

Grayslake Fire Protection District



Ambulance Specification Bid

Due Date: October 11, 2017

Contact Info:
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Grayslake Fire Protection District
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Grayslake, IL 60030
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	Bidder Complies	
	Yes	No
<p>LEGAL NOTICE / PUBLIC NOTICE GRAYSLAKE FIRE PROTECTION DISTRICT BID NOTICE:</p> <p>The Grayslake Fire Protection District, Lake County, Illinois, is soliciting sealed bids from ambulance manufacturers for the following project: Advanced Life Support Ambulance. Proposals shall be in a sealed envelope and clearly marked on the front “Advanced Life Support Ambulance Proposal...Do Not Open”. Proposals will be received at the office of the Grayslake Fire Protection District Headquarters, 160 Hawley St., Grayslake, Illinois, until 10:00 a.m. (local time), on October 11, 2017 at which time all bids will be publicly opened and read aloud. Copies of the bidding documents and specifications may be examined at the Grayslake Fire Protection District Headquarters. Bid packets may be obtained from the Grayslake Fire Protection District, 160 Hawley Street, Grayslake, IL 60030 or at www.grayslakefire.com. It is the responsibility of the bidder to meet all requirements of the bid documents. The Grayslake Fire Protection District reserves the right to accept or reject any or all proposals, decide what products meets, exceeds or are equal to specifications and to waive any technicalities. In addition, the Grayslake Fire Protection District reserves the right to cancel the proposal request any time prior to the acceptance of the proposal.</p>		

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	Yes	No
<p>VENDOR QUALIFICATIONS:</p> <p>FORD QVM: All Bidders shall be members in good standing of the Ford Motor Company's Qualified Vehicle Modifier Program (QVM). Each bidder shall supply a copy of their valid QVM Certification with their bid package. If for any reason the QVM Certification has been withdrawn or suspended by Ford Motor Company within the past five years, the bidder shall supply a full written explanation as to why it was withdrawn. The written explanation shall include any corrective actions taken to regain the QVM Certification.</p> <p>PRODUCT LIABILITY INSURANCE: Proof of current liability insurance shall be supplied. The proof of insurance shall bear the insurance carrier's name, address and phone number. The proof shall also bear the name and address of the insured. This document shall contain the coverage schedule, explaining the type of insurance, the policy number, the effective date of coverage, the policy expiration date and the individual limits. The minimum amount of coverage shall be as follows:</p> <p style="padding-left: 40px;">Commercial General Liability - as follows:</p> <p style="padding-left: 80px;">Each Occurrence: \$1,000,000 Damage to rented premises, each occurrence: \$300,000 Medical Expenses: \$5,000 Personal and Adv Injury: \$1,000,000 General Aggregate: \$4,000,000 Products - Comp/OP Agg: \$4,000,000</p> <p style="padding-left: 40px;">Automotive Liability - Combined Single Limit: \$1,000,000 Comp/Coll Ded: \$1,000</p> <p style="padding-left: 40px;">Excess Liability - Umbrella Form</p> <p style="padding-left: 80px;">Each occurrence: \$5,000,000 Aggregate: \$5,000,000 Excess Liability: \$20,000,000</p> <p style="padding-left: 40px;">Workers Compensation and Employers' Liability</p> <p style="padding-left: 80px;">E.L. Each Accident: \$1,000,000 E.L. Disease policy - Each Employee: \$1,000,000 E.L. Disease - Policy Limit: \$1,000,000</p> <p>NON-DISCRIMINATION AND EQUAL OPPORTUNITY: The Bidder/Contractor agrees to comply with all federal statutes relating to non-discrimination. These include but are not limited to:</p> <p>(a) Title VI of the civil rights act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin:</p> <p>(b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 16811683, and 1685-1686), which prohibits discrimination on the basis of sex:</p> <p>(c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), which prohibits discrimination on the basis of handicaps and the Americans with Disabilities Act of 1990:</p>		

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	Yes	No
<p>(d) The Age Discrimination Act of 1974, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age:</p> <p>(e) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse:</p> <p>(f) The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism:</p> <p>(g) 523 and 527 of the Public Health Service Act of 1912 (U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records: (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing:</p> <p>(i) Any other nondiscrimination provisions in any specific statute(s) applicable to any Federal funding for this Agreement:</p> <p>(j) The requirements of any other nondiscrimination statute(s) which may apply to this agreement.</p> <p>DRUG FREE WORK PLACE: The Bidder shall conduct business as a Drug Free Workplace. The Bidder/Manufacturer and ALL of its sub-contractors shall provide notice to their employees and sub-contractors as required under the Drug-Free Workplace Act of 1988. A copy of Bidder's Drug-Free Workplace Policy shall be furnished to this agency upon request.</p> <p>NATIONAL TRUCK EQUIPMENT ASSOCIATION TESTING</p> <p>AMD 001 - AMBULANCE BODY STRUCTURE STATIC LOAD TEST: The ambulance described herein shall be type tested to the National Truck Equipment Association's Ambulance Manufacturing Division, Standard 001 - Ambulance Body Structure Static Load Test except the test weight shall be a minimum of 55,000 pounds. The test shall be conducted by an independent testing laboratory. The module body bid herein shall contain extrusion shapes and general structural layout identical to the test body used in the test.</p> <p>AMD 002 - BODY DOOR RETENTION COMPONENTS TEST: The ambulance described herein shall be type tested to the National Truck Equipment Association Ambulance Manufacturing Division, Standard 002 - Body Door Retention Components Test. The test shall be conducted by an independent testing laboratory. The module body bid herein shall contain identical door extrusion shapes, door skin configuration and general structural layout as the test body used in the test.</p> <p>Safety is this Agency's first concern. Entry and compartment door integrity is crucial to the safety of the patient, public, passengers and crew. If the Bidder has experienced any of the following door conditions as a result of collision, roll over or other accidental impact, then the Bidder shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken.</p> <p>A) Any entry door rendered inoperative. B) Any door that has come open.</p>		

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	Yes	No
<p>C) Foreign object penetration into patient cabin through the body structure.</p> <p>Catastrophic door failure during a collision indicates mechanical defects in the design, hardware and/or the direct construction of the modular door. Any AMD Standard 002 testing prior to the incident is deemed invalid, regardless of the expiration date of the original test.</p> <p>AMD 004 - LITTER RETENTION SYSTEM STATIC TEST: The cot/litter retention system described herein shall be tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 004 - Litter Retention System Static Test. The cot mount hardware, mounting method and floor reinforcement areas shall exceed the test as described in AMD 004. This test shall be conducted by an independent testing laboratory.</p> <p>Safety is this Agency's first concern. Main cot/litter retention is critical to patient care. If the Bidder has experienced a litter ejection due to a hardware defect or a defect in the mounting method, then the Bidder shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken to prevent future ejections. Main Cot/Litter ejection's that occur during a collision indicates mechanical defects in the design of the restraining device or the mounting method: Therefore ALL Bidder AMD Standard 004 testing dated prior to the incident is deemed invalid, regardless of the expiration date of the original test.</p> <p>AMD 005 - 12-VOLT DC ELECTRICAL SYSTEMS TEST: The 12-Volt DC Electrical System described herein shall be tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 005 - 12-Volt DC Electrical System s Test. This test is valid for the test article vehicle ONLY. The test shall be conducted on EACH ambulance. The results of the test shall be recorded on an electrical system performance sheet and shall be included with the delivery documents. This test shall be conducted by a qualified quality control electrician at the ambulance manufacturing plant.</p> <p>Reliability and Safety is this Agency's first concern. The 12-volt electrical system must be functional under all normal or adverse driving and operating conditions. Each electrical device, electrical component, wire, wire route and connection quality shall be tested for reliability as a "SYSTEM" on each vehicle sold. If the Bidder has experienced an electrical fire or an electrical failure resulting in a disabled ambulance going to an emergency call or during transportation, shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken to prevent future electrical failures.</p> <p>AMD 006 - PATIENT COMPARTMENT SOUND LEVEL TEST: The ambulance described herein shall meet or exceed the National Truck Equipment Association Ambulance Manufacturing Division Standard 006 - Patient Compartment Sound Level Test. The sound level in the driver or patient cabin shall be eighty decibels or less under the conditions described in AMD Standard 006.</p> <p>AMD 007 - PATIENT COMPARTMENT CARBON MONOXIDE LEVEL TEST: The ambulance described herein shall meet or exceed the National Truck Equipment Association, Ambulance Manufacturing Division Standard 007 - Patient Compartment Carbon Monoxide</p>		

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<p>Level Test. The patient and driver cabin shall be environmentally sealed from carbon monoxide gases that are emitted from internal combustion engines. The ambulance specified herein shall have safe carbon monoxide levels of ten parts per million or less while the vehicle is exposed to the conditions described in AMD Standard 007.</p> <p>AMD 008 - PATIENT COMPARTMENT GRAB RAIL STATIC LOAD TEST: The patient cabin grab rails shall be tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 008 - Patient Compartment Grab Rail Static Load Test. The ceiling mounted grab rails shall be subject to a three axis load of three hundred pounds.</p> <p>The ceiling mounted grab rail shall not come loose from the ceiling or permanently deform. All mounting fasteners shall be threaded into metal structure not less than .125 inches thick.</p> <p>AMD 009 - 125-VOLT AC ELECTRICAL SYSTEMS TEST: The patient cabin shall be wired per the National Truck Equipment Association, Ambulance Manufacturing Division Standard 009 - 125 -Volt AC Electrical Systems Test.</p> <p>The ambulance wiring shall comply with the National Electric Code in effect at the time of manufacture of the ambulance. The system specified herein shall be a 2-wire system with a ground. All outlets and 120-volt hard wired devices, on the ambulance, shall have ground fault interrupter protection.</p> <p>AMD 010 - WATER SPRAY TEST: The ambulance specified herein shall be water spray tested for water leakage into the patient's and driver's cabins. The door to jamb seal, window installation and seals shall be tested against leakage per the National Truck Equipment Association, Ambulance Manufacturing Division Standard 010 - Water Spray Test. This test shall be conducted on EACH ambulance by the quality assurance department.</p> <p>AMD 011 - EQUIPMENT TEMPERATURE TEST: The ambulance and equipment specified herein shall operate satisfactorily operate between 30 degrees and 125 degrees Fahrenheit per the National Truck Equipment Association, Ambulance Manufacturing Division Standard 011 - Equipment Temperature Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 012 - INTERIOR CLIMATE CONTROL TEST: The ambulance and equipment specified herein shall be equipped with a HVAC (Heating, Ventilation, and Air Conditioning) System that will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 012 - Interior Climate Control Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 013 - WEIGHT DISTRIBUTION GUIDELINES: The ambulance specified herein shall be weighed at the end of the ambulance manufacturer's production cycle to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 013 - Weight Distribution Guidelines.</p>		

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<p>The vehicle specified herein must be weighed on a four point scale that measures the weight imposed on EACH wheel. The side to side weight difference tolerance shall not exceed five percent (5%).</p> <p>The total weight imposed on the FRONT axle shall not exceed the chassis manufacturer's gross axle weight rating minus three hundred pounds.</p> <p>The total weight imposed on the REAR axle shall not exceed the chassis manufacturer's gross axle weight rating minus one thousand pounds.</p> <p>The aggregate total of all four points shall not exceed the gross vehicle weight rating minus eleven hundred pounds regardless of customer specified equipment.</p> <p>AMD 014 - ENGINE COOLING SYSTEM TEST: The cooling system in the ambulance specified herein shall be tested to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 014 - Engine Cooling System Test. The vehicle specified herein must be tested at the end of the ambulance manufacturers manufacturing cycle to determine if the cooling system capacity is adequate to maintain safe engine operating temperature at ninety five degrees, ambient temperature for one hour. EACH ambulance shall be checked to assure a leak and trouble free cooling system performance.</p> <p>AMD 015 - AMBULANCE MAIN OXYGEN SYSTEM TEST: Each ambulance's main Oxygen System shall be tested to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 015 - Ambulance Main Oxygen System Test. The subject vehicle specified herein must be equipped with an Oxygen system that can withstand a 150 PSI charge of dry air or Nitrogen for a period of four hours without a loss exceeding five pounds per square inch of pressure. The results of this test shall be posted inside the oxygen tank stowage compartment. A certificate shall be supplied, describing the test conditions, the initial test pressure, the final pressure (after four hours) and the name of the inspector who performed the test.</p> <p>AMD 016 - PATIENT COMPARTMENT LIGHTING LEVEL TEST: The ambulance and equipment specified herein shall be equipped with patient compartment lighting that will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 016 - Patient Compartment Lighting Level Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 017 - ROAD TEST: The ambulance and equipment specified herein will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 017 - Road Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 018 - REAR STEP AND BUMPER STATIC LOAD TEST: The rear step and bumper shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing</p>		

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<p>Division Standard 018 - Rear Step and Bumper Static Load Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 019 - MEASURING GUIDELINES: COMPARTMENTS AND CABINETS: The ambulance specified herein shall be in compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 019 - Measuring Guidelines: Compartments and Cabinets.</p> <p>AMD 020 - FLOOR DISTRIBUTED LOAD TEST: The ambulance specified herein shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 0 20 - Floor Distributed Load Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 021 - ASPIRATOR SYSTEM TEST, PRIMARY PATIENT: Each ambulance's primary patient aspirator system shall be tested to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 021 - Aspirator System Test, Primary Patient.</p> <p>AMD 022 - COLD ENGINE START TEST: The ambulance specified herein shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 022 - Cold Engine Start Test.</p> <p>AMD 023 - SIREN PERFORMANCE TEST: The ambulance siren system shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 0 23 - Siren Performance Test.</p> <p>AMD 024 - PERIMETER ILLUMINATION TEST: The ambulance and equipment specified herein shall be equipped with perimeter lighting that will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 016 - Perimeter Illumination Test. This standard must be type certified by an independent testing laboratory on a like test model.</p> <p>AMD 025 - MEASURING GUIDELINES: OCCUPANT HEAD CLEARANCE ZONES: The ambulance specified herein shall be in compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 025 - Measuring Guidelines: Occupant Head Clearance Zones.</p> <p>CRASHWORTHINESS: Safety is a primary objective for modular ambulance vehicles produced under this specification. In addition to compliance with design criteria incorporated herein, manufacturer shall also provide certified documentation to provide proof of crash worthiness of vehicle(s) proposed.</p> <p>Crash worthiness of vehicle shall be demonstrated through a minimum of two actual crash tests of modular body ambulance under laboratory conditions. These crash tests will be similar in scope to testing performed by the National Highway Traffic Safety Administration</p>		

