Box– Bottom Shelf

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **110 VOLT RECEPTACLES**

There shall be a total of seven (6) 110 volt duplex illuminated GFI outlets. All 110V plugs should be wired hot when shoreline is connected or when inverter is powered on. Locations of the outlets:

- (1) On Rear CPR Seat Monitor Counter Area
- (1) Front Console

- (1) In ALS Cabinetry Stack: Dual Plexiglass In/Out Access Doors : Top Shelf Area Adjacent to 110V Outlet
- (2) In Action Area By Attendant Seat
- (1) ALS Drug Box – Bottom Shelf

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SHORELINE 110 VOLT**

There shall be **One (1) Exterior 20 amp Auto Eject inlet plug with a red cover** that is U.L. listed and approved and rated at 20 amperes that will allow hook up of an external 110 volt power source to the vehicle for powering its internal 110 volt outlets and block heater while in station. The inlet plugs will be located forward of the Left Front #1 Exterior Compartment at chassis door handle height.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All 110 volt receptacles in this system throughout the vehicle shall be GFI protected and all interior outlets shall further be illuminated when powered by either hook up to an external power source through the exterior inlet plug or through use of an onboard power inverter.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SHORELINE INDICATOR LIGHT**

There will be (1) red LED shoreline indicator light that shall be installed in and on the vehicle to indicate that shoreline power has been applied to the vehicle and the power has passed the GFI Breakers. The lights will be wired past the GFI breaker so that if the breaker trips the lights will go out. The light will be located above the shoreline plug. This will allow visual indication of shoreline 110 power for the system in the truck while in the station.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**INVERTER/BATTERY CHARGER**

A Vanner model 20-1000-CUL, 1000 watt inverter and an Iota P.C. 30 battery charger shall be installed. This inverter shall be installed so that all 110V outlets operate while the shoreline is plugged in or while the inverter is turned on. This unit shall also be wired so as to provide a continuous charge to the chassis batteries whenever the shoreline is plugged in. There should be a switch on the console in the cab and a switch in the action area that will turn on/off the inverter. These switches are not to be three-way switched. (Separate components may be used as long as minimum noted performances are met)

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**EXTERIOR COMPARTMENT LIGHTS**

All exterior compartments shall have minimum (2) full height single piece led strip lights on both the forward and rearward vertical lips of each exterior compartment door and mounted so as to resist damage from shifting objects. This will ensure sufficient illumination of the entire compartment thoroughly. As a minimum, the exterior compartments should have at least twelve (14) LED compartment lights combined. The LED lights will activate with the opening of the compartment door. Only the lights in the compartment opened will activate. Vehicles with combined lighting circuits, where one door will turn on several or all the compartment lights are unacceptable. The use of “rope” lighting is STRICTLY PROHIBITED.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**STEPWELL LIGHT**

An LED light or equal shall be installed in the curbside step well and shall operate with the opening of the curbside patient entry door.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**INTERIOR PATIENT DOME LIGHTS**

The patient compartment ceiling shall contain a total of eight (8) Whelen 86CE1 12 Diode, Super LED, 8”x6” dome lights with chrome housings. These lights shall be mounted into the patient compartment head liner and shall not protrude into the patient compartment. The overhead shall have two levels of intensity, with high and low settings. The attendant shall be able to control the level of light via switches in the action area control panel. The dual lighting shall work together or may be separately selected from side to side. The four lights over the primary patient shall illuminate on the low setting when the side modular or rear modular doors are open. These lights shall be specifically located as to properly and efficiently illuminate the entirety of the box and cabinetry. *NO OTHER BRAND OR TYPE OF DOME LIGHTS WILL BE ACCEPTABLE.*

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**ACTION AREA LIGHT**

A minimum 10 inch LED light shall be installed in the action area with an on/off switch in the action area switch panel.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SPOTLIGHT**

There shall be a "300,000 candle power" spotlight, with eight foot coiled cord and momentary switch, permanently wired into front console. The momentary switch shall be positioned on the light in a way that power cannot be inadvertently left on while unattended. A "Mic" style storage clip shall be provided.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**DOOR SWITCHES**

Door switches shall be installed in each patient compartment door and exterior compartment door to activate the door open warning system, the curbside and rear scene lights via a printed circuit board.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**ELECTRIC POWER DOOR LOCKS ON MODULE DOORS**

The patient entry doors as well as the storage compartment doors in the module body shall all have power electric door locks that will activate with the chassis doors. A hidden stealth door unlock weather resistant button shall be mounted in the grille / bumper area.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There shall be an auxiliary power door lock 3 way switch installed at the side entry door. This switch will have the ability to lock and unlock the entire module.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**DOOR OPEN WARNING LIGHT AND ALARM**

An illuminated door open indicator light must illuminate or flash on the console to notify the driver of an open entry or compartment door. In addition, an Alarm Buzzer shall sound if the vehicle is placed into any drive gear with doors open.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SWITCHES**

All switches in front and rear panels shall be rocker type switches that are permanently marked by function, illuminate when activated and backlit for night visibility.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**BATTERY SWITCH TIMER**

A 5-10 minute timer shall be installed on the battery switch. This will allow the lights to operate while unloading the patient with the ignition and battery switch shut off.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**INTERIOR 12 VOLT POWER CONVERTER**

A 110 volt to 12 volt power converter shall be installed to convert the incoming 110 volt power from the shoreline to usable 12 volt power for interior and exterior 12 volt outlets to power on board chargers and equipment. The converter will be hooked to the shoreline and will power all the 12 volt outlets WHEN THE SHORELINE IS PLUGGED IN. When the vehicle is unplugged all the 12 volt outlets will be hot.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**CLOCK IN PATIENT COMPARTMENT**

A dry cell battery-powered clock with backlighting and a sweep second hand shall be located so it is easily visible from all seat locations. The backlighting wired “on” with module.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**RADIO ANTENNA COAXIAL PRE WIRES**

One pre-wire antenna **rg58a/u** coaxial cable delivered to the drivers switch console from the roof of the chassis.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

One pre-wire antenna **rg58a/u** coaxial cable delivered to the action area switch console from the rearward roof of the module.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