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<p>and the Insurance Institute for Automobile Safety to verify the crash worthiness of passenger vehicles. An independent test laboratory accepted and utilized by the National Highway Traffic Safety Administration for their crash tests shall perform this testing and provide certification. Testing shall be performed and verified by SAE Member Engineers.</p> <p>Test criteria shall be defined as a minimum of two actual high-speed impact crash tests between an ambulance and mid-size passenger vehicles. Collisions shall be into each side of manufacturer's standard production modular ambulance body mounted on a chassis, struck by an actual bullet vehicle. Crash energy at impact shall be a minimum of 3,000 pounds at 42 miles per hour.</p> <p>Reports from crash testing shall be certified by testing lab, and shall include the following minimum results:</p> <ol style="list-style-type: none"> 1. The required six-point medic restraint system shall hold all attendants in their seats. There shall be no head contact with anything except head rests. There shall be no excessive excursion of the attendants in their seats regardless of which way they were facing. 2. The ambulance body structure shall remain intact after both impacts. Bending of body shall be localized to point of impact, and doors adjacent to the actual crash point shall continue to operate. There shall be no intrusion into the patient compartment. 3. The body mount and pucks shall remain intact as a result of the impacts. There shall be no visual damage to body mounts or floor structure. 4. All interior cabinetry and fixtures shall remain in place and undamaged. <p>This provision requires actual crash testing of an ambulance by high-speed moving vehicles to validate safety and crash worthiness. Crash simulations, acceleration testing, sled testing: barrier testing or other theoretical tests are not sufficient to meet this requirement. Certified documentation from a qualified independent testing laboratory shall be provided with the bid in order to validate compliance with this requirement.</p> <p>QUALITY ASSURANCE: The vendor shall inspect and test all systems, electrical loads, per current Federal specification KKK-A-1822 Section 4. Testing results shall be documented and displayed in the Oxygen compartment and/or supplied with the delivery handbook.</p> <p>QUALITY/COMPLIANCE ASSURANCE: A thorough quality/compliance inspection by this agency's employees or this agency's hired representative shall compare the Ambulance to the specifications within 10 calendar days of written notice of vehicle completion by the successful bidder. The notice may be faxed, followed by phone contact. The customer reserves the right to authorize the bidder's DEALER to conduct the inspection provided the DEALER is authorized and qualified to correct quality/compliance issues at the DEALER site.</p> <p>NON-COLLUSIVE BID CERTIFICATION: By submission of this bid response, the Bidder and/or the Bidder's authorized representatives, certify under penalty of perjury, that to the best of their knowledge and belief the following:</p>		

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	Yes	No
<p>A) The prices in the bid response have been arrived at independently without collusion, consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such prices with any other Bidder or with any competitor, and:</p> <p>B) Unless otherwise required by law, the prices which have been quoted in the bid response have not knowingly been disclosed by the Bidder and will not knowingly be disclosed by the bidder, prior to the public bid opening, either directly or indirectly to any competitor, and:</p> <p>C) No attempt has been made or will be made by the Bidder, for the purpose of restricting competition, to induce any person, partnership or corporation not to submit a bid response . DEBARMENT STATUS: By submission of this bid response, the Bidder and/or its authorized representative, certify under penalty of perjury, that to the best of their knowledge and belief they are not currently debarred from submitting bids or bid on contracts by any agency within the home state of THIS AGENCY, nor are they an agent of any person or entity that is currently debarred from submitting bids on contracts by any agency within the home state of THIS AGENCY.</p> <p>WARNING: This agency will not tolerate Vendors who state compliance to specifications but deliver an incomplete product and/or sub-standard materials and workmanship. Vendors who have made delivery of such an ambulance without making every reasonable effort to remedy the defects found at the time of delivery or within the warranty period will be notified that they are DEBARRED from submitting bids to this agency in the future. This agency will not waste valuable time (more than once) trying to recover legal costs and deal with lost in-service time of new apparatus, working with vendors who are unresponsive to the needs of this agency.</p> <p>CHASSIS</p> <p>TYPE I AMBULANCE: The apparatus shall be a Configuration A, 2-door, conventional cab and chassis with a transferable, modular, ambulance body.</p> <p>CHASSIS</p> <p>CHASSIS MAKE: The apparatus shall be mounted on a commercially available cab and chassis manufactured by Ford Motor Company. The chassis manufacturer shall be the vehicle's point of origin. The chassis shall be supplied by Ford as an incomplete vehicle to the successful ambulance manufacturer. The chassis supplied shall conform to all applicable Federal Motor Vehicle Safety Standards in force at the time of manufacture. A statement of conformity shall be supplied with the chassis in an "Incomplete Vehicle Manual".</p> <p>CHASSIS MODEL: The apparatus shall be mounted on a 2017 or newer F-550, Regular cab, dual rear wheel, four wheel drive chassis equipped as follows below.</p>		

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<p>WHEEL BASE: The wheel base shall be 193 inches with a cab to axle dimension of 108". The wheel base shall be factory supplied by the OEM Modified wheel bases made from chassis with shorter or longer wheel bases are not acceptable.</p> <p>OEM: The acronym OEM is Original Equipment Manufacturer. The OEM is the chassis manufacturer and the vehicles Maker and Origin.</p> <p>TRIM LEVEL: The cab shall be equipped with an "XLT" Trim level with tilt steering wheel, cruise control, power windows and door locks. The front bumper and grill shall be accented with chrome. The OEM grille work shall remain OEM after-market vacuum formed, proprietary grille work made by the ambulance manufacturer is not acceptable due to replacement part cost and lack of immediate availability.</p> <p>ENGINE: A V-8, Turbo-Charged Diesel engine shall be provided with a minimum displacement of 6.7 liters (402 cu in). The engine output shall be 350 horsepower at 2,600 revolutions per minute and deliver 750 foot pounds of torque at 2,000 revolutions per minute. The compression ratio of the engine is 16.2:1 with a high pressure common rail fuel injection system. Engine performance shall comply with or exceed the most current revision of KKKA-1822.</p> <p>TRANSMISSION: There shall be a Ford, Heavy Duty Torque shift, 6-speed, automatic transmission with overdrive provided.</p> <p>CAB INTERIOR COLOR: The color of the cab interior shall be Medium Earth gray.</p> <p>TURN DIAMETER: The F-series chassis with 193 inch wheelbase.</p> <p>CAB SEATS: OEM high back, velour covered bucket type seats shall be provided in the cab. The seats shall adjust forward and aft. Seat base must be OEM. After market seats and/or bases are not acceptable due to violations regarding SRS (Air Bag) deployment geometry and Ford QVM Guidelines.</p> <p>OCCUPANT RESTRAINT SYSTEM: The front, forward facing cab seats shall be equipped with OEM installed three point seat belts. The seat belt assemblies shall meet or exceed FMVS. 208 and 209. The inside conversion panels shall not interfere with the swivel arc of the shoulder rings.</p> <p>SUPPLEMENTAL RESTRAINT SYSTEM: An OEM air bag shall be installed on the driver and passenger side. Permanent or quick release ambulance conversion components shall not interfere with air bag deployment. The air bags must be completely operational. Modifications by the secondary manufacturer are not acceptable.</p> <p>GROSS VEHICLE WEIGHT RATING (GVWR): The GVWR of the chassis supplied shall be at least 16,500 pounds.</p>		

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<p>FRONT AXLE WEIGHT RATING (FAWR): The FAWR shall be rated no less than 7,000 pounds.</p> <p>REAR AXLE WEIGHT RATING (RAWR): The RAWR shall be rated no less than 12,000 pounds.</p> <p>TRANSFER CASE: There shall be an aluminum closed coupled, part-time, 2-speed transfer case provided by the OEM. The case shall feature 3 modes of operation: 2-wheel drive HIGH, 4-wheel drive HIGH, 4-wheel drive LOW. The high range two wheel and four wheel drive ratio shall be 1.00:1 and the low range shall be 2.72:1. The drive mode shall be manually selected by a rotary type electronic switch on the OEM dash. A 4 x 4 shift indicator shall illuminate on the dash when the transfer case is engaged in 4 x 4. After market or a divorced style transfer case is not acceptable.</p> <p>SPARE TIRE: One (1) spare tire and wheel assembly shall be supplied. When the tire is to be carried on the unit, the tire hold down shall meet current KKK-A-1822.</p> <p>SPARE TIRE STOWAGE LOCATION: The spare tire and wheel assembly will not be carried on the unit. The spare tire and all the related tools, if supplied by the OEM, shall be shipped loose with the completed vehicle.</p> <p>JACK AND SPARE TIRE TOOLS: The vehicle jack and tools associated with the spare tire and jack shall be installed behind the passenger's seat.</p> <p>WHEEL/RIM APPEARANCE: All four outside chassis wheels shall be covered in polished stainless steel wheel simulators. The wheel simulator design shall not effect tire and wheel balance when the vehicle is driven between zero and eighty miles per hour. The lugs shall be capped off with bright stainless steel, snap-on caps designed to cover wrench marks, normally remaining on the lug nuts.</p> <p>BRAKES: 4-wheel anti-lock, power assisted hydraulic brakes shall be supplied by the OEM. The brakes shall be 4-wheel Disc type with Dual piston, Pin slider calipers. The front disc diameter shall be 14.53 inches in diameter and the rear disc shall be 15.55 inches in diameter. The parking brake shall be a foot operated, hand release independent mechanical brake, provided by the OEM</p> <p>BRAKE BOOSTER / ANTI LOCK SYSTEM: The brake pedal effort shall be reduced by a hydro-boost power assist unit.</p> <p>INTERIOR UPGRADE PACKAGE: Ford interior upgrade package shall be ordered and supplied on the chassis. This package shall include:</p> <ul style="list-style-type: none"> Cloth Headliner High trim door panels Ford option code 21A high back bucket seats Cloth sun visors 		

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<p>Power Door locks Power Windows Insulation package</p> <p>FLOOR PEDALS: The chassis shall have OEM adjustable floor pedals, option 62M.</p> <p>DAYTIME RUNNING LIGHTS: Daytime running light option No 942 shall be supplied and installed by the OEM both headlights shall come on with the ignition switch.</p> <p>SHOCK ABSORBERS: The chassis supplied shall be equipped with one shock absorber for each side of each axle. An OEM selected one and three eighth (1-3/8") inch gas type shock shall control vehicle spring oscillation and dampen road related jounce and harshness. Ambulance related shields, floor members or other devices shall not interfere with shock replacement.</p> <p>FRONT STABILIZER BAR: A computer selected, anti-sway bar shall be supplied. The bar shall regulate body shift and enhance drivability, handling and control.</p> <p>FUEL TANK: The fuel capacity shall be at least 40 US gallons. The fuel range shall be at least 250 miles per KKK-A-1822.</p> <p>TIRES: All mounted, active tires shall be identical make, tread type, size and load range. For aforementioned GVWR the tires shall be LT225/70R19.5 load range F. A label with the recommended tire pressure shall be located above each wheel opening. All tires shall be balanced per KKK-A-1822 3.6.12.</p> <p>AMBULANCE PREPARATON PACKAGE: The chassis provided shall be equipped with an ambulance preparation package designed and installed by the OEM The 47L allows operator commanded regeneration down to 30% DPF capacity. The 47A had to have at least 70% DPF capacity to do a manual regeneration. The low DEF fluid will not cause the vehicles speed limiting or forced idle. It will still give you the warning lights, chimes and message. The 47L is a Federal Emissions compliant package. It is not certified in California or the Green States. California has declared to NTEA/AMD that they do not regulate emergency vehicles. The package shall be designed to hold up to the demands and duty cycles inherent with Emergency Medical Vehicles.</p> <p>THROTTLE HIGH IDLE: A program shall be set into the OEM engine control through the cruise control module. The throttle control shall be programmed by the OEM.</p> <p>ALTERNATOR - CHARGING SYSTEM: Two alternators shall be supplied and installed by the OEM. The alternators shall be as supplied by Ford under the 47L/A Ford Ambulance Prep option. Both alternators shall be controlled by the vehicles on board computer. The combined output of the alternators shall be 377 amps at ideal conditions. The ambulance manufacturer shall not modify the OEM computer's functional control of the alternators. The alternators' output cable, originally connected directly to the positive post of the under hood battery, shall be rerouted to a 3/8" diameter, solid brass junction post. A 2/O positive battery</p>		