In order to aid in wiring of the Two Way Radios, one 12VDC (minimum 12 gauge) Power and Ground shall be provided to the driver’s console and one to the forward action area of the patient compartment. The Black ground wire shall be connected to a main ground point; the Red power wire shall be left unconnected at a direct to battery connection point. Sufficient excess length shall be provided to allow easy radio installation. Wires shall be labeled at both ends.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **WIRING SCHEMATICS**

There shall be a complete set of Wiring Schematics created on 8 ½” X 11” pages that will show every circuit in the vehicle. Each page shall be labeled as to what the diagram shows. These diagrams will be inside the owner’s manual.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Wiring diagrams MUST also be made available on a flash drive that will be attached to the key chain so that the wiring diagrams are always with the truck.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DRIVERS SWITCH PANEL**

There shall be a Switch panel installed in the cab between the seats. The switch panel will house all the control switches for the ambulance, to include all warning lights, scene and load lights, master switch, module master, HVAC master, voltage meter, door open warning indicators, and back up alarm.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The following switches (at a Minimum) will be located in the switch panel in the chassis center console (DRIVER):

There shall be a switch console mounted in the center of the cab floor between the seats in such a way as to not interfere with access to the dash yet easily accessible to the driver. The console shall be easily removable to allow access for service. There shall be space provided for the installation of a Motorola model XTL-2500 radio below the switches, gauges, and siren control head. This console shall include 2 built-in cup holders. The switch panel shall be aesthetically appealing and incorporate modern switches and gauges as follows:

### **Switches:**

- Emergency Master On/Off
- Primary/Off/Secondary (3 Way Switch)
- Lightbar Front On/Off
- Lightbar Rear On/Off
- Opticom On/Off
- Siren/Horn Activation
- Left Flood On/Off
- Rear Flood On/Off
- Right Flood On/Off
- Module Master On/Off
- Rear Dome Lights On/Off
- Back up Alarm Disable/ Low Voltage Cancel (3 Way Switch)
- Inverter On/Off

Fog Lights On/Off  
Exhaust Fan (Module Vent.) On/Off  
Rear HVAC On/Off

**Lights/Gauges:**

Silent Intercom Lights  
Door Ajar Light  
Compartment Open Light  
Digital Voltmeter  
Digital Oxygen Level Meter  
Master Emergency Power  
Digital Voltage Read Out & Low Voltage indication with an audible Low Voltage Alarm.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**REAR PATIENT COMPARTMENT SWITCH PANEL**

The following switches shall be installed in the rear switch panel. This panel will be mounted in a small rectangular cabinet beneath the main medical cabinets over the front action counter. This switch panel cabinet will have a door that takes up nearly the entire face of the rectangular cabinet. All the switches shall be mounted in a housing on this door so that they can be accessed easily for removal and repair. The electrical circuit boards and relays and breakers for the electrical system shall be located within this cabinet for easy access.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The Following switches (at a Minimum) shall be located on the rear switch panel:

Module Master On/Off  
Left Dome High/Off/Low  
Right Dome High/Off/Low  
Silent Intercom Switches  
Driver Buzzer  
Exhaust Fan High/Off/Low  
Thermostat Control for Heat/A.C.  
Heat/A.C. Fan Control, 3 speed.  
Inverter On/Off  
Oxygen On/Off  
O2 Light On/Off  
Action Area Light

**Lights/Gauges:**

Oxygen Level Gauge

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **2<sup>ND</sup> AUXILIARY REAR PATIENT COMPARTMENT SWITCH PANEL**

The following switches shall be installed in the 2<sup>ND</sup> auxiliary rear squad bench panel. This panel will be mounted in a small rectangular vinyl padded switch box at the top corner of the front end of the squad bench. All the switches shall be mounted in a housing so that they can be accessed easily for removal and repair.

The Following switches (at a Minimum) shall be located on the rear switch panel:

- Module Master On/Off
- Left Dome High/Off/Low
- Right Dome High/Off/Low
- Exhaust Fan High/Off/Low
- Heat/A.C. Fan Control, 3 speed.
- Oxygen On/Off

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Mounted separately on the wall below the switch panel shall be a rocker switch to lock and unlock the power door locks for the module. This switch shall be easily accessible upon entry and exiting via the side entry door.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All switches in front and rear panels shall be permanently marked by function, illuminate when activated and backlit for night visibility.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **DOOR STEP, SIDE EXTERIOR ENTRY**

The outside side step shall be a Zico 'Quick-Step' #VS-24-II Electric Slide-out Step. This shall be mounted to the step sub-frame below the curbside entrance door and wired direct to the OEM battery system. There is to be an additional mud flap installed at the front side of the side entry step to protect the electrical components.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **CLIMATE CONTROL**

Rear climate control unit shall be mounted in the bulkhead area. Condensation from high humid conditions shall drain directly through floor. Air output shall be at ceiling level. Return air shall be at floor level and be filtered.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The unit shall have a minimum of 32,000 BTU cooling capacity and a minimum of 35,000 BTU heating capacity. The blower motor shall have permanent magnets and be capable of delivering 630 CFM of airflow. It must be removable without removing entire heat/cool unit and without disconnection of any coolant lines.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There shall be an auxiliary A/C condenser unit installed for the modules heating and air-conditioning unit. This should be an auxiliary twin fan condenser mounted on the front of the module below the 4500 lightbar center of the box. This should be installed horizontally with protective white painted shrouding to reduce the introduction of undesired debris and bugs. Mounting of any auxiliary condenser unit under the module box is strictly prohibited and undesired.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

A thermostat shall control both heating and cooling with 3-speed fan control. The thermostat shall be located on the action wall.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Though the thermostat is to be in the patient compartment, activation of the rear climate control shall be possible from either the cab of the chassis or the action area of the patient compartment.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **EMERGENCY WARNING SYSTEMS**

*NOTE: ALL WARNING LIGHTS ON THIS AMBULANCE SHALL HAVE MATCHING COLORED LENSES AND CHROME BEZELS WHERE POSSIBLE.*

*NOTE: The use of any lighting that is proprietary to the ambulance manufacture is strictly prohibited.*

#### **Whelen 900 Series Super-LED: FRONT & REAR**

- (4) Whelen 900 Series Super-LED lights with red lenses & chrome flanges as follows:
- 2 Facing forward (below the light bar)
  - 2 Facing rearward (Remain visible through rear doors when rear doors are opened)

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**Whelen 900 Series Super-LED: SIDES**

(4) Whelen 900 Series Super-LED red lights (red lenses) with chrome flanges as follows:

- 2 Facing right
- 2 Facing left

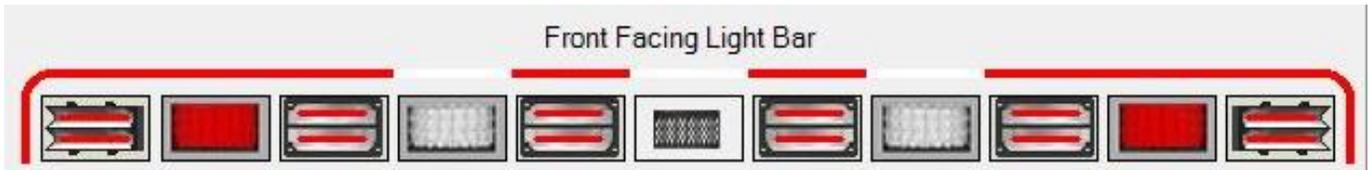
We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**Whelen Front 4500 Series LED Light Bar:**

Front Light Bar, Whelen 4500, at least 90”, configured to contain the following:

Includes:

- (2) Red Corner Linear LEDs
- (4) Red Forward Liner LEDs
- (1) Center Clear Lens w/ GTT Opticom IR Module
- (4) LED Rotabeams (2 Clear / 2 Red)



We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**GTT OPTICOM**

The center GTT emitter in the center of the front light bar is to act as the “Opticom System” and only operate when the vehicle is in “Drive” and the “Primary Switch” is activated.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**FRONT GRILLE LIGHTS**

(2) Whelen 500 Series Super-LEDs: Split red/ white LED with clear lenses and chrome flanges mounted in the grille.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**FRONT FENDERS / INTERSECTION LIGHTS**

(2) Whelen 500 Series Super-LEDs with red lenses and chrome flanges mounted on the front fenders.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**Whelen Rear 4500 Series LED Light Bar:**

Front Light Bar, Whelen 4500, at least 82”, configured to contain the following:

Includes:

- (2) Red Corner Linear LEDs
- (1) Center Amber Lens Linear LED
- (4) LED Rotabeams (2 Amber / 2 Red)
- (2) Rear LED Load Lights



We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**REAR LED LOAD LIGHTS**

These are to have a separate switch, come on automatically upon opening the rear doors, and whenever the vehicle is in “Reverse”.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**LED SCENE LIGHTS:**

There shall be four (4) Whelen 9SC0ENZR 900 Super LED Series scene lights to provide gradient scene lighting. Two (2) lights on the street side of the module body and two (2) lights on the curbside of the module body. Two (2) separate switches on the drivers switch panel shall control the street side and curbside scene lights. In addition, the curbside scene lights shall activate with the opening of the curbside entry door. All scene lights will also be wired to activate anytime an exterior compartment door is opened for that corresponding side. All four (4) LED scene lights shall have chrome flanges. The two rearward side scene lights shall also activate when the unit is put in reverse.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**WARNING LIGHT FLASH PATTERNS**

All exterior warning lights shall be set to "random / action scan" and be "unsynchronized"

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**BRAKE / TAIL / BACK-UP LIGHTS**

The rear of the module body shall have two (2) Whelen 600 Series Super-LED amber arrow turn signal lights, two (2) Whelen 60BTT series LED red tail/brake lights, and two (2) Whelen 60C00VCR series reverse lights. They will be mounted in chrome flanges on the modular body above the diamond plate in the above listed order top to bottom. Mounting of these lights shall be as far outboard on the rear of the module body as possible for maximum protection. A waterproof connection to the OEM tail light harness is required. All lights shall be installed and located as per I.C.C. requirements.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**DOT LIGHTING**

The vehicle shall be equipped with halogen daytime running headlights and two amber park/turn lights on the front. The Module Body shall have at least 14 LED clearance lights with each light having four (4) LED's and grounded via a ground wire". Each top front corner shall have amber lights mounted on the front and side of each corner. There shall be three red lights at the top rear center of the module. Each top rear corner shall have red lights mounted on the rear and side of each corner. There shall be three amber lights mounted on the top front center of the module above the front light bar. No incandescent or halogen clearance lights will be acceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The LED clearance lights shall be plastic with no metal housing to contact the aluminum skin of the module body that could cause corrosion and paint blistering as well as oxidation that could cause electrical shorts or poor connections.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

In addition to the 14 required ICC lights around the top of the module body, there will be four (4) additional LED lights which shall match exactly the design and type indicated above for the roofline ICC lights that shall be installed near the beltline on the sides at the rear. Two, one on each side shall act as marker side lights. The other two will act as secondary directional signals and will flash with the left and right turn signals, respectively.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The use of proprietary corner cap lights whether they be mounted within the corner extrusion piece or on top of it is strictly prohibited.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **SIRENS**

### **ELECTRONIC SIREN AND SPEAKERS**

Siren shall be a Carson Mfg SA-441M Magforce wired to chassis horn switch to achieve the full benefit of the siren. Dual cast products siren speakers shall be mounted outboard in the face of the chrome front bumper, below the headlights, in cast aluminum housings.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **PATIENT COMPARTMENT**

### **PATIENT COMPARTMENT SOUND LEVEL**

Shall meet the requirements of paragraph 3.13.8 of Federal Specification KKK - A - 1822F.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **CRAWL THROUGH**

The chassis cab and patient module shall be connected via a double walled rubber bellow crawl through passage. All bellows shall be reinforced with .125" diameter framing to prevent "flapping" and stretching / unnecessary wear on the bellow material. There shall also be a permanently attached "hood" over the bellow to prevent snow and ice build up on the exterior of the bellow. The use of chassis "caps" is strictly prohibited.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **FLOOR**