	Bidder Complies	
	Yes	No
<p>cable shall reconnect the alternators to the batteries from the junction post. The ambulance load cable shall connect under the hood to the aforementioned junction post.</p> <p>CAB STEREO: An OEM Ford AM/FM in dash radio and four cab mounted speakers shall be included with the chassis.</p> <p>CHASSIS VOICE CONTROL SYNC (FORD ONLY): The chassis manufacturer shall include a FORD SYNC option which will allow for greater safety of the vehicle driver. The driver shall be able to voice control connect to multiple wireless systems. The driver of the vehicle shall refer to the owner's manual for details of operation.</p> <p>MIRRORS: The chassis shall be outfitted with dual OEM, power adjusted mirror glass, manually telescoping trailer tow black mirrors. The mirrors shall connect to the chassis cab doors at the forward, lower corner of the cab door window. Both mirrors shall feature a bidirectional break-away function to permit folding the mirror heads against body in close quarters. The mirrors shall be seven inches wide by eight inches high and flat on both right and left sides. The mirror shall feature heated surfaces for the main mirror and the convex spotter mirror. The mirror heads shall incorporate forward facing integrated clearance lamps on the outer edge with minimal halo turn signal functions.</p> <p>REAR KNEELING SUSPENSION: A Liquid Spring rear hydraulic strut suspension shall be installed in lieu of the standard rear OEM single stage leaf springs. The suspension company shall be QS 9000 and ISO 9001 certified for excellence. The liquid suspension shall be rated at 12,000 pounds GAWR and installed per Liquid Spring Directions. Suspension Installation instructions and drawings shall be followed. All guidelines regarding chassis and axle capacity ratings as published by Ford Motor Corporation shall be adhered to.</p> <p>MECHANICAL SUSPENSION COMPONENTS: The designed ride height shall maintain original suspension's drive-line geometry.</p> <p>TRACKING BAR: The suspension shall utilize a lateral control rod (tracking bar) to maintain side to side axle position related to the chassis frame.</p> <p>HYDRAULLIC SYSTEM: All hydraulic lines, fittings, reservoirs and valves shall be protected against "stone pecking". Abrasion covers, such as nylon convolute loom over the lines are required. The entire assembled system shall be tested for leaks at every fitting connection point.</p> <p>MECHANICAL QUALITY ASSURANCE: All fasteners related to the suspension assembly are considered critical. All fasteners shall be tightened to the manufacturer's recommended torque by the primary installation mechanic. A secondary mechanic shall "put a wrench" and re-torque ALL of the fasteners and then spray a contrasting color of paint onto the heads and nuts of each fastener.</p> <p>SUSPENSION JOUNCE STUDY: A suspension jounce clearance study shall be performed throughout the full range of suspension travel to ensure adequate clearance of suspension,</p>		

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<p>frame and brake components. Test results shall be documented and supplied in the owner's manual.</p> <p>REAR STABILIZER BAR: The rear sway bar shall remain OEM.</p> <p>KNEELING FEATURE ENABLE: The rear suspension shall kneel when the triggering device is activated AND an enable switch, located in the cab console is activated.</p> <p>KNEELING FEATURE ACTIVATION: The kneeling feature shall activate in PARK position only. The kneeling feature shall NOT activate in any forward or reverse gear. The above rear suspension shall kneel when the trailing rear access door is opened.</p> <p>VEHICLE EXHAUST TERMINATION POINT: The exhaust system routing shall remain unmodified and the termination point shall remain after the rear axle on the right side.</p> <p>TIRE VALVE EXTENDERS: One pair of tire valve extenders shall supplied and installed for each inside rear wheel. The tire valve extenders shall permit the user to check tire pressure and fill the inside rear tires without removing the outer tire. The extenders shall have a braided stainless steel outer jacket to resist abrasions and cuts. The filler end shall be supported by a valve bracket.</p> <p>MODULE CONSTRUCTION - GENERAL</p> <p>SERVICE INTENT: The ambulance body shall be all aluminum. The body sheet shall be reinforced with structural members designed to resist deflection and hold up to extreme ambulance service per the latest revision of federal specification KKK-A1822.</p> <p>STRUCTURAL INTEGRITY: The body shall be capable of providing impact, deformation and penetration resistance in the event of a collision. The body structure shall be capable of passing a standalone static load test on a type-tested body. The test shall be conducted in accordance to AMD-001 except the test weight shall be a minimum of 55,000 pounds. The same unit shall be subjected to the same test with the body turned on its side. A complete copy of the testing documents with photos, must be supplied upon bid review if requested by this agency. Non-compliant bids will be rejected.</p> <p>WELD QUALITY: All welds within the modular body shall meet American Welding Society codes for structural and sheet welding.</p> <p>WATER TIGHT PATIENT CABIN: The sub floor shall be shielded from moisture. All of the areas shall be thoroughly sealed from one to the other, creating a sealed patient cabin from the outside. Extrusion hollows shall be filled to prevent fumes and moisture from entering.</p>		

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	Yes	No
<p>DOOR CONSTRUCTION</p> <p>DOOR SKIN: The formed edges shall not have elongation cracks due to forming and shall maintain material thickness uniformly over the entire sheet. The formed edges uniformly round off seamless for better paint adhesion and aesthetic appeal that does not require cutting and welding in the corners.</p> <p>DOOR FRAMING: The door frame shall reinforce the perimeter of the skin pan.</p> <p>FINAL DOOR ASSEMBLY: For entry doors additional horizontal structure shall be added to maintain door skin flatness as well as penetration resistance in the event of a collision. Compartment doors shall have a reinforcement system of horizontal or horizontal/vertical structure added to maintain skin flatness and impact resistance.</p> <p>ENTRY DOOR WINDOW(S) OPENINGS: The entry door(s) shall incorporate recessed areas to allow for a flush window appearance and shall not protrude with a lip on the outer door skin of the modular body.</p> <p>DOOR PANELS: The center panel shall be removable for easy lock service/lubrication.</p> <p>DOOR JAMB: The door jamb shall accommodate rigid fastening of compartment door hinges. The jamb shall include a hollow cell that shall conceal wiring for the non-mechanical door switch. A seamless door jamb exterior is required to minimize corrosion - extruded type door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. "No Exterior Door Extrusions Allowed".</p> <p>HINGE: All doors shall have stainless steel, continuous, piano hinge. All tapped holes for hinge bolts shall be treated with an anticorrosion compound prior to installation of each hinge bolt.</p> <p>LATCHES: The latches shall meet FMVSS 206.</p> <p>NADER PINS: All nader pins shall be headed to prevent the door(s) from opening under impact. The opening in the door jamb extrusion shall be large enough to allow full adjustment with the nader pin washer covering the hole.</p> <p>MODULE CONFIGURATION</p> <p>OVER ALL LENGTH: The overall length of the vehicle shall not exceed twenty four (24) feet. The departure angle and length shall meet or exceed the current revision of Federal Specification KKK-A-1822.</p> <p>MODULE LENGTH: The module length shall be at least one hundred seventy two (172) inches.</p>		

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<p>MODULE WIDTH: The module width shall comply with the current revision of Federal Specification KKK-A-1822. The module shall be ninety five (95) inches wide, excluding lights and accessories.</p> <p>MODULE HEAD ROOM: The module shall not be less than seventy two (72) inches actual measured headroom. The measurement shall be taken from the patient compartment floor to the ceiling panels.</p> <p>COMPARTMENT CONSTRUCTION</p> <p>MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of an aluminum sheet. All compartment floors shall be formed of an aluminum sheet. All compartment ceilings shall be formed of an aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint.</p> <p>DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.</p> <p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>VENTILATION: There shall be a hole in the compartment below floor that will accept a specially designed baffled vent. The baffles shall allow for only one way operation. They allow air to escape out of the compartment when the door is closed, but not for air to come back into the compartment to keep dirt and dust out of the compartment interior. Engineering shall determine the amount of these vents required by the volume of space in the compartment.</p> <p>TALK THROUGH CAB TO MODULE WINDOW: A 14" inch high by 19" inch wide access from the module to the cab shall be provided. Sliding polycarbonate doors shall close off the access window. The cab shall NOT be rigidly fastened to the modular body. A flexible, Accordion shaped, closed cell rubber bellows, custom made for the opening shall be provided to tie the cab to the module. One joint in the bellows is acceptable and shall be located on the bottom of the opening. The joint shall be completely vulcanized. The window provided shall meet or exceed current Federal specification KKK-A-1822.</p> <p>BODY DROP: The skirt line of the modular body ahead of the rear wheels shall be 6" lower than behind the rear wheels. This will allow the curbside entry step to be lower to ground level making it easier to enter the curbside entry door and meet the requirement of KKK-A1822 latest revision.</p> <p>CURBSIDE ACCESS DOOR: The curbside side access door shall be at least 82" high by 31" wide measured at the door jamb opening.</p>		

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	Yes	No
<p>JAMB PROTECTION: At the curbside side, module entry door, a full width, formed, stainless steel jamb protection plate shall be provided to prevent heavy traffic from chipping the paint.</p> <p>DOOR CHECK: The compartment door(s) in excess of 13" pass through width shall be equipped with a door check (hold open) device. All vertically hinged doors in excess of 13" pass through width shall have a gas operated bi-directional spring shock door check.</p> <p>DOOR SWING: The compartment door checks shall be installed to allow the door to open one hundred degrees (100) from the fully closed position.</p> <p>STEP WELL: A curbside entry door shall feature a double step "step well" to assist in patient cabin egress. The step shall have a tread dimension of not less than 10 inches. The riser dimension shall not exceed nine and one-half inches, measured from the step tread to the floor of the patient cabin. The upper step shall be reduced in overall width to the space available to create a pocket on the rearward side. There shall be installed a retention system for storage of portable oxygen bottles. A right angled trim, made of bright aluminum diamond plate, shall be formed over the flooring material and wrap around the 3-sided perimeter of the step well. Step well material shall be polished aluminum diamond plate. The step well shall be illuminated. The step well shall meet or exceed the current revision of Federal specification KKK-A-1822.</p> <p>STEP WELL ILLUMINATION: A 4" LED clear interior light with stainless surface mount housing shall illuminate the curbside step well per the current revision of Federal specification KKK-A-1822.</p> <p>LEFT FRONT COMPARTMENT (M-1): This compartment shall be located in the left front corner of the modular body. The minimum compartment dimensions shall be 67.5" High x 22.1" Wide x 19.5" deep.</p> <p>SPLASH GUARD: A deflector plate shall be welded between the left front and left front middle compartments. The shield shall be specifically designed to shield water splash from the compartment vents.</p> <p>SPECIAL COMPARTMENT CONSTRUCTION (M-1): The aforementioned compartment shall be made of the following materials:</p> <p>MATERIALS: All exterior compartment walls and back shall be constructed from an aluminum sheet. All compartment floors shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT INTERIOR FINISH: The M-1 compartment is a high use stowage area that will require a high strength, abrasion and chemical resistant finish. This compartment</p>		

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	Yes	No
<p>shall have a GRAY colored, high build polyurethane coating. The coating shall be a spray-on, abrasion resistant, textured coating that can withstand a harsh working environment without peeling, chipping or discoloring. The surfaces for the coating shall be mechanically and chemically prepared for maximum adhesion to the aluminum. The chemical adhesion promoter shall leave a moisture free surface for the etching primer to adhere to. The polyurethane coating shall not be applied over untreated aluminum.</p> <p>COMPARTMENT COMPONENT FINISH: The shelf(vs), tray(s) and/or divider(s) will require a high strength, abrasion and chemical resistant finish. This compartment component(s) shall have the same polyurethane coating as the compartment inner surface.</p> <p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>ADJUSTABLE DIVIDERS: One semi-rigid adjustable divider shall be formed from an aluminum sheet. The divider shall be sixty inches (60") high by fourteen inches (14") deep: measured from the track: and have a two inch return flange formed along the sixty inch edge for mounting. All corners on the dividers shall be rounded or chamfered. The exposed edges shall be covered with automotive edge trim. Two full width, horizontally oriented, Unistrut C-channel tracks shall be fastened to the back wall of the aforementioned compartment.</p> <p>DIVIDER MATERIAL: The aforementioned divider(s) shall be made from an aluminum sheet.</p> <p>COMPARTMENT LIGHT: One (1) 12V LED Rope light shall be mounted in the compartment, per customer specified location.</p> <p>LEFT FRONT UPPER COMPARTMENT (M-1A UPPER): This compartment shall be located in the left front corner of the modular body. The minimum compartment dimensions shall be 17.5" high x 22.1" wide x 18.4" deep.</p> <p>COMPARTMENT CONSTRUCTION</p> <p>MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of polished aluminum diamond plate. All compartment floors shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet.</p>		

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	Yes	No
<p>DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of polished aluminum diamond plate.</p> <p>VENTILATION: There shall be louver punches on the outside and inside door panel to properly ventilate the electrical components located in the above mentioned compartment.</p> <p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle.</p> <p>COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-1A" compartment. The light shall be surface mount and shall be LED.</p> <p>LEFT FRONT MIDDLE COMPARTMENT (M-2): This compartment is located adjacent and rearward to the left front compartment. The minimum compartment dimensions shall be at least 40.5" High x 49.75" Wide x 19.5" Deep.</p> <p>SPECIAL COMPARTMENT CONSTRUCTION (M-2): The aforementioned compartment shall be made of the following materials:</p> <p>MATERIALS: All exterior compartment walls and back shall be constructed from an aluminum sheet. All compartment floors shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT INTERIOR FINISH: The M-2 compartment is a high use stowage area that will require a high strength, abrasion and chemical resistant finish. This compartment shall have a GRAY colored, high build polyurethane. The coating shall be a spray-on, abrasion resistant, textured coating that can withstand a harsh working environment without peeling, chipping or discoloring. The surfaces for the coating shall be mechanically and chemically prepared for maximum adhesion to the aluminum. The chemical adhesion promoter shall leave a moisture free surface for the etching primer to adhere to. The polyurethane coating shall not be applied over untreated aluminum.</p>		

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	Yes	No
<p>COMPARTMENT COMPONENT FINISH: The shelf(vs), tray(s) and/or divider(s) will require a high strength, abrasion and chemical resistant finish. This compartment component(s) shall have the same polyurethane coating as the compartment inner surface.</p> <p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>COMPARTMENT DOORS: A set of double hinged compartment doors shall be set for this compartment. Each door shall have a single handle.</p> <p>ADJUSTABLE SHELF: A standard duty aluminum adjustable shelf shall be provided. The shelf shall be formed of aluminum, with 2 inch upward turned lips on all four sides. The shelf shall be mounted on Unistrut infinitely adjustable, aluminum extruded, and heavy duty shelf track. Incrementally adjustable, non-aluminum shelf track is not acceptable.</p> <p>SHELF BRACKET: Each above exterior adjustable shelf shall include four (4) self-gusseted shelf brackets that will allow for easy adjustment up and down for each shelf.</p> <p>COMPARTMENT LIGHT: One (1) 12V LED rope light shall be mounted in the compartment, per customer specified location.</p> <p>AUXILIARY CONDENSER: The module A/C system shall employ a separate condenser for the rear HVAC system. Two electric cooling fans shall be mounted to the core assembly and blow toward the road. The condenser fans shall come on when either the cab or the patient cabin A/C unit is turned on. Fan blades shall be protected by a high impact resistant grille work that is molded into the fan body. All fan wiring shall be routed, secured and protected from road hazards. None of the OEM Cab HVAC system components may be tied into for the rear AC system. Painted Part- Painted special color to match body</p> <p>CONDUIT No 1: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied and installed. The conduit shall be have semi-rigid, nonconductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run.</p> <p>ORINATION POINT: The aforementioned conduit shall originate in the left front middle (M-2), exterior compartment.</p> <p>TERMINATION POINT: The aforementioned conduit shall terminate in the patient cabin behind the main action area control panel.</p> <p>CONDUIT No 2: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied</p>		

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	Yes	No
<p>and installed. The conduit shall be have semi-rigid, nonconductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run. A pull wire shall be installed into the conduit to aid the purchasing agency in future installation of equipment.</p> <p>ORINATION POINT: The aforementioned conduit shall originate inside the main electrical cabinet.</p> <p>TERMINATION POINT: The aforementioned coaxial cable shall terminate in the cab behind the driver's seat.</p> <p>LEFT REAR COMPARTMENT (M-3): This compartment shall be located in the left rear corner of the body. The minimum compartment dimensions shall be 61 1/2" High x 32" Wide x 19 1/2" deep.</p> <p>COMPARTMENT CONSTRUCTION</p> <p>MATERIALS: All compartment floors and walls shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet.</p> <p>DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of polished aluminum diamond plate.</p> <p>CEILING VENTILATION: Specified compartments shall have a hat channel at the ceiling level. The hat channel shall allow for air exchange. Hidden from view, shall be two to three, holes above the hat channel to exhaust the compartment air when the door is closed to allow it to close with minimal effort.</p> <p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>COMPARTMENT DOORS OPTION: A set of double hinged compartment doors shall be set for this special request compartment. Each door shall have a single handle. Doors shall comply with aforementioned construction techniques.</p> <p>ADJUSTABLE SHELF: A heavy duty aluminum adjustable shelf shall be provided. The shelf shall be formed of aluminum, with 2 inch upward turned lips on all four sides. The shelf</p>		

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	Yes	No
<p>shall be mounted on Unistrut tracking, infinitely adjustable, aluminum extruded, heavy duty shelf track. Incrementally adjustable, non-aluminum shelf track is not acceptable.</p> <p>SHELF BRACKET: Each above exterior adjustable shelf shall include four (4) self-gusseted shelf brackets that will allow for easy adjustment up and down for each shelf.</p> <p>COMPARTMENT LIGHT: One (1) 12V LED rope light shall be mounted in the compartment, per customer specified location.</p> <p>RIGHT REAR COMPARTMENT (M-5): This compartment shall be located in the right rear corner of the body. The minimum compartment dimensions shall be at least 82.8" High x 25.75" Wide x 21" Deep.</p> <p>SPECIAL COMPARTMENT CONSTRUCTION (M-5): The aforementioned compartment shall be made of the following materials:</p> <p>MATERIALS: All exterior compartment walls and back shall be constructed from an aluminum sheet. All compartment floors shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet</p> <p>VENTILATION: All compartments, made from aluminum sheet, shall have louvers of ventilation to the outside. Oxygen cylinder compartments shall be louvered through the door.</p> <p>DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT INTERIOR FINISH: The M-5 compartment is a high use stowage area that will require a high strength, abrasion and chemical resistant finish. This compartment shall have a GRAY colored, high build polyurethane. The coating shall be a spray-on, abrasion resistant, textured coating that can withstand a harsh working environment without peeling, chipping or discoloring. The surfaces for the coating shall be mechanically and chemically prepared for maximum adhesion to the aluminum. The chemical adhesion promoter shall leave a moisture free surface for the etching primer to adhere to. The polyurethane coating shall not be applied over untreated aluminum.</p> <p>COMPARTMENT COMPONENT FINISH: The shelf(vs), tray(s) and/or divider(s) will require a high strength, abrasion and chemical resistant finish. This compartment component(s) shall have the same polyurethane coating as the compartment inner surface.</p> <p>CEILING VENTILATION: Specified compartments shall have a hat channel at the ceiling level. The hat channel shall allow for air exchange. Hidden from view, shall be two to three, holes above the hat channel to exhaust the compartment air when the door is closed to allow it to close with minimal effort.</p>		

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	Yes	No
<p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle.</p> <p>VERTICAL DIVIDER: Located in the "M-5" compartment shall be NE semi-rigid fixed divider shall be formed from an aluminum sheet. The divider shall be full height of the compartment by fourteen inches (14") deep: measured from the back of the compartment. The exposed edge shall be covered with automotive edge trim.</p> <p>RETAINER STRAPS: There shall be a pair of two inch wide webbed strap shall be supplied in the aforementioned compartment. The strap shall be designed and positioned to prevent backboards and other related items that may have shifted against the door during transit, from falling out of the compartment when the door is opened. The strap shall employ a metal buckle system with a push button release. The strap be fastened to the compartment walls with a two inch footman's loop. Plastic "Luggage" type buckles and smaller webbing size is not acceptable. Attachment screws shall not pierce the strap webbing.</p> <p>COMPARTMENT LIGHT: One (1) 12V LED rope light shall be mounted in the compartment, per customer specified location.</p> <p>RIGHT REAR FORWARD COMPARTMENT (M-6): This compartment shall be located just forward of the right rear compartment aft of the rear wheel opening. The minimum compartment dimensions shall be 13.25" High x 15.25" Wide x 19.5" deep.</p> <p>MATERIALS: All exterior compartment walls and back shall be constructed from an aluminum sheet. All compartment floors shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet.</p> <p>VENTILATION: All compartments, made from aluminum sheet, shall have louvers of ventilation to the outside. Oxygen cylinder compartments shall be louvered through the door.</p> <p>DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT INTERIOR FINISH: The M-6 compartment is a high use stowage area that will require a high strength, abrasion and chemical resistant finish. This compartment shall have a GRAY colored, high build polyurethane coating. The coating shall be a spray-on, abrasion resistant, textured coating that can withstand a harsh working environment without peeling, chipping or discoloring. The surfaces for the coating shall be mechanically</p>		

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	Yes	No
<p>and chemically prepared for maximum adhesion to the aluminum. The chemical adhesion promoter shall leave a moisture free surface for the etching primer to adhere to. The polyurethane coating shall not be applied over untreated aluminum.</p> <p>COMPARTMENT COMPONENT FINISH: The shelf(vs), tray(s) and/or divider(s) will require a high strength, abrasion and chemical resistant finish. This compartment component(s) shall have the same polyurethane coating as the compartment inner surface.</p> <p>COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The weld quality must be aesthetically uniform.</p> <p>COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle.</p> <p>COMPARTMENT LIGHT: One (1) 12V LED rope light shall be mounted in the compartment, per customer specified location.</p> <p>RIGHT FRONT COMPARTMENT (M-7): This compartment shall be located in the right front corner of the module body. The minimum compartment dimensions shall be at least 40" High by 25.25" Wide. The compartment door shall provide direct outside access into the right front advanced life support equipment storage area.</p> <p>COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle.</p> <p>COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be polished diamond plate.</p> <p>COMPARTMENT LIGHT: One (1) 12V LED rope light shall be mounted in the compartment, per customer specified location.</p> <p>RIGHT FRONT BATTERY COMPARTMENT (M-8): This compartment shall be located in the lower right front corner of the module body. The minimum jamb pass through dimensions shall be at least 15.1" High x 25.25" Wide x 21.4" Deep. The 2-battery tray shall accommodate two group 31 series batteries and be mounted on full extension slides with a 250 pound per pair rating.</p> <p>SPECIAL COMPARTMENT CONSTRUCTION (M-8): The aforementioned compartment shall be made of the following materials:</p> <p>MATERIALS: All exterior compartment walls and back shall be constructed from an aluminum sheet. All compartment floors shall be formed from an aluminum sheet. All compartment ceilings shall be formed from an aluminum sheet.</p>		

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	Yes	No
<p>VENTILATION: All compartments, made from aluminum sheet, shall have louvers of ventilation to the outside. Oxygen cylinder compartments shall be louvered through the door.</p> <p>DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.</p> <p>COMPARTMENT INTERIOR FINISH: The M-8 compartment is a high use stowage area that will require a high strength, abrasion and chemical resistant finish. This compartment shall have a GRAY colored, high build polyurethane coating. The coating shall be a spray-on, abrasion resistant, textured coating that can withstand a harsh working environment without peeling, chipping or discoloring. The surfaces for the coating shall be mechanically and chemically prepared for maximum adhesion to the aluminum. The chemical adhesion promoter shall leave a moisture free surface for the etching primer to adhere to. The polyurethane coating shall not be applied over untreated aluminum.</p> <p>COMPARTMENT DRAWER FRONT (M-8): A single non-hinged compartment door shall be bolted to the rollout tray. The door construction shall utilize the same construction techniques and materials that are used for the other hinged doors found on the unit body compartments. The tray front shall support the door squarely with the jamb. The door shall roll out with the tray as a drawer front configuration.</p> <p>REAR ACCESS DOORS: The rear of the module shall be equipped with double, hinged patient compartment access doors. The doors shall be centered on the body and align with the patient compartment aisle space. The doors shall measure 46-3/4 inches wide by 60-5/8" high, jamb to jamb.</p> <p>REAR ACCESS DOOR JAMB: At the rear access doors, a full width, formed, stainless steel jamb protection plate shall be provided to prevent the cot frames from chipping the paint. The stainless steel protection shall start from under the kick plate and follow the contour of the jamb extrusion, cover the end of the sub-floor and cover the last four inches of the vinyl floor covering.</p> <p>DOOR JAMB SILL PROTECTION: On the compartments specified below, the paint on the bottom horizontal portion of the door jamb shall be protected by a stainless steel protection plate. This plate shall originate at the toe of the door jamb lip (where it mates against the skin), then forms around the lower flat surface, then forms up across the gasket mating surface and finally forms across the inner jamb surface and terminates where the compartment meets the jamb.</p> <p>Left Front Compartment Bottom Door Jamb.</p> <p>Left Front Middle Compartment Bottom Door Jamb.</p> <p>Left Rear Compartment Bottom Door Jamb.</p> <p>Right Rear Compartment Bottom Door Jamb.</p>		

	Bidder Complies	
	Yes	No
<p>Right Rear Forward Compartment Bottom Door Jamb.</p> <p>Right Front "ALS" Compartment Bottom Door Jamb.</p> <p>FUEL FILLER AND HOUSING: The filler neck supplied by the OEM shall be used. The filler neck shall be vented and be diameter indexed to accommodate a FUEL pump nozzle. The filler housing shall be an open design with a bright polished mounting flange. The housing configuration and filler installation shall comply with the OEM Body Builders Layout Book. The fuel filler neck shall be grounded directly to the frame rail to prevent static electric charges from igniting the fuel vapors during refueling. The fuel filler cap shall be supplied by the OEM. The cap shall be attached to the filler housing with a lanyard. The filler cap shall incorporate an over-tighten protection device that ratchets, when the preset cap torque is reached.</p> <p>OVER FILL PROTECTION: The paint, located under the fuel fill housing shall be protected with stainless steel. The plate shall run from the fill housing to the skirt line of the module.</p> <p>UREA FILLER AND HOUSING: The filler neck shall be vented and be diameter indexed to accommodate the DEF nozzle. The fuel filler neck shall be bolted to the cast aluminum fill housing. The housing bezel shall be bright and polished. The housing configuration and filler installation shall comply with the OEM's Body Builders Layout Book. The filler cap shall be supplied by the OEM.</p> <p>DEF OVER FILL PROTECTION: The paint, located under the fill housing shall be protected with stainless steel. The plate shall run from the fill housing to the skirt line of the module.</p> <p>BODY PROTECTION AND BRIGHT WORK</p> <p>WIRE/HOSE COVER: The area between the back of the cab and the front of the module shall have an aluminum diamond plate cover, attached to the frame rails, to protect any hoses and/ or wires routed in that location. The cover shall be mounted to close-off the area with a finished appearance.</p> <p>FRAMING: The rear step bumper shall exceed the current revision of KKK-A-1822. The bumper shall be bolted directly to the chassis frame. In addition the top of the bumper shall be mounted below the body skirt-line, so that minor collisions do not damage the body. The bumper will collapse under the body. For the stated reasons, there shall be no exceptions to this feature.</p> <p>OUTER PONTOONS: The outer bumper ends (pontoons) shall be covered in polished aluminum diamond plate. The outer corners shall be angled 50 degrees.</p>		

	Bidder Complies	
	Yes	No
<p>DEPTH OF BUMPER: The rear bumper shall protrude from the rear surface of the module body to the rearward most metal surface by at least nine and one half inches (9-1/2") and not more than ten inches (10").</p> <p>CENTER STEP: A flip up step shall be provided to allow closer access to the patient cabin floor. The step shall be as wide as the rear access door jamb. The step shall have aggressive traction. The step shall have a red/white reflective strip across the flip up step</p> <p>FENDERS: The rear fender shall be bright aluminum. The fender shall be isolated and mounted to the wheel opening.</p> <p>SKIRT RAILS: The entire skirt-line of the body, forward and aft on the rear wheels shall have formed diamond plate skirt rails to protect the body. Each skirt rail shall meet current Federal Specification KKK-A-1822. Each rail shall be chamfered 45 degrees at both ends. The rails shall not cut into the paint.</p> <p>REAR KICK PLATE: The rear kick plate shall be made of polished aluminum diamond plate and run from corner post to corner post. The height shall be from the skirt-line of the body to the bottom door jamb under the rear access doors.</p> <p>TAG HOLDER: It shall be flush mounted by cutting away the material behind the installation to the approved size by CPI for proper installation. The holes shall be drilled and nylon isolators shall be installed so that the screws that secure the license plate holder are isolated from the aluminum ambulance body. There shall be lights installed at the top of the license plate holder and wired to the parking light circuit.</p> <p>LOCATION: to be determined at pre-construct meeting and noted by this option code.</p> <p>TAG LIGHT: The tag area shall be LED illuminated with the park light circuit.</p> <p>BODY CORNER POST PROTECTION: The lowest twenty four inches (24") of the corner post extrusions shall be protected against stones and road debris. The corner post guards shall be formed of polished aluminum diamond plate, contour fit to the corner post extrusions and riveted into place. A bead of silver colored, silicone sealant shall be applied across the top edge of the guards. The bottom of edge of the guard shall be left unsealed to promote moisture drainage.</p> <p>FRONT OF BODY: The front of the body shall have skirt-line protection plates made of aluminum diamond plate. The corner posts shall have form fit diamond plate protection height matched to the frontal plates. The height of the protection is twenty four inches up from the body skirt line.</p> <p>REAR ACCESS DOOR CHECKS: Rear access doors shall open at least 150 degrees</p> <p>RUNNING BOARDS: Running boards (An auxiliary step) shall be constructed of diamond plate with an aggressive traction insert. The aggressive traction shall be part of the running</p>		