The sub floor shall be corrosion resistant aluminum sealed and be watertight. Over the aluminum sub-floor there shall be 3/4" thick marine grade 7 ply board or composite subfloor.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **FLOOR COVERING**

Over the top of the sub-floor shall be a single piece of high quality non skid **LON PLATE I #424 Gunmetal** diamond plate textured flooring which shall roll up the left wall and squad bench aisle wall at least 3 inches. The flooring shall be installed prior to the left wall so that the left wall facing overlaps the flooring to prevent water or other liquids from seeping between the floor covering and the sub floor and cabinets. No edges with trim that can catch fluids on the wall will be allowed. Behind the linoleum at the base of the wall and bench areas, coving shall be installed providing a solid backing at the point of the bend in the floor. This covering shall run the full length of the patient compartment. Flooring shall be sealed at all edges to prevent liquids from seeping between the floor and cabinets.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

A formed 6 inch, full width stainless steel floor protection strip shall be installed forward of the rear patient compartment door seal. Additional antiskid tape, at least 2 inch wide, is to be laid the full width just inside the rear entry doors over the floor protection strip. This stainless steel strip must be totally sealed on all edges to prevent any form of liquid or dust from being caught.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **INTERIOR CABINET CONSTRUCTION**

All interior cabinets shall be built of .125" thick all aluminum formed and welded materials of the same thickness with backing and sound deadening materials. The finish will be painted using Zolatone or equivalent with a glossy clear coat to harmonize with the interior colors of the ambulance.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Exposed cabinet surfaces, interior and exterior, are to be covered or painted with approved covering. All cabinets and counter tops shall be caulked and sealed to prevent any gathering of liquids or dust. Cabinets shall incorporate at least 1-inch radius corners throughout and have generous padding to lessen the chance of injuries in the event of an accident. Sliding lexan windows shall be at least 1/4" thick with full height extruded aluminum handles mounted in full perimeter slide track. Door catches shall be flush-mount slam-type positive latching.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

All interior cabinets must have a restocking feature that allows the entire door frame to swing upward with a devise that will hold it in the upward position. This is to allow easy access to the entire compartment. This shall contain a dual latch release that can only be accessed from inside the cabinet and self latches upon closing of the door frame. (This does not apply to the ALS cabinet to the front right area of the patient compartment)

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The ambulance manufacturer must be the sole builder of the cabinets within the ambulance no matter what material they are constructed of. We do not wish to allow outsourcing of the cabinets to a separate vendor other than the ambulance builder.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **PATIENT COMPARTMENT INTERIOR APPOINTMENTS**

All cabinets and counter tops shall be caulked and sealed to prevent absorption of blood and other bodily fluids. Cabinets shall incorporate radius corners and have generous padding to lessen the chance of serious injury in an accident.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **STAINLESS STEEL AISLE WALLS**

The left wall from the bottom of the counter top to the floor, and the right wall from the bottom of the squad bench to the floor, shall be covered with Polished Stainless Steel. The stainless steel shall be installed after the floor covering is coved up the side wall so that the stainless steel edge goes over the flooring therefore not allowing any fluids to seep into a seam at the floor level and soak between the floor and floor covering and cabinets.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **CLEAR PLEXIGLAS DOORS & CABINETS**

All Plexiglas doors and cabinet windows in the patient compartment shall be 3/8" thick and clear in color; with the exception of the crawl through door window which shall be dark tinted.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## DRIVER SIDE WALL CABINETS

There shall be large medical supply cabinets on the driver side wall at ceiling level and each cabinet shall have infinitely adjustable shelves with each side being mounted on dual uni-struts. The upper band cabinets on the left wall shall have the “speedload” hinged aluminum frame with the gas strut hold open option.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The driver side rear upper cabinet “A” shall have one (1) adjustable shelf and “speedload” hinged frame with gas strut hold open option. This cabinet shall be approximately 42” wide X 21” tall X 20” deep. This cabinet will be directly over the rear monitor shelf / countertop. There shall be approximately 21 ¼” between the bottom of this cabinet and the top of the counter.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The driver side cabinet “B/C” at the rear of the truck (at counter level) shall have two (2) adjustable shelves and “speedload” hinged frame with gas strut hold open option. This cabinet shall be approximately 26” wide X 21” tall X 20” deep.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The cabinets immediately front and rear of the CPR seat shall be padded with double thick cushioning to prevent the attendant sitting in the CPR seat from incurring injury from any cabinetry around the CPR seat.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The front action area overhead supply cabinet shall have one adjustable shelf and “speedload” hinged frame with gas strut hold open option. This cabinet “E” should be approximately 47” wide X 14” tall x 20” deep

Below cabinet “E” shall be the electrical cabinet. This cabinet shall be angled for increased headroom and protection. This cabinet shall house the main circuit board, switches, relays, grounds, etc. of the electrical system. The front of this cabinet shall have locking Southco or equivalent stainless steel latch on a solid 0.125” aluminum door that hinges downward with two (2) hold chains (one on each side). The door shall have the primary switch panel for the module mounted to it in addition to HVAC thermostat.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There shall be one cabinet installed over the CPR Seat. This cabinet shall be at least 43” above the top of the bottom CPR seat cushion to conform with KKK-1822-F standards. This cabinet shall be sufficiently padded on the bottom and be a single flip up 3/8” clear plexiglass door latched by one (1) Southco stainless steel non locking latch in the center. This cabinet shall be approximately 29” wide X 5 ¼” tall (Interior) X 10” deep

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **MEDICAL GLOVE STORAGE**

There shall be storage for five (5) boxes of medical exam gloves installed horizontally above the curbside door. There shall be a flip down plexiglass door with five (5) oval holes cutout for each of the five slots for dispensing of gloves. The door shall be made of matching clear 3/8” plexiglass for continuity and aesthetics.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **DRAWER CONSTRUCTION**

Any drawers that may be installed in the patient area must be made of aluminum to add strength and rigidity. They shall be sprayed with a durable painted coating to prevent any corrosion and must be mounted on heavy duty roller slides. The front fascia of the drawers must be made of brushed stainless steel or Zolatone coated aluminum for durability. All drawers will be latched by round non-locking stainless steel Southco or equivalent latches.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **GENERAL STORAGE DRAWER**