	Bidder Complies	
	Yes	No
<p>board and not a welded in section. One running board shall be provided on each side of the cab. Built in diamond plate mud flaps shall keep front tire splash and road grime off the step.</p> <p>MUD DEFLECTION: The front chassis fender shall feature an ABS fender extension that shall assist in deflecting mud, snow and other debris, rendering a mud flap unnecessary.</p> <p>REAR MUD FLAPS: Mud flaps behind both sets of rear tires shall be supplied and installed. The mud flaps shall be natural rubber material.</p> <p>COURTESY STEP LIGHTS: There shall be a pair of courtesy step lights consisting of a Whelen style 20C0CDCR 4" chrome flange mounted to the front of the modular body on the lower body diamond plate stone guards. The lights shall be illuminated with the door ajar circuit for the cab doors.</p> <p>FRONT CORNER ICC LIGHTS: The front body corners shall include DOT approved compliant light fixtures with clear lenses. The lenses shall house ICC fixtures that include amber LED's to be mounted to the front and front corners. There shall also be additional LED lights that alternate red and clear within the light to act as additional warning lights.</p> <p>FRONT ICC LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, define the vehicle center line. Three (amber) lights shall be provided on the front of the module and be populated with at least two LED's.</p> <p>REAR CORNER ICC LIGHTS: The rear body corners shall include DOT approved compliant light fixtures with clear lenses. The lenses shall house ICC fixtures that include red LED's to the rear and rear corners. There shall also be additional LED lights that alternate red and amber within the light to act as additional warning lights.</p> <p>REAR ICC LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, and define the vehicle centerline. Three red lights shall be provided on the rear of the module and be populated with at least two LED's.</p> <p>CORNER WARNING LIGHT SWITCHING: The above mentioned corner cap LED lights shall be wired to activate in Primary Only.</p> <p>SIDE MARKER LIGHTS: Side marker lights shall be red and shall flash alternately with the rear turn lights. All lights shall be LED.</p> <p>BRIGHT CHROME-LIKE FLANGES: The Whelen 700 series light group shall be embellished by bright trim flanges.</p> <p>STOP/TAIL LIGHT: The stop/tail light fixtures on the rear of the body shall be Whelen Brand series 700, Fully Populated Light Emitting Diode. The lights shall operate as both tail and stop modes and shall be red when illuminated.</p>		

	Bidder Complies	
	Yes	No
<p>TURN SIGNAL LIGHT: The turn signal light fixtures on the rear of the body shall be Whelen Brand series 700, Light Emitting Diode to operate as left and right turn signal lights and shall be amber arrow when illuminated.</p> <p>BACK UP SIGNAL LIGHT: The backup signal light fixtures on the rear of the body shall be Whelen Brand series 700, halogen light to operate as left and right back up signal lights and shall be clear when illuminated.</p> <p>PATIENT ON BOARD LIGHTING: There shall be installed lighting that is activated when the vehicle is actively carrying a patient as selected by the driver of the unit. These lights shall be placed at locations designated by the purchasing agency. Hereafter, "Patient On Board" lighting will be referred to as "POB".</p> <p>POB LIGHTS: There shall be a Red LED lights installed on the ambulance. Final location shall be determined by this department and noted on the final build order at confirmation.</p> <p>THIRD BRAKE LIGHT: A third brake light shall be located centered above the rear access doors. The light/lens shall measure at least 15 square inches. The light is to be a Kinequip, model KFL-3BLO1 fixture.</p> <p>THIRD BRAKE LIGHT: When the brake is applied the light will steady burn.</p> <p>WHELEN PIONEER PLUS LIGHTS: There shall be a pair of Whelen PFP2 Pioneer Plus dual downward flood beam, 12 DC, 12 amps each light recessed into the modular body specified by the department, between structural beams and wired to switch(es) in the cab console. Location: (1) Centered on each side of module</p> <p>REAR LOAD LIGHTS: Two rear load lights shall be provided on the rear of the module, above the rear access doors. The lights shall be Whelen LED-M6 series. The scene light group shall meet or exceed current Federal specification KKK-A-1822.</p> <p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>REAR LOAD LIGHT SWITCHING: The rear load lights shall come on with a separate rocker switch located in the cab console controlled by a master switch. The switch shall be labeled "Rear Flood" and shall control both rear load lights on the rear of the body and above the rear access doors. The rear load lights will come on when rear doors are opened.</p> <p>ADDITIONAL FLOOD LIGHT ACTIVATION: All scene & load lights shall come on with when the vehicle is placed in reverse in addition to the rear flood/load lights.</p> <p>A/C UNIT LOCATION: Behind the attendant seat. A/C Unit will have a ducted delivery system in the ceiling with a minimum of eight (8) adjustable vents. And two additional adjustable vents above and behind the attendant seat</p>		

	Bidder Complies	
	Yes	No
<p>REAR AIR CONDITIONING EVAPORATOR: The module shall have an additional, self-contained A/C unit complete with an evaporator coil, heater core and a 12 volt blower. The blower shall consist of two concentrically located cylinder fans mounted on one common 12 volt motor. The fan shall be three speed and shall deliver 580 cubic feet of air per minute on high.</p> <p>The unit shall be rated at least 32,000 British Thermal Units (BTU) in A/C Mode and 43,300 BTU in Heater Mode. The Vehicle A/C and Heat system must meet or exceed current Federal specification KKK-A-1822.</p> <p>CONDENSATION DRAIN PAN: A condensation pan shall be provided to collect water condensation from the evaporator coil. The hose shall be routed from the condensation pan to the street.</p> <p>HEATER HOSES: Heater hoses for the cab shall remain OEM. 5/8 inside diameter, EPDM Nomex rubber hoses shall route from the OEM tie in point to the rear heater core.</p> <p>AIR CONDITIONING HOSES: All A/C Hoses shall meet Society of Automotive Engineers (SAE) J-2064. The discharge (High side) hoses shall not be less than 5/16 inside diameter (Size 6). The suction (Low side) hoses shall not be less than 1/2 inside diameter (Size 10). All hoses shall be A.S.T.M. Type D, with a thermoplastic inner liner (Nylon) that is protected by two textile reinforced braided electrometric outer jacket. The hose shall be qualified for use with R-134A, R-404 and R-407. The hose specified herein shall be subjected to a battery of tests per A.S.T.M. D-380. The results shall be supplied by the hose manufacturer.</p> <p>RETURN AIR GRILLE: Installed around the Heat/AC unit shall be a perforated steel grille. The grille shall allow 156 inches of return air flow to the Heat/AC unit. The grille shall provide complete access to the Heat/AC unit. The grille to have a black powder coat finish. There shall be two quarter turn locks supplied and installed on the grille. The locks shall have a black powder coated finish.</p> <p>CARBON FILTER: The return air grille shall be supplied with a pre carbon filter that is designed to fit the slot within the grille. It shall be installed and shall not rattle. The filter shall be replaceable and/or cleanable by this department's fleet maintenance in the field.</p> <p>REAR AC CONTROLS: An ON/OFF switch shall be located in the action area. The switch will not control fan speed. A separate three speed fan speed control switch shall be located in the action area control panel.</p> <p>LINER PANELS: The patient cabin head liner substrate material shall be one quarter inch thick, composite metal with powder coated finish laminated to center plastic material. An upholstered center panels shall provide access to ceiling wiring and be covered in the same upholstery type as the seat and back rest pads found on the squad bench and/or CPR seat.</p> <p>PATIENT CABIN DOME LIGHTS: The patient cabin shall have ten dual intensity, LED dome lights in the ceiling. The domes centers shall be aligned along two, five light banks.</p>		

	Bidder Complies	
	Yes	No
<p>The left bank shall provide light directly over the patient: the right bank shall provide light directly over the aisle/squad bench. The dome lights and configuration shall meet current Federal Specifications KKK-A-1822.</p> <p>15 MINUTE TIMER: A variable 0 to 15 minute, spring wound, and a mechanical timer switch shall provide temporary illumination of the patient cabin for check out purposes. The switch input shall be wired directly to the vehicle batteries. The switch shall be located on the curbside wall, by the C/S access doors over the squad bench lid. The timer circuit shall comply with the latest revision of KKK-A-1822.</p> <p>LIGHTS POWERED BY TIMER: The aforementioned timer shall power all of the dome lights on the low intensity setting. The duration of the light shall vary with the setting of the timer.</p> <p>I. V. BAG HANGING HARDWARE, No 1: One self-contained recessed I. V. Hook assembly shall be installed in the ceiling. The I. V. Hook assembly shall fold and stow recessed in a cast aluminum housing. The hooks are to be spiral shaped to preclude I. V. Bag from falling off with push button release for each fluid bag. The I. V. Hook assembly shall hold (2) two bags of fluid. A rubber with Velcro anti-sway device shall be included for IV retention, without depending on adjacent cabinetry.</p> <p>LOCATION: Located of the Primary patient, in the close proximity to the Knee/Waist area of the patient.</p> <p>I. V. BAG HANGING HARDWARE, No 2: One self-contained recessed I. V. Hook assembly shall be installed in the ceiling. The I. V. Hook assembly shall fold and stow recessed in a cast aluminum housing. The hooks are to be spiral shaped to preclude I. V. Bag from falling off with push button release for each fluid bag. The I. V. Hook assembly shall hold (2) two bags of fluid. A rubber with Velcro anti-sway device shall be included for I. V. retention, without depending on adjacent cabinetry.</p> <p>LOCATION: Located of the Secondary patient, in the close proximity to the Knee/Waist area of the patient.</p> <p>CURB SIDE OVER HEAD ASSIST RAIL: This rail shall be naturally accessible to assist working attendants in maintaining their balance. The rail shall exceed federal specification KKK-A-1822 3.15.2C. The rail shall be 1 ¼ diameter, 100% stainless steel and 72 inches long. The rail shall be located over the squad bench. Grab rails that utilize separate, setscrew rail fittings are not reliable and not acceptable.</p> <p>STREET SIDE OVER HEAD ASSIST RAIL: This rail shall be naturally accessible to assist working attendants in maintaining their balance. The rail shall exceed federal specification KKK-A-1822 3.15.2C. The rail shall be 1 ¼ diameter, 100% stainless steel and 72 inches long. The rail shall be located over the primary patient. Grab rails that utilize separate, set screw rail fittings are not reliable and not acceptable.</p>		

	Bidder Complies	
	Yes	No
<p>MODULE INSULATION: The module insulation, except the under the floor shall consist of material having the following characteristics, thick nonabsorbent, reflective and shall have an air cell core. The insulation thermal rate testing shall be conducted in accordance with A.S.T.M. E84-89A, ANSI 2.5, NFPA 255, UBC 42-1, and U. L. 723. The walls shall not be less than R-15.0 down, R-7.31 Horizontally and R5.4 up. The insulation shall have a NFPA Class A and a UBC Class 1 fire rating with a flame spread index of 20 and a smoke developed index of 30. The application shall include a single layer of the insulation on all four walls, doors, compartments, ceiling and floor.</p> <p>DOOR INSULATION: Module entry doors shall have loaded acoustical ethylene vinyl acetate material attached to the inside surface of the exterior skin to provide a noise reduction of 75%. There shall be moisture resistant hydrophobic micro porous polymeric substance adhered to the ethylene vinyl acetate material to provide added DB absorption and a minimum R rating of 11. The insulation shall be fitted tightly against the structural members to maximize R-value effectively. A layer of foil encapsulated micro-cellular closed-cell polyethylene with an R rating of 7.75. There shall be a minimum air gap of 0.5 inch between the inner most foil surface and the doors interior surface materials. Insulation shall not interfere with door latch hardware. The total R value of the module entry doors must be greater than or equal to 12</p> <p>MODULE FLOOR INSULATION: The floor shall have acoustical (XPS) extruded polystyrene foam composite attached to the inside floor surface to provide a noise reduction of 75%. Patient compartment floor is now fully insulated for sound deadening and enhanced temperature control without increasing load height. The total R value of the floor must be greater than or equal to 4.5 to 5.0 per inch.</p> <p>SOUND BLOCK: There is to be sound deadening installed prior to the floor insulation. It shall be adhered directly to the vapor barrier and shall also include the interior of the body over the wheel well housings for a complete floor sound block. The material shall not impede on the interior headroom or limit the thickness of the temperature insulation package under the floor.</p> <p>INSULATION WALLS AND CEILING: The walls shall have minimum of 1 inch thick closed-cell porous polymeric substance with a minimum R rating of 4. A layer of foil encapsulated micro-cellular closed-cell polyethylene with a minimum R rating of 7.75. The material must pass FMVSS 302 testing. There shall be an air gap between the inner most foil surface and the interior surface materials. The total R value of the walls must be greater than or equal to 11.75</p> <p>The ceiling shall have a closed-cell hydrophobic micro porous polymeric substance with a minimum R rating of 4. The insulation shall be fitted tightly against the structural members to maximize R-value effectively. A layer of foil encapsulated micro-cellular closed-cell polyethylene with a minimum R rating of 7.75. The total R value of the ceiling must be greater than or equal to 11.75</p> <p>SOUND DEADENING ON COMPARTMENT WALLS: There shall be sound deadening</p>		

	Bidder Complies	
	Yes	No
<p>material installed on the patient module side of the compartment wall skins prior to cabinet installation</p> <p>STEPWELL INSULATION PACKAGE: The underside of the curbside step well shall be insulated between the structures with urethane froth insulation and then the underside shall be undercoated to protect the insulation from weather elements.</p> <p>PUBLIC ADDRESS (Visual) WARNING LIGHTS</p> <p>WARNING LIGHT FLASHER: There is not to be an external flasher unit. The LED warning lights shall each flash independently of each other. There shall be no preset flash pattern and it will not comply with the present revision of KKK-A-1822. This agency chooses to have this flash pattern as we feel that it is as effective as the required flash pattern incorporated within the verbiage of the present revision of KKK-A-1822.</p> <p>PRIMARY / SECONDARY SWITCH: The warning light system shall be controlled with a switch(es) located in the cab console. The switch(es) shall allow for "Off" position, "Primary" position, and "Secondary" position. Each output of the switch shall be indicated with a small red lamp, integrated in the switch legend area. The switch shall have an engraved, illuminated legend that clearly defines the function of the switch.</p> <p>FRONT LIGHT BAR: Federal Vision SLR, 53" Light Bar. There shall be 3 Red LEDs, 2 White LEDs and 2 Blue LEDs. The following order shall be followed: Red, Blue, White, Red, White, Blue, and Red.</p> <p>OPTICOM: The ambulance shall include a Tomar 3HI Opticom unit with a switch in the console with an auto off if vehicle is taken out of drive gear.</p> <p><u>Opticom</u> Location: The above mentioned Opticom unit shall be installed on front of module.</p> <p>GRILL WARNING LIGHTS: Warning lights shall be affixed to the chassis OEM grill as to not block air flow.</p> <p>FLANGES: The above lights shall have Whelen's optional bright trim bezel (Flange), to embellish the light head.</p> <p>WARNING LIGHT: There shall be installed a Whelen M2 series Red LED warning light with Clear lens at the location prescribed. The light features a built in flasher.</p> <p>WARNING LIGHT: There shall be installed a Whelen M2 series Blue LED warning light with Blue lens at the location prescribed. The light features a built in flasher.</p> <p>INTERSECTION LIGHTS: There shall be two warning lights installed on the front chassis fenders to warn intersection traffic.</p>		

	Bidder Complies	
	Yes	No
<p>WARNING LIGHT HOUSINGS: Deep chrome housings will be used for the warning lights to provide additional protection and to forward angle the warning light.</p> <p>WARNING LIGHTS: There shall be installed Whelen 500 TIR6 size Red LED with Clear lens lights at the prescribed location.</p> <p>OUTER FRONT BODY LIGHTS:</p> <p>LIGHT HEADS: A pair of Whelen Engineering, M9 Series LED Light heads shall be supplied in the aforementioned location. The light head shall feature Light Emitting Diodes. The light head shall comply with all photometric, chromaticity and physical requirements set forth in the current revision of Federal specification KKK. The lens shall feature a smooth outer surface designed to filter light frequency (Color) evenly over the area of the entire light head. A certificate of Compliance shall be made available to the agency upon request.</p> <p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>WARNING LIGHT: There shall be installed a Whelen M9 size Red LED light with Clear lens and programmable flash functions</p> <p>The above LED light(s) shall be programmable to flash without an external flasher.</p> <p>WARNING LIGHT: There shall be installed a Whelen M9 size Blue LED light with Clear lens and programmable flash functions</p> <p>The above LED light(s) shall be programmable to flash without an external flasher.</p> <p>UPPER SIDE BODY LIGHTS:</p> <p>LIGHT HEADS: Two pair of Whelen Engineering, M9 Series LED Light heads shall be supplied in the aforementioned location. The light head shall feature Light Emitting Diodes. The light head shall comply with all photometric, chromaticity and physical requirements set forth in the current revision of Federal specification KKK. The lens shall feature a smooth outer surface designed to filter light frequency (Color) evenly over the area of the entire light head. A certificate of Compliance shall be made available to the agency upon request.</p> <p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>WARNING LIGHT: There shall be installed a Whelen M9 size split Red/ Blue LED light with clear lens and programmable flash functions</p> <p>FLASH PATTERN: The programmable split color light shall have each independent color flasher programmed to a separate flash pattern by the up-fitter. The flash pattern number shall</p>		

	Bidder Complies	
	Yes	No
<p>be confirmed by the agency at the pre-construct meeting. The individual sections of the light are not synched to any other light portion.</p> <p>REAR INTERSECTION LIGHTS:</p> <p>LIGHT HEADS: A pair of Whelen Engineering, M7 Series LED Light heads shall be supplied in the aforementioned location. The light head shall feature Light Emitting Diodes. The light head shall comply with all photometric, chromaticity and physical requirements set forth in the current revision of Federal specification KKK. The lens shall feature a smooth outer surface designed to filter light frequency (Color) evenly over the area of the entire light head. A certificate of Compliance shall be made available to the agency upon request.</p> <p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>WARNING LIGHT: There shall be installed a Whelen M7 size Red LED light with Clear lens and programmable flash patterns.</p> <p>The above LED light(s) shall be programmable to flash without an external flasher.</p> <p>REAR OUTER BODY LIGHTS:</p> <p>LIGHT HEADS: A pair of Whelen Engineering, M9 Series LED Light heads shall be supplied in the aforementioned location. The light head shall feature Light Emitting Diodes. The light head shall comply with all photometric, chromaticity and physical requirements set forth in the current revision of Federal specification KKK. The lens shall feature a smooth outer surface designed to filter light frequency (Color) evenly over the area of the entire light head. A certificate of Compliance shall be made available to the agency upon request.</p> <p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>WARNING LIGHT: There shall be installed a Whelen M9 size split Red/ Blue LED light with clear lens and programmable flash functions</p> <p>FLASH PATTERN: The programmable split color light shall have each independent color flasher programmed to a separate flash pattern by the up-fitter. The flash pattern number shall be confirmed by the agency at the pre-construct meeting. The individual sections of the light are not synched to any other light portion.</p> <p>ADDITIONAL REAR BODY LIGHTS:</p> <p>LIGHT HEADS: A pair of Whelen Engineering, M9 Series LED Light heads shall be supplied in the aforementioned location.</p>		

	Bidder Complies	
	Yes	No
<p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>LOCATION: On the rear of the module, aligned with each upper window in the access doors. The light shall flash through the window when the doors are opened.</p> <p>WARNING LIGHT: There shall be installed a Whelen M9 size Amber LED light with Clear lens and programmable flash functions</p> <p>The above LED light(s) shall be programmable to flash without an external flasher.</p> <p>CENTER REAR BODY LIGHTS:</p> <p>LIGHT HEADS: A Whelen Engineering, M6 Series LED Light heads shall be supplied in the aforementioned location. The light head shall feature Light Emitting Diodes. The light head shall comply with all photometric, chromaticity and physical requirements set forth in the current revision of Federal specification KKK. The lens shall feature a smooth outer surface designed to filter light frequency (Color) evenly over the area of the entire light head. A certificate of Compliance shall be made available to the agency upon request.</p> <p>LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on the above "M" Series light head(s).</p> <p>The above LED light(s) shall be programmable to flash without an external flasher.</p> <p>SYNC SWITCH WIRING: The emergency lighting harness shall include cabling for light syncing from the circuit board. Each light head location shall have a cable routed from the light head location to the circuit board area. The cable shall be minimum shielded, 18 awg, cable with a polyvinyl chloride (PVC) jacket. All aforementioned cables shall have six inch service loop on each end to allow for future connections.</p> <p>OVERHEAD CAB DOME LIGHT: A pair of 12 Volt Kinequip LED lights shall be installed in the cab headliner, one over driver and one passenger side to illuminate each side of the cab. The switch on each light shall switch the light from Off to Red and Off to Clear.</p> <p>SPOT LIGHT: A hand held 400,000 candle power, blue eye spot light shall be provided in the cab. A chromed hook with spring retainer shall be included to stow the light.</p> <p>HANDHELD SPOTLIGHT LOCATION: The aforementioned spot light shall be hard wired to the center console. The light shall be enabled through the battery switch.</p> <p>TWO BATTERY SYSTEM: The ambulance conversion and chassis shall run with two maintenance free twelve volt batteries as specified below.</p> <p>BATTERY LOCATION: Both batteries shall be located under the OEM hood in the engine compartment.</p>		

	Bidder Complies	
	Yes	No
<p>BATTERY BRAND: Both batteries shall be the OEM brand, same model and type. Each battery shall be rated at a minimum OEM rating. The batteries shall be warranted by the OEM manufacturer for at least three years (thirty six months) from the date of delivery to the agency.</p> <p>BATTERY SWITCH: A conversion disconnect switch shall be supplied to remove positive polarity from the ambulance conversion circuits. Constant battery power shall be supplied for device memories. None of the chassis functions shall be effected by this switch per Fords Qualified Vehicle Modifiers program, bulletin No 63. The switch shall be a Cole Hersee Model M2484-16 with a legend bezel that defines the ON and OFF position. An indicator light shall illuminate on the cab console panel.</p> <p>POWER MODULE DOOR LOCKS: Each compartment and/or entry doors listed below shall Lock or Unlock with a single depression of a momentary switch. Each door shall be fitted with a bidirectional, momentary electric solenoid designed to operate a mechanical rod in a linear fashion. The rod shall mechanically interface with the door lock mechanism inside the door. All rod connections shall be designed for high cycle operation without mechanical disconnection. The battery compartment shall NOT have the power lock/unlock feature. This compartment shall remain key operated.</p> <p>DOOR LOCK SWITCH: The aforementioned door lock(s), shall be wired to activate with the OEM cab door locks and their switches in the cab.</p> <p>DOOR LOCK SWITCHES: Two momentary single pole, double throw rocker switches shall be supplied in a switch panel. One switch and panel shall be located near the side entry door and the rear access door. The panel shall include an engraved legend that describes the function of the switch. The legend shall illuminate with the battery switch.</p> <p>OEM KEY FOB OPTION: The aforementioned door lock(s), shall be wired to activate with the OEM cab door locks and their switches in the cab as well as the OEM remote key fob activator.</p> <p>DOOR LOCK SWITCHES: The module entry doors shall have internal integrated electric door lock activation switches.</p> <p>POWER DOOR LOCK (Rear Module Entry): There shall be installed an electric solenoid powered actuator for the module door lock.</p> <p>POWER DOOR LOCK (Curbside Entry Door): There shall be installed an electric solenoid powered actuator for the module entry door lock.</p>		

	Bidder Complies	
	Yes	No
<p>HIDDEN DOOR LOCK SWITCH: A weather proof momentary switch shall be installed, concealed from view. Installation of Remote Door Lock Switch feature may increase likelihood of unauthorized entry into vehicle.</p> <p>LOCATION: The switch shall be located in the OEM grille area.</p> <p>CAMERA #1: There shall be a camera mounted on the rear of ambulance body to allow the driver to view as they are backing up. Unless otherwise specified, the camera shall be mounted over the rear doors as close to the centerline of the vehicle a possible. The system shall include all the necessary cables and adapters to connect the system together with power as needed. The monitor shall automatically be tied in so that when the vehicle is placed in reverse, it will automatically illuminate the monitor and through the monitor controls shall allow for the monitor to be illuminated when the vehicle is in any gear.</p> <p>MIRROR MONITOR: There shall be installed at the windshield of the chassis a reflective glass rearview mirror with built in backup monitor. The viewing surface is seven inches diagonal via a TFT LCD display. There are on screen manual push buttons or automatic triggers for source selections. The aspect ratio is 16:9. The monitor shall be installed utilizing the supplied arm to the windshield glue disc.</p> <p>ELECTRICAL SYSTEM 12 Volt General</p> <p>MODULE GROUNDING: A minimum of (2) two braided ground straps shall be through bolted to the chassis frame and the floor structure of the modular body. The bolts shall be at least 3/8 diameter. A flat washer shall be provided under the head of the bolt, over the strap lug. Additionally an internal tooth lock washer shall preclude loosening. Conventional stranded copper cables are not acceptable because they do not suppress RFI and does not meet SAE J551.</p> <p>GENERAL GROUNDS: To comply with current Federal specification KKK-A-1822 plus enhance ground quality and reduce trouble shooting time, all devices wired within the ambulance conversion shall be centrally grounded. Each device shall have a separate ground wire routed to a central buss bar then grounded via fine strand cable to the module body. Local grounds are acceptable only when the device is drawing at or less than 100 milliamps (0.1 amps).</p> <p>12 VOLT WIRE: All wires within the ambulance harnesses shall meet current Federal specification KKK-A-1822. All wire insulation shall be GXL cross-linked polyethylene. Permanent wire identification and wire function shall be printed on 4 centers along the full length of the wire. Wire conductors shall be stranded copper.</p> <p>WIRE PROTECTION: All wire within the conversion shall be protected and run in split convoluted loom with a melting temperature of 300 degrees, Fahrenheit. All wire harnesses shall be clamped and routed to eliminate possibility of damage due to cut/chaffed wire. Grommets made of rubber or plastic shall be used where harnesses pass through metal or</p>		