There shall be a 9” tall x 19” wide x full depth pull out drawer located under the driver side rear counter top (rear monitor area). This drawer shall be covered with brushed stainless steel matching the aisle walls for aesthetics and easy cleaning. This drawer shall also be latched with a stainless steel Southco latch.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **COUNTER TOPS AND ACTION AREA**

The counter top in the action area forward of the CPR seat shall be constructed of a single **non porous composite material similar to CORIAN** that has molded raised lips completely around the counter to prevent fluids or spills of any kind from rolling off into the floor or onto the patient. It shall be commonly used and available in various colors. Our preferred color is “GO2 Gray Sand”. Fiberglass, plastic, laminated, or stainless steel counter tops are not acceptable. This counter shall be approximately 53.5” long.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There shall be a second matching corian countertop installed to the rear of the CPR seat. This counter shall be referred to as the “monitor area”.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **SREET-SIDE WALL CPR SEAT**

A street-side wall mounted side attendant seat cushions shall be mounted onto the driver side wall at approximately the upper chest area of the patient on the primary stretcher. A sidewall seat will be mounted in the center of the left wall with a fixed seat cushion. This seat will be comprised of three molded/contoured seamless vacuum formed vinyl cushions. There shall be a 1”, minimum, padding installed on three sides of head area. A seat belt shall be included for attendant safety. All surrounding wall high medical cabinets just forward and rearward of the CPR seat MUST be stopped short enough to prevent head strike. The CPR seat shall be approximately 27" wide with extra thick padded cushioning to the rear, front, and overhead areas of the CPR seat.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **MONITOR AREA**

The rearward countertop shall be approximately 25” wide x 19” deep, constructed of the same non-porous composite material and be installed to the rear of the CPR seat. This area should be constructed so that there is sufficient space for a Life Pak 15 Monitor on a swiveling NCE mount. This mount is to be permanently mounted and used on the counter without interfering with any cabinets, outlets, attendant seat area, etc. There should be ample room to swivel the mount and access outlets in the rear wall area.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **TOP FRONT BULKHEAD CABINET**

There will be a storage cabinet above the driver side of the front bulkhead wall that will have a single long door with a gas strut. The exterior of this cabinet shall be covered in matching padded EVS seamless vinyl. This cabinet shall be approximately 34" Wide X 12” Tall and extend oertop of the HVAC ducts. The area directly over the crawl through passage will be for the (4) HVAC Vents.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **FRONT BULKHEAD CABINETS**

The curbside of the front bulkhead area shall consist of the single cabinet referred to as the "ALS Drug Box" which is to be approximately 35" Wide x 27" Tall with dual vertically hinged 0.125” aluminum doors (no windows). It shall be **locked with a CompX EL-KP-CAB push button combination lock system**. The lock should be installed on the left door with a vertical handle.

The second door shall be latched by a Southco stainless steel (non locking) latch to keep the other door from freely swinging open to prevent injury and damage. There shall be one (1) fixed aluminum shelf installed at half height in this cabinet covered with a full depth / width rubber textured covering to prevent sliding of stored items. This cabinet must be capable of housing (2) Flambeau WVEMS drug boxes and (1) yellow pelican stat box.

At the very bottom of the cabinetry stack should be an in / out access cabinet approximately 37" tall closed off by dual full clear 3/8" plexiglass doors.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The inside / outside portion of the ALS cabinet shall have full clear 3/8" plexiglass style doors that is the full height of the cabinet. The approximate size of this cabinet should be 37" Tall x by 33" wide. There shall be one (1) adjustable unistrut shelf in this cabinet covered with a full depth / width rubber textured covering to prevent sliding of stored items. Each door shall be individually latched by one (1) Southco stainless steel non-locking latch. The inside/outside cabinet shall be lighted utilizing the same lighting style as the exterior compartments. Lighting should automatically activate upon opening the exterior door.

The bottom "floor" of this cabinet shall house a heavy duty pull-out aluminum tray on the inner side. This tray should have a 2" tall perimeter lip, and be covered in rubber textured matting. This shall be a full extension pull out tray built specifically to house an Engel MD14F medical cooler. This tray should also incorporate a locking mechanism and strap for safety in case of a collision.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **SQUAD BENCH CONSTRUCTION**

The squad bench base shall be constructed to provide extreme strength and ruggedness. The lid shall be split into two sections. Each lid will have a gas strut hold open device and paddle style latch. The storage space beneath this lid shall be lined with white laminate or zolatone. There shall be three (3) seat belts installed for the occupants of the bench and a 2", minimum, padding on the wall of this area for the back and head of the bench occupants. There shall be a 1", minimum, padding on the bottom of the cabinet above this seat. For maximized storage space, the hold open struts should be installed on opposing ends of the compartment.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The squad bench shall be approximately 17" tall to allow for comfortable seating. The total length of the squad bench area should be minimum 74" to allow for the transport of a second patient in an emergency.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The front of the squad bench shall have a designated area that is easily accessible from the side

entry door to store portable oxygen. Mounted in this area shall be two (2) ZICO (QR-D-2) portable O2 holders.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **SQUAD BENCH CABINETS**

In order to comply with the new NIOSH and KKK-A-1822-F head clearance requirements of 43 inches clearance between the top of the squad bench seat cushion and bottom of the padding beneath cabinets above the squad bench; all over head cabinets shall be restricted to approximately 5” tall. For increased strength the overhead cabinetry shall be divided into two separate full length cabinets. Due to the height they shall be “sweep out style” with flip up full plexiglass hinged doors latched by Southco stainless steel latches.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There must be (2) separate cabinets mounted above the full length of the squad bench. These cabinets must have minimum dimensions of 10” deep and 5” tall to be useable. These cabinets shall also have flip up “restocking” style all clear 3/8” plexiglass doors with stainless steel non-locking Southco latches or equivalent.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **PORTABLE "D" CYLINDER STORAGE**