	Bidder Complies	
	Yes	No
<p>wood. Large holes and irregular shaped wire passages shall use automotive edge trim to protect the wire conduit/loom. Wire harnesses shall be neatly clamped into protective routing areas away from heat sources, unfriendly edges or moving devices.</p> <p>CIRCUIT BOARD: The single relay control board is a fully integrated relay control board designed and built to IPC Class 3* guidelines. The VF4 style socket relay is rated at 20A at 24 VDC with built-in on-board diode suppression. Three status indicators for Blown Fuse, Coil Power and Load allow for intuitive operation and troubleshooting. Also included is a medium sized ATO blade style fuse / circuit breaker holder that is rated for 20A. Wiring connections are made via a WAGO Cage Clamp removable lockable connector, which provides a secure, vibration proof and corrosion resistant wire termination. Installation time is reduced by as much as 75%. All of these features are mounted in a 2"x2" DIN Rail mountable package. Clearly, the Single Relay Control Board is a best-in-class solution for Emergency Vehicle relay applications.</p> <p>CIRCUIT BREAKERS: All conversion related circuits shall be protected with manual reset blade breakers. The value of the breaker for each circuit shall not exceed 75% of the rated capacity of the weakest component in the circuit.</p> <p>LOAD MANAGER: Sequential switching of lamp loads is extremely important on this vehicle. An "Emergency Master" switch that simultaneously energizes a large number of lights can momentarily reduce the vehicle's voltage. Similarly the simultaneous removal of these loads can cause high alternator output voltage transients which may damage sensitive electronic equipment. The LOAD MANAGER sequencer assures that loads are applied and removed gradually, thus eliminating the possibility of inducing failures in the vehicle's equipment.</p> <p>The load manager shall be a precision, solid state controller which sequentially switches "ON" seven relays at 1/2 second intervals. Individual switches shall enable the operator to select output "ON or "OFF" status, at any time. The sequencer shall be initiated by the "Emergency Master" switch. The sequencer priority shall be set at the pre-build conference.</p> <p>The aforementioned LOAD MANAGER shall monitor the vehicles battery voltage. When the electrical loads have exceeded the charging system output, the voltage falls. When the voltage falls to 11.5 volts, the LOAD MANAGER will begin to shed up to five loads. The load shed priority shall be set by the circuit significance, followed closely by circuit draw. The LOAD MANAGER will shed loads until the voltage level begins to rise. A LOAD MANAGER bypass switch shall be installed on the circuit board to override. The device Warranty shall be covered by the device manufacturer for a period of three years.</p> <p>CAB CONSOLE: An ergonomically designed console with a A-A plywood substrate shall be contour matched to the cab floor. The console shall be a parallel wall design with a twelve and one half inch over all width. End panels and center console bulkhead panels shall add rigidity and square to the console. The substrate shall be laminated per the following finish specification.</p>		

	Bidder Complies	
	Yes	No
<p>SWITCH PANEL, CAB CONSOLE: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The switches shall be organized in two rows. The top row shall start with an Emergency Master, followed by all of the emergency related switches. The bottom row shall start with a Master Switch, followed by all of the non-emergency related switches. The switch panel features an auto dimming capability as related to a light sensor in the volt meter. Each switch features a reinforced hub as part of the integral sealed housing. The Sealed rocker switches are LED illuminated. Each switch meets or exceeds IP66 ratings for contamination.</p> <p>REAR SWITCH PANEL, ACTION AREA: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The sealed switches shall be organized in one row and control all patient compartment functions, dome lights, action area light, exhaust vent, inverter (if equipped), HVAC, suction pump and any added features.</p> <p>MASTER SWITCH: The patient area master switch shall be located in the cab switch console.</p> <p>VOLT METER: The charging system voltage condition shall be indicated through a conventional two inch diameter, analog type gauge. The volt meter shall be wired through the ignition switch and indicate system voltage ranging from eight to sixteen volts, direct current.</p> <p>COMPARTMENT AJAR INDICATOR LIGHT: A back lighted "Compt Open" light shall be engraved in the cab console's main switch panel. This light color shall be AMBER. The light shall meet current Federal Specification KKK-A-1822.</p> <p>INDICATOR LIGHT FUNCTION: The door ajar indicator light shall flash when two conditions are met:</p> <ol style="list-style-type: none"> 1) The main conversion power switch is turned to the ON position. 2) Any compartment or entry door is opened. <p>The door ajar light shall come ON with a door that is not COMPLETELY latched.</p> <p>BATTERY POWER "ON" INDICATOR LIGHT: An indicator light, labeled "Amb Pwr" shall be engraved in the cab console's main switch panel. The light color shall be GREEN. The light shall meet current Federal Specification KKK-A-1822.</p> <p>INDICATOR LIGHT FUNCTION: The "Amb Pwr" indicator light shall burn steady when the main conversion power switch is turned to the ON position.</p>		

	Bidder Complies	
	Yes	No
<p>DOOR AJAR INDICATOR LIGHT: A back lighted "Door Ajar" light shall be engraved in the cab console's main switch panel. This light color shall be RED. The light shall meet current Federal Specification KKK-A-1822.</p> <p>SWITCHPANEL ILLUMINATION: Illumination of the switch panels shall be provided by LED strips attached to the underside of the switch panels. The strips shall be powered by 12volt DC.</p> <p>AUXILIARY CAB CONSOLE: An ergonomically designed extension console shall be contour matched to the main ambulance conversion console. The console shall be a tapered design with a fourteen and one half inch width at the front of the console and a twelve inch width at the rear of the console. The height shall not exceed the height of the engine cover console measured at the rear. The length of the console, measured at the center, shall be at least twenty-one inches.</p> <p>NOTE BOOK SLOT: The aforementioned extension console shall feature a four inch by full width slot specifically designed to hold note books and/or clipboards. The inside finish of the slot shall be of the same material as the outside laminate. The slot shall be located in the rearward most end of the extension console.</p> <p>CAB CONSOLE FINISH: The console body shall be finished with Easy Grip film. The Easy Grip shall be a self-adhesive as well as bonded to the substrate with high bond contact adhesive. All joints shall be inconspicuous and bonded along the edges.</p> <p>CAB CONSOLE FINISH: The console body shall be finished with Easy Grip film. The Easy Grip shall be a self-adhesive as well as bonded to the substrate with high bond contact adhesive. All joints shall be inconspicuous and bonded along the edges.</p> <p>BACK UP ALARM: The apparatus shall include a 97 to 107 decibel back up alarm, activated by shifting into reverse. The apparatus back up alarm shall not include any type cut off device.</p> <p>GROUND STRAPS: Four (4) fine strand, woven straps shall provide a ground path from the module body to the chassis frame. Woven straps filter out RFI noise originating from alternators, strobe power supplies and other devices that may find their way into intercom, stereo and two way communication radios.</p> <p>12 VOLT POWER INVERTER: A highly reliable Vanner 1050CUL electronic power conversion unit that utilizes MOSFET power semiconductors and a microprocessor controller shall be supplied, installed and wired to the outlets specified herein. A Built in 30A automatic transfer switch shall transfer all loads from the inverter to the shore line, when the shore line cord is plugged into 125 vac shoreline power. The device shall convert 12 volt DC battery power into 1,050 watts of precisely regulated modified sine wave 125 volt AC power. The device shall hold output power between 114 volts and 126 volts AT a frequency of 59.9 to 60.1 Hertz.</p>		

	Bidder Complies	
	Yes	No
<p>The device shall not consume more than 105 amperes at 12 volts direct current (DC). The device shall be certified by Underwriters Laboratories to the present revision of the Federal Specification KKK-A-1822. The location of the inverter is specified below.</p> <p>POWER SOURCE FOR PORTABLE EQUIPMENT No 1: Power sources are located and included with a purchased inverter.</p> <p>LOCATIONS: The power sources shall be located (1) console, in the cab and (1) behind the A/A panel.</p> <p>POWER SOURCE: The aforementioned power provision shall be fed off of the output of the ignition switch or when the battery charger/conditioner is connected to the shoreline.</p> <p>BATTERY CHARGER/CONDITIONER: When the system is connected to shore/utility power, the battery charger (built into the aforementioned inverter) will automatically charge the batteries, then keep them fully charged. The system's microprocessor controls the charging sequence, starting with the high charger (55 Amp) mode. When the batteries are fully charged, it switches to the ready/maintenance mode to keep the battery "topped up". The battery charger shall be designed to charge either lead acid flooded (wet) or gel type batteries.</p> <p>BUILT-IN BATTERY CHARGER: The aforementioned built in battery charger shall be wired to the vehicle batteries to allow charging/conditioning when the shoreline is energized.</p> <p>The power inverter shall reside in the left front middle compartment.</p> <p>LOW VOLTAGE INDICATOR: There will be an amber indicator light located in the cab console to illuminate if the vehicle voltage drops below 11.8 volts DC. If the voltage remains under 11.8 volts DC in excess of 120 seconds, there shall be a warning buzzer in addition to the light.</p> <p>COMMUNICATIONS RADIO(S) RELATED:</p> <p>RADIO POWER</p> <p>POWER SOURCE FOR COMMUNICATION RADIO(S) No 1: Battery Positive, Negative and switched power source polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker</p> <p>POWER SOURCE: The aforementioned power provision shall be wired directly to the main vehicle batteries and a switched power source.</p> <p>LOCATION: The aforementioned power source shall be located in the radio cabinet, behind the attendant seat in the patient cabin.</p>		

	Bidder Complies	
	Yes	No
<p>POWER SOURCE FOR COMMUNICATION RADIO(S) No 2: Battery Positive, Negative, and switched power source polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker.</p> <p>POWER SOURCE: The aforementioned power provision shall be wired directly to the main vehicle batteries and to a switched power source.</p> <p>LOCATION: The aforementioned power source shall be located in the center console, in the cab.</p> <p>POWER SOURCE FOR COMMUNICATION RADIO(S) No 3: Battery Positive, Negative, and switched power source polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker.</p> <p>POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.</p> <p>LOCATION: The aforementioned power source shall be located in the center console, in the cab.</p> <p>ANTENNA LEADS</p> <p>ANTENNA BASES: There shall be four (4) antennas.</p> <p>ORIGIN: There shall be two (2) antennas that originate at the action wall and two (2) antennas that shall originate in the console.</p> <p>PORT PLATE COVER: There shall be a stainless steel square plate secured the ceiling panel, just under the location where the coax termination point is between the ceiling and the roof. This will give easy access to the coax for the radio installer after delivery from the factory.</p> <p>125V SHORE LINE AND OUTLETS</p> <p>PRIMARY SHORE LINE INLET: A 125 volt, twenty amp (20A) Straight blade (NEMA 520R), shore line inlet shall be provided. This inlet shall supply power to all 125 volt outlets. The inlet shall be grounded to keep continuity with the buildings GFI Breaker. The inlet shall have a spring loaded, weather proof cover over the inlet. The inlet must be male. An engraved placard or permanent vinyl label, stating voltage and amperage shall be located over the inlet.</p> <p>INLET LOCATION: After the Left Front compartment.</p>		

	Bidder Complies	
	Yes	No
<p>SHORELINE INDICATOR LIGHT: There shall be a green indicator light to power to the shoreline system within the ambulance body. The light shall be an LED 130v light fixture that is shock and vibration proof. The light fixture shall have a 100,000 hour life for long lasting service in the field. Being LED technology, the fixture shall have a very low heat generation. The LED indicator light fixture shall be located above the shoreline inlet.</p> <p>125 VAC OUTLET No. 1: The following outlets shall be UL listed, 125 Volt, Hospital grade, Straight blade NEMA 5-15R outlets. Each outlet shall be installed in a UL listed, recessed, fiberglass back box with a minimum of one and three quarter inch of box depth. The outlet cover shall be stainless steel. The outlet must be grounded and protected by a GFI (Ground Fault Interrupted) Breaker. Each outlet body must illuminate when power is applied to the outlet. Each Outlet shall be clearly labeled with a permanent RED colored decal defining the outlet voltage.</p> <p>OUTLET LOCATION: This 125 Volt outlet shall be located inside of the right front ALS Cabinet (M-7). The outlet shall be mounted on the back wall of the cabinet (related to inside access) in the upper right corner. The location of the outlet shall be defined on the proposal drawings.</p> <p>125 VAC OUTLET No. 2:</p> <p>OUTLET LOCATION: This 125 Volt outlet shall be located inside of the right front ALS Cabinet. The outlet shall be mounted on the back wall of the cabinet (related to inside access) in the upper right corner. The location of the outlet shall be defined on the proposal drawings.</p> <p>125 VAC OUTLET No. 3:</p> <p>OUTLET LOCATION: This 125 Volt outlet shall be located in the patient cabin's, main "Action Area", with location as shown on the approval drawings.</p> <p>INTERIOR 12 Volt Direct Current (DC) OUTLETS:</p> <p>12 VOLT OUTLET No 1: This outlet shall be a, 12 volt, direct current, 20 Ampere, automotive "cigar" lighter size commercial outlet. This outlet shall be located and wired as specified below. The outlet shall be separately protected and shall be electrically isolated from other electrical functions on the vehicle. This outlet shall be wired per current Federal specification KKK-A-1822.</p> <p>OUTLET LOCATION: This 12 Volt outlet shall be located in the patient cabins, main "Action Area", on the back wall.</p> <p>POWER SOURCE: The input for the outlet shall be wired to the output of the battery switch.</p>		

	Bidder Complies	
	Yes	No
<p>12 VOLT OUTLET No 3: This outlet shall be wired the same as outlet #1.</p> <p>OUTLET LOCATION: This 12 Volt outlet shall be located inside of the right front ALS Cabinet. The outlet shall be mounted on the back wall of the cabinet (related to inside access) in the upper right corner. The location of the outlet shall be defined on the proposal drawings.</p> <p>POWER SOURCE: The input for the outlet shall be wired exactly like outlet Number One.</p> <p>ELECTRONIC SIREN: The siren control head shall feature a backlit membrane type power switch, rotary function/Mode switch, a momentary Diagnostic indicator lights a detachable microphone and a microphone volume control potentiometer. The five-position rotary switch shall feature the following modes: Q-Wail, Yelp, Priority, Air Horn, PA, Radio Rebroadcast. The siren hardware shall consist of an amplifier and a remote mounted control head. The two channel siren amplifier shall operate two 100 watt RMS speaker</p> <p>SIREN SPEAKERS: Each speaker shall have a 100 watt driver and shall emit through the cast aluminum horn, specifically designed to custom fit against the contours of the OEM Front bumper. The cast horn to bumper fit shall be tight and aesthetically pleasing. The edges of each hole, in the bumper, shall be clean and shall have rust preventative treatment, prior to final installation of the speakers. The siren and speakers shall meet or exceed current Federal KKK-A-1822 F, CAAS and NFPA spec</p> <p>SIREN OR HORN SELECTOR SWITCH: The OEM horn ring shall control the OEM electric horn and the siren's manual momentary input controls. A switch shall connect the horn ring to either the OEM HORN or to the SIREN. The switch shall be located in the cab console's switch panel. The switch legend that clearly defines the switch function shall be engraved in the switch panel. The legend shall be illuminated when the head light switch is on.</p> <p>AIR HORN SYSTEM: The apparatus shall be supplied with an authoritative sounding air horn system that is loud enough to overwhelm almost every usual audible distraction. The air horns shall, when enabled, emit a loud (138 decibel) signal with tremendous power for the duration of the users' depression of the Activation switch. The system shall contain two horns of UNEQUAL length to cover a wider frequency range.</p> <p>AIR HORN ACTIVATION: The air horns shall be activated through a twelve volt solenoid valve. The solenoid valve shall feature an orifice size large enough to allow 20 CFM of air volume to pass through at fifty pounds per square inch of pressure. The solenoid valve shall be activated by a momentary foot switch. The solenoid valve shall automatically shut off when the foot switch is released. The foot switch shall be ENABLED as follows:</p> <p>AIR HORN SUPPLY TANK: There shall be an air horn supply tank to store the air that is generated by the compressor to supply the specified horns. This tank that shall be determined by engineering and the air horn manufacturer shall be secured to the chassis frame rails.</p>		