There shall be vertical storage for two (2) portable D size oxygen cylinders in the head end of the squad bench. They shall be accessible from the side entry door step well area and be located behind 0.125” aluminum double doors latched by stainless steel Southco latches. There shall be two (2) Zico Quic-Release vertically mounted O2 brackets installed inside the cabinet to hold the portable “D” size O2 cylinders. This cabinet should be wide enough to also house (1) 5lb ABC fire extinguisher in addition to the O2 bottles. This cabinet shall be incorporated into the same “stack” as the sharps and waste disposal at the head end of the squad bench.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **REAR ATTENDANT SEAT w/ EVS CHILD SEAT**

An attendant seat shall be located at the head of the primary stretcher. It shall be an EVS Brand high back captains chair with seamless vacuum formed cushions and a built in fold down Child Seat. The chair shall be mounted on a swiveling pedestal, shall slide forwards and backwards, must be able to swivel without hitting the action area, and shall include a 3-point harness seat belt for attendant safety.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**REAR ENTRY DOORS CABINET**

Directly over the rear entry doors shall be a cabinet mounted above. This cabinet shall be the full width of the rear patient entrance doors, be approximately 6” deep, and have a flip up restocking frame.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**OVERHEAD GRAB RAIL**

There shall be one (1) full-length (approximately 72” long) handicap style 1 ½” grab rail that shall be installed in the patient compartment ceiling. The grab rail shall installed over the squad bench side and be treated with an anti-bacterial coating. This rail shall be capable of supporting a minimum of 300 pounds.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The grab rails **MAY NOT** be recessed into the headliner, as this takes away from the entire idea of the grab rail. Recessed rails are harder to grab in an emergency and may cause hand and wrist damage if the hand gets caught in the recess.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**ENTRY DOOR GRAB HANDLES**

All entry doors shall have a matching heavy duty handicap style grab handle that will be securely mounted slightly below the window. This includes the one (1) curbside entry door and the two (2) rear patient compartment entry doors.

All three (3) of these grab handles shall be matching heavy duty stainless steel handicap style 1 1/2", minimum, "V" bar grab handles treated with an anti-bacterial coating.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**CEILING RECESSED I.V. HOLDERS**

There shall be two (2) recessed swing up and fold down dual bag/bottle I.V. holders that shall be mounted in the patient compartment headliner complying with KKK-A-1822-F. The fold down bag/bottle holders shall be heavy duty rubber and not metal to avoid injury to attendant. These two shall be mounted on opposing sides over the patient’s chest area.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**FLOOR MOUNTED COT FASTENER**

The NEW STRYKER, KKK-1822-F Change 8 & SAE 3027 Approved, floor mounted

“Performance-LOAD” manual stretcher cot mount shall be installed. Any additional parts, accessories, mounting structure & plates, or parts not listed but required to install the system must be included in price.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **PATIENT COMPARTMENT OXYGEN AND VACUUM SYSTEMS ON BOARD SUCTION**

An Impact E-12suction pump, with a SSCOR 22002 canister and bracket, and a SSCOR 22000 regulator and gauge shall be mounted on the wall above the action area counter top just forward of the CPR Seat.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ON BOARD PIPED OXYGEN SYSTEM**

All oxygen system hoses and fittings shall be made of nonferrous materials. Hoses used to pipe the medical oxygen shall be electrically conductive and used for oxygen only and be approximately 1/4” inside diameter with green colored abrasion resistant outer coating. Extra precaution shall be taken to prevent any potential leaks in this system.

The system shall be pressure tested per requirements of the most recent KKK-A-1822 document.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The one (1) Main Oxygen tank shall be located in a left front exterior compartment with a **large window which shall open gaining access to the tank regulators for emergency shut off in case of an emergency.** This tank shall be held in place with a ZICO brand QR-OTS-ML gas cylinder bracket and lift system. Each Oxygen outlet in the patient area shall be hydrostatically tested and U.L. listed and approved.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

- There shall be Two (2) Oxygen outlets located on the left wall in the front action area.
- There shall be One (1) Oxygen outlet installed on the right wall over the head of the squad bench.
- There shall be One (1) Oxygen outlet installed in the ceiling directly over the head of the primary cot.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **ELECTRIC OXYGEN SYSTEM**

The oxygen system shall be controlled by an electric solenoid with a manual bypass valve in case of electric failure. The controls for the electric oxygen system and the remote Amico digital O2 gauge for the system shall be mounted on the left wall. The Electronic O2 solenoid Switch shall be installed on the action area electronics panel. There shall be a 2<sup>nd</sup> Amico digital O2 gauge installed on the front chassis console to alert the driver of a low tank.

A Main Oxygen tank Regulator shall be included with the vehicle.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **SHARPS AND WASTE CONTAINERS**

The head of the squad bench shall be constructed so that the bottom seat cushions end approximately 2” before the end portable O2 storage cabinet. In the top of the portable O2 storage cabinet there shall be both a sharps and waste container which will be accessible via a hinged flip up plexiglass door. To access and empty the containers there shall be a flip down aluminum cabinet door. This door shall be easily accessible from the side entry door step area and secured by a stainless steel Southco latch.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

An additional easily accessible and easily disposable sharps and waste container shall be installed near the CPR seat.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **INSULATION**

The entire patient compartment shall be blanketed with the highest R rating insulation package available by the manufacturer. All of the doors, both patient entry and storage compartment doors shall have the same insulation in the form of closed cell 2” thick block Polystyrene Foam in addition to reflectics. This added layer gives a higher acoustic insulation rating as well as good thermal insulation.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SEVERE TEMPERATURE INSULATION UPGRADE PACKAGE**

In addition to the standard insulation package, One inch block polystyrene foam is placed between the two layers of reflectics in areas between the side, front, rear and roof wall frame tubes. Squeezing more insulation of the Same Type than can fit in an area does not increase its R-factor and is therefore prohibited. This multiple material multiple layer insulation with an insulation rating of at least R-35 is required.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**SOUND DEADENING PACKAGE:**

The ENTIRE aluminum subfloor as well as the wheel wells, the backs of all exterior compartments shall be COMPLETELY lined and covered with sound deadening matting and sealant tape.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**INSULATED AND SOUND DEADENED STEPWELL AND WHEELWELL AREAS**

The area around the side door stepwell and the wheelwell areas shall be heavily insulated by wrapping the entire area with a heavy thermal and acoustic insulation material. This area is critical to allowing heat and cold to penetrate the patient area as well as heavy sound.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**EXTERIOR BODY**

**REAR STEP BUMPER**

The rear step assembly shall be bolted to the chassis frame. The center section shall be non-skid grip strut that will allow mud and snow to fall through the step. **The center section shall be hinged and flip up for easy loading and unloading of the cot.** The end caps shall be installed in such a manner that they can easily be replaced if damaged and prevent major damage to the modular body if struck.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**REAR DOCK BUMPERS**

Heavy Duty black rubber dock bumpers shall be installed on the rear step end caps.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**REAR RECESSED TOW HOOKS**

Two (2) tow eyes shall be recessed in the rear aluminum diamond plate step riser of the vehicle. The tow eyes shall be bolted directed to a reinforced member of the vehicle chassis frame Tow

eyes shall be mounted to the chassis frame rail only, with clearance for the tow eye to protrude through the rear step riser. Under no circumstances shall the tow eye be bolted to both the body and the chassis.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **FUEL GUARD**

The side diesel fuel fill area shall have a stainless steel plate mounted and sealed around the perimeter on the painted body to prevent diesel fuel from damaging the paint in case of overflows. It shall be mounted flush against the fuel fill and extend to the bottom of the body skirt line.

### **CURBSIDE DOOR STEP**

The side doorstep shall be formed of polished aluminum diamond tread plate and shall be flush sweep out style. Antiskid tape, (alternating yellow and black in color), is to be laid the full width of the step just inside the entry door. A step well light is to be installed on the forward vertical wall of the step well with the wiring to be pulled through the backside of the step well.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **ANTI CORROSION AND ELECTROLYSIS PROTECTION**

In order to prevent corrosion and other oxidation from contact of dissimilar metals, a material known as "ECK" shall be applied between all metal surfaces mounted together. This shall be between hinges and doors, fenderettes and body, light fixtures and on screws etc.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The use of a Mylar Tape material between hinges and the doors and hinges and the body is unacceptable as it has been our experience that after a time some of this mylar tape dries out and cracks or works its way out from between the materials thereby losing the anti-corrosion barrier.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **MISCELLANEOUS EQUIPMENT**

### **FIRE EXTINGUISHERS**

Two (2) 5LB ABC Fire Extinguishers shall be provided with the ambulance along with 2 metal painted universal mounting brackets for the floor and or wall. The units shall not be installed until final inspection of the ambulance.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **FLASHLIGHTS**

Two (2) 5.11 Tactical #53240 TPT R7 Rechargeable flashlights and charging bases shall be mounted and direct wired to the shoreline to automatically charge when the shoreline is plugged

in. One (1) flashlight shall be mounted on the passenger side of the front console. The other flashlight shall be installed horizontally on the action area door which contains the switches.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**COLOR BACK UP/PATIENT COMPARTMENT CAMERA**

A color backup/patient compartment cameras shall utilize IR technology and be installed and wired to automatically activate upon placing the truck in reverse. When the truck is not in reverse, the camera shall default to the patient compartment. The display for this camera shall be a color LCD screen located in the cab of the chassis and in easy view of the driver. Location of OEM rearview mirror is preferred after the removal of this mirror. This screen size should be at least 7” and display colored backup “guide lines.”

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**COOLER, FRIDGE FREEZER**

Included in the delivery of the truck shall be an Engel MD-14F 15 QT DC portable fridge-freezer with charge cords. This unit shall be shipped loose with the truck.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**DECALS, NO SMOKING & OXYGEN EQUIPPED EMBLEM**

There will be Two No Smoking Oxygen Equipped signs as well as Fasten Seat Belt signs located in the cab and patient compartment per KKK-A-1822.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**REQUIRED POSTED CERTIFICATIONS**

Weight/Pay load, Electrical Load Test, and Star of Life Certification decals shall be displayed on the inner door panel of the oxygen compartment as required by KKK-A-1822-F.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**FEDERAL DECALS / D.O.T. STAR OF LIFE AND AMBULANCE PACKAGE**

A full set of star of life and ambulance decals that meet requirements of the D.O.T. and KKK-A-1822 shall be shipped loose with the vehicle for customer installation. This shall include a large roof star of life.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

There shall be DOT approved decals provided by the manufacturer as follows:

- 2) 6" Star-Of-Life
- 2) 12" Star-Of-Life
- 2) 16" Star- Of-Life
- 1) 36" Star-Of-Life
- 1) 4" Mirror-Image "AMBULANCE"
- 3) 6" AMBULANCE"

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## **BODY FINISH**

### **PAINTING PROCEDURE**

**ALL HOLES IN THE BODY FOR LIGHTS AND DRILL HOLES FOR DOOR HINGES SHALL BE CUT AND DRILLED PRIOR TO PAINTING SO THAT THE PAINT SURFACE IS NOT BROKEN ELECTROSTAICALLY LEADING TO EARLY ELECTROLYSIS.**

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The application of the paint is one of the most warranted items other than electrical on the unit. We do not wish to argue over paint warranty with an outsourced vendor, therefore the application of the paint on the ambulance **MUST** be done in house by the ambulance manufacturer themselves in their own paint booths.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

An extensive painting process is to be followed and strictly adhered to as follows:

Prior to paint all doors, chrome trim, lights, handles, steps, and all other attached equipment shall be removed to assure the paint process covers the entire body. No Weather-stripping will be attached to the body during the paint process.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The entire outside of the body shall be sanded and cleaned and deburred of all rough edges. The entire body shall then be wiped clean with wax and grease remover prior to painting.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

The body shall then be coated with Epoxy Primer followed by Primer. Once the primer has been applied the entire unit shall be baked at 150 degrees for a minimum of 30 minutes. The primer shall then be sanded prior to the application of the topcoat.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Once the application of the primer has been completed, a topcoat is applied followed by Clear Coat for a durable long lasting high gloss finish. The entire unit shall then be baked a second time.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **PAINT DESIGN DESCRIPTION**

The entire box and chassis will be painted White from the cab to the rear of the Ambulance.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **PAINT AND PAINT AND CORROSION WARRANTY**

The complete paint job shall carry a minimum of a full FIVE YEAR or 100,000 mile **NON PRO-RATED warranty**. The paint warranty shall also cover corrosion and blistering of the paint due to possible corrosion.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

Pro-Rated Paint Warranties or paint warranties that do not cover corrosion for the same length of time as the paint warranty or which explicitly exclude corrosion are unacceptable.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **UNDERCOATING**

The final step shall then be to apply rubberized undercoating to the underside of the cab and the body in strict adherence to QVM guidelines and the KKK-1822-F Specification just prior to delivery.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

### **VINYL STRIPING / LETTERING PACKAGE & LAYOUT:**

**The renderings below are approximate. It is however a very close representation to what the end product should be with the addition of 3-inch “514” being included on both front fenders of a same color and style as the “HENRY COUNTY” on the box. We reserve the right to make changes to this scheme after the bid process. All striping and lettering should be premium reflective, 7 year, air-release vinyl material. All vinyl and lettering MUST meet VA OEMS requirements and be approved by our local inspector or the truck will be rejected. All materials must be rated and warranted for at least 7 years (outdoors) by the vinyl manufacturer.**



(Driver Side)



(Passenger Side)



(Front Side)



(Rear of Module)

**REQUIREMENTS OF THE MANUFACTURER**

**KKK-A-1822-F CERTIFICATION**

This unit shall meet all KKK-A-1822-F specifications and the manufacturer shall have current documentation of compliance with all KKK-A-1882-F standards.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**VIRGINIA CERTIFICATION**

This unit shall meet all 12VAC5-31(Virginia Emergency Medical Services Regulations) specifications as they pertain to ambulance requirements. The additional radios and medical equipment/supplies required by these regulations are not considered the responsibility of the bidder.

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**DELIVERY**

Though a near completion inspection may be done, by Henry County staff, at the manufacture's location, the ambulance manufacture and/or dealer shall deliver the completed unit to 1024 Dupont Road, Martinsville, VA. Delivery will only be accepted of a 100% complete unit and during normal business hours. (M-F 0800-1700)

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

**MISCELLANEOUS COLORS**

All interior colors to include vinyl, walls, flooring, and counter tops to be similar to the previously ordered unit:

- Walls: Zolatone White / Camille 20-54 White
- Ceiling: Powder Coated Glossy White
- Vinyl: EVS 106 Desert Rose
- Counter Tops: G02 GRAY SAND
- Flooring: Lonplate I #424 Gunmetal

We comply completely as specified \_\_\_\_\_ We Do Not comply as specified \_\_\_\_\_

## QUALITY ASSURANCE

Is your Aluminum body cut, welded and assembled completely by the second stage ambulance builder? Any sub contractor building of the body, even if under exclusive contract to ambulance manufacturer does not qualify for building your own body. Does the ambulance builder build their own body?

YES

NO

Are the sheets of aluminum for the side, front, and rear skins made of 0.125" gauge aluminum?

YES

NO

Is the roof of the body made of one single piece seamless 0.125" gauge aluminum?

YES

NO

Is the aluminum body FULLY SEAM WELDED on all corners, edges, and around every compartment and entry door?

YES

NO

Does the ambulance manufacturer use tongue and groove construction techniques for the aluminum body?

YES

NO

Is the body match our body dimensions; ESPECIALLY that of the body length? The body length shall be 172 inches long. Does your body match that?

YES

NO

Does the body match our body dimensions for Interior Headroom; specifically does the body have 72" inch headroom as specified?

YES

NO

Are the body frame members down the side spaced no further apart than 12 inches on centers?

YES

NO

Is the left wall and the squad bench aisle facing covered or made completely of Stainless Steel?

YES

NO

Does the ambulance manufacturer belong to and currently still a member in good standing of the Ford QVM program (regardless of which chassis is being proposed)?

YES

NO

Has the ambulance manufacturer filed for any financial protection such as bankruptcy or Chapter 11 within the past 5 years?

YES

NO

Has the ambulance manufacturer had a major change in ownership or been purchased by another builder or holding group within the past 7 years?

YES

NO

Is the paint on the modular body applied in house by the ambulance builder themselves?

YES

NO

Is the paint warranty for the ambulance body Pro-Rated in any way?

YES

NO

Is corrosion excluded from or pro-rated in the ambulance body warranty in any way?

YES

NO

We are requesting a paint warranty that covers the entire body for 5 Years or 100,000 miles and is non Pro-rated. Does your paint warranty do that?

YES

NO

We are requesting that the body also have a Corrosion Warranty that covers all possible corrosion that may occur on the ambulance for a full 5 years or 100,000 miles and is Non Pro-rated. Does your Corrosion warranty match that?

YES

NO

Are ALL items noted as not complying to these specifications explained in the "exceptions and clarifications" section and referenced back to the page and paragraph to which it refers?

YES

NO

Did Bidder include a copy of his specifications modified to our specification requirements for us to evaluate your body with our options?

YES NO

Are detailed CAD Drawings of your proposed vehicle included with your bid?

YES NO

Have you or any representative within your organization ever been debarred from submitting bids on contracts by an agency, public entity/ locality or authority of the Commonwealth of Virginia?

YES NO

Are your current service technicians EVT certified?

YES NO

Does your nearest service center offer in house mobile repairs?

YES NO

If yes, what, if any are your service per hour fees and travel / emergency fees associated with mobile repair technicians?

Cost Per Hour \_\_\_\_\_ Per Mile Service Charge \_\_\_\_\_

Where is your nearest service center for handling repairs / services as per our requirements?

Address: \_\_\_\_\_

Service Center Capabilities: \_\_\_\_\_

Does your nearest service center offer warranty services of the proposed ambulance along with our current Osage fleet and has documentation been included to verify this?

YES NO

Where will the ambulance be manufactured? \_\_\_\_\_

What is the expected completion and delivery date of this unit? \_\_\_\_\_

**Total Cost of Unit As Proposed: \$ \_\_\_\_\_**

**Chassis Make & Year Model: \_\_\_\_\_**

**Body Make & Model: \_\_\_\_\_**

Any and ALL exceptions noted to these specifications shall be typed and clearly explained as to how it differs from and referenced back to the specific specification below. Feel free to provide additional documents if needed.