	Bidder Complies	
	Yes	No
<p>AIR HORN ACTIVATION REQUIREMENTS: The Emergency Master switch shall be activated for the air horns to be active.</p> <p>COMPRESSOR FOR AIR HORNS: A maintenance free, oil-less air compressor shall be supplied and installed. This intermittent duty (6 minutes ON, 25 minutes OFF) compressor shall be dedicated for the air horn use only. The compressor shall generate 1.15 cubic feet per minute (CFM) of air volume at zero pounds per square inch and shall have a compression capacity of at least 125 pounds per square inch. The compressor shall run and stop automatically with a pressure switch that is set to come on at ninety five (95) pounds per square inch and SHUT OFF at One hundred twenty five (125) pounds per square inch. The compressor inlet port shall be filtered. The compressor shall supply compressed air to a pressure vessel listed below. The pressure vessel shall not exceed 3.0 gallons (693 cubic inches) of volume. Amperage draw shall never exceed 18 amperes at 12.0 volts, even at start up.</p> <p>The specified air horn compressor shall be located in the M6 compartment.</p> <p>AIR HORN LOCATION: The air horn trumpets shall be located under the front OEM bumper.</p> <p>LEFT AIR HORN: The left air horn shall be a Buell-Strombos model No 1061. The horn shall feature all brass construction, hand spun brass bell, a stainless steel diaphragm and heavily chrome plated exterior finish. The horn shall emit 140 decibels at one meter with a frequency of four hundred ninety three (493) Hertz.</p> <p>RIGHT AIR HORN: The left air horn shall be a Buell-Strombos model No 1062. The horn shall feature all brass construction, hand spun brass bell, a stainless steel diaphragm and heavily chrome plated exterior finish. The horn shall emit 140 decibels at one meter with a frequency of three hundred ninety six (396) Hertz.</p> <p>ADDITIONAL SIREN SPEAKERS: There shall be an additional siren installed on the ambulance. The secondary siren shall be a Whelen Howler siren with amplifier and dual driver's. There shall be custom bracket as needed to accommodate the chassis application.</p> <p>MOUNTING BRACKET: There shall be a specific mounting bracket a Whelen model HWLRB22 used to install the howler siren speaker.</p> <p>LAMINATE COLOR: The laminate color selection shall be Light Gray with a Matte finish. A sample of the subject laminate color shall be supplied at the post award conference.</p> <p>LEXAN™ COLOR: The LEXAN™ throughout the vehicle shall be transparent and without tint. All doors shall be at least three sixteenths of one inch thick (3/16"), shatter proof and scratch resistant. The edges of the doors shall be worked and burned smooth. The material shall be flexible enough to be cold formed (Bent) at ninety degrees, without fracturing the material. Brittle material is not acceptable.</p>		

	Bidder Complies	
	Yes	No
<p>HANDLES, LEXAN WINDOW DOORS: Full height, anodized aluminum, extruded drive on handles shall be supplied on each 3/16" door. The handle shall wrap around the leading edge of each door and mount with one way angular, blind mounting teeth designed to be driven on.</p> <p>HANDLE, LEXAN WINDOW DOORS: A full height anodized aluminum, extruded drive on handle shall be supplied at the leading edge of the facing door on each 3/16" door. This handle is in addition to the handle on the trailing edge that interacts with the window frame. The handle shall wrap around the leading edge of each door and mount with one way angular, blind mounting teeth designed to be driven on. This additional handle is supplied to provide additional rigidity to the sliding window design to increase content retention. Attendant Seat ILOS EVS 1780 10.5 degree VAC form 4pt Black belt ILOS</p> <p>ATTENDANT SEAT: There shall be an EVS high back vacuum formed captain's seat installed at the primary head position in the module. This seat shall feature an integral four point safety harness that is tested by the seat manufacturer. The color of the seat belt system shall be black. The seat vinyl color shall be dark gray Gunmetal. The seat shall be securely fastened to a tested seat base compliant to SAE J3027 standards.</p> <p>SEAT BASE: There shall be a powder coated metal seat that is tested to be utilized with the Emergency Vehicle Seating Child integrated Child Safety 4-point harness that is hidden behind the removable back pad. The metal base shall be mounted to the ambulance floor and secured to modular body sub-structure according to the manufacturer's guidelines.</p> <p>AIR CONDITIONING EVAPORATOR CABINET: The patient cabin shall be equipped with a rear air conditioning and heat unit. The unit shall be wired, connected and installed per the environmental section of this specification. A cabinet, specifically designed to fit, form and function to the constraints set forth in the surrounding cabinet design and air exchange for cooling/heating performance requirements. The AC/Heat cabinet will be located behind the attendant seat. The AC/Heat delivery system will be ducted to the modular ceiling. It will have at least eight (8) spherical adjustable vents. In addition there will be two vents above and facing the attendant seat on cabinet H. The design shall provide adequate air return to meet or exceed current revision of the Federal specification KKK-A-1822.</p> <p>LEFT FRONT CABINET, "H": This cabinet shall be located behind the attendant seat and on top of the Air Conditioning unit. Access to the main circuit board shall be provided through the face of the cabinet facing the curbside. The access door shall be hinged along the right side with a non-locking lever type latch at the top. The door shall open without interference with other cabinet doors or hardware. The cabinet will have two adjustable Air Conditioning vents behind and above the attendant seat.</p> <p>PLASTIC VENT: A fifteen square inch free air flow ventilation hole he cut into the above door. The edges of the cut out shall be banded. The hole shall be covered with an aesthetically appealing, molded plastic louver cover. The louver cover shall be black in color.</p>		

	Bidder Complies	
	Yes	No
<p>SOLID HINGED DOOR: A door shall be supplied on the aforementioned cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano. The door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.</p> <p>DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side.</p> <p>HINGE ORIENTATION: The aforementioned door shall be hinged along the right edge of the door.</p> <p>NON-LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling.</p> <p>CURB SIDE GLOVE BOX STORAGE: There shall be glove box storage for three (3) boxes of gloves located on the curbside, above the entry door. A three box glove dispenser shall be built into the cabinet with a fixed partition between each box of gloves. The gloves shall dispense through oblong slots cut into the Lexan door. One door shall cover all three glove box bays, hinge across the top and feature a brass bodied, roller bearing type catch at the bottom.</p> <p>HINGED POLYCARBONATE DOOR: An overlay hinged door with three oblong, dispense through holes shall be supplied on the aforementioned cabinet. The outer door edges and the oblong hole edges in the door shall be router semi-round and burned smooth. Each oblong hole shall align with the center of each divided cabinet cell. The design intent for the oblong holes is to be capable of dispensing gloves through the door, directly from the box.</p> <p>CURBSIDE UPPER CABINET: The curbside upper cabinet is located on the curbside (right side) of the patient cabin, over the squad bench. The cabinet length shall be maximized and start within two inches of the curbside entry door opening and mate to the right rear wall of the patient cabin.</p> <p>CABINET "K": An interior cabinet shall be provided above the squad bench, on the curb side of the vehicle. This multipurpose cabinet interior shall be finished in high impact, white colored mica that is impervious to disinfectants and cleaners. The cabinet shall have a single opening and one fixed divider, setback for door operation.</p> <p>SINGLE FLIP UP POLYCARBONATE DOOR: A single overlay flip up door shall be supplied on the cabinet.</p> <p>NON-LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling.</p>		

	Bidder Complies	
	Yes	No
<p>RIGHT FRONT CABINET (I): The right front cabinet is hereinafter known as ALS cabinet. All fixed and adjustable shelf surfaces shall be covered in Easy Grip material. All fixed and adjustable shelf lips shall be covered with anodized aluminum trim. All shelves shall have a 3/4" lip. The ALS cabinet shall be provide at least 22.0 cubic feet of storage and Configured as follows.</p> <p>CABINET I-1: This cabinet is located on the top section of the right front patient area.</p> <p>SOLID HINGED DOOR: A door shall be supplied on the aforementioned cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge. The door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.</p> <p>DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side.</p> <p>HINGE ORIENTATION: The aforementioned door shall be hinged along the bottom edge of the door.</p> <p>LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. There shall be a key included for locking purposes.</p> <p>CABINET I-2: The middle section shall be shortened in height to accommodate for a slide out drawer directly below.</p> <p>DUAL FLUSH DOORS: Two oppositely hinged, doors shall be supplied on the aforementioned cabinet. The doors shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the doors. Each door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.</p> <p>DOOR EDGE FINISH: The edges of the aforementioned doors shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of each door (On ALL four sides), including the hinged side.</p> <p>HINGE ORIENTATION: The doors shall be hinged along the outside edge of each door.</p> <p>C-HANDLES: The door shall be fitted with a four inch wire pull with a brushed chrome finish.</p> <p>DOOR CATCH: An opposing ball bearing catch shall be supplied and installed on the cabinet door. The catch body shall be made of brass with built in tension adjustment to relax or intensify the "grip" on the door.</p>		

	Bidder Complies	
	Yes	No
<p>RIGHT FRONT CABINET OUTSIDE ACCESS: The right front cabinet of the module shall have outside access through the right front (M-7) compartment door.</p> <p>INTERIOR COLOR: The above cabinet interior surfaces shall be laminated with high impact, 28 mil, and white colored laminate.</p> <p>SHELF STANDARDS: The cabinet shall be equipped with four aluminum shelf standards. The shelf standards shall be adjustable in one-half inch increments.</p> <p>ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be finished in white colored laminate. Upper, lower and aisle side surfaces of the shelf shall be laminated. The shelf shall be secured to four shelf clips with Phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.</p> <p>DRAWER I-2a: One drawer shall be supplied, installed and located directly below cabinet I2. The drawer shall feature a 13mm (1/2") thick substrate with laminate. The drawer body shall be laminated on ALL exposed surfaces, including hidden and less conspicuous surfaces. This drawer shall add at least 1.9 cubic feet of interior stowage accommodations described in Federal specification KKK-A-1822D 3.11.1. Access from the inside shall be as follows below.</p> <p>DRAWER FRONT: A thick drawer front shall be fitted on the aforementioned drawer. The drawer front shall be flush fitted to the opening and have uniform gap spacing around the perimeter. The drawer front shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.</p> <p>DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side.</p> <p>LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. There shall be a key included for locking purposes.</p> <p>DRAWER SLIDES: The aforementioned drawer shall be equipped with ball bearing, full extension drawer slides rated at one hundred and thirty pounds at an eighteen inch length, per pair. The length of the slide shall be at least the length of the drawer body and shall travel at least the length of the slide plus one inch over travel. The slides shall be mounted to the side of the drawer body and cabinet case. The slide sectional envelope shall not exceed one half inch wide by two and three eighth inches high.</p> <p>In order to thoroughly clean the drawer and the case, the drawer slides shall feature a quick detach lever in each slide, to allow the drawer to be removed from the case without tools.</p>		

	Bidder Complies	
	Yes	No
<p>CABINET I-3: The lower section shall be approximately 25% of the overall cabinet height.</p> <p>DOUBLE HINGED POLYCARBONATE DOORS: Two overlay hinged doors shall be supplied on the aforementioned cabinet. The edges of the doors shall be router semi-round and burned smooth. The spacing between the doors shall be uniform and both doors shall be height aligned.</p> <p>NON-LOCKING LATCHES: Two round pull style chrome positive latches shall be supplied and installed on the cabinet door, one at the top and one at the bottom. A small "preload" on the latches shall be imposed to prevent the door from rattling.</p> <p>HINGE ORIENTATION: The doors shall be hinged along the outside edge of each door.</p> <p>RIGHT FRONT CABINET OUTSIDE ACCESS: The right front cabinet of the module shall have outside access through the right front (M-7) compartment door.</p> <p>RIGHT REAR CABINET: The right rear exterior compartment specified herein shall be completely concealed from interior view by a right rear cabinet. All exposed surfaces of this cabinet shall be fully laminated over substrate matching main cabinet structures. The vertical outer corner shall feature a radius anodized aluminum trim. The trim shall originate from the top of the mated squad bench and terminate into the ceiling.</p> <p>UPHOLSTERY PAD: An upholstered pad covering the entire forward facing wall, over the squad bench shall be provided. The pad shall include at least 1/2" thick foam padding covered in the same heavy duty vinyl covering specified for the squad bench cushions and the remaining upholstery package.</p> <p>SQUAD BENCH: A squad bench shall be installed on the curbside of the patient compartment. The number of seating locations shall be installed as described in the options following this general heading specification. All seat belts and anchorage shall comply with FMVSS. 209 and 210. The Squad Bench shall comply with current KKK-A-1822. A back and head rest shall be supplied for all seated personnel along the squad bench.</p> <p>BIO-WASTE RECEPTACLE: A biological waste receptacle shall be supplied and installed in the squad bench. The receptacle shall accommodate a sharps container and a solid waste container per the following paragraphs. Both the sharps and the solid waste containers shall be enclosed and secured in a molded enclosure, free of crevices. The molded enclosure shall be covered with a red Lexan hinged door, inset a molded in perimeter rim. The door pull shall be full length. A white colored "Bio-waste" symbol and legend shall be applied to the door.</p> <p>LOCATION: The item will be located at the head of the squad bench.</p> <p>WASTE CONTAINER: One eight quart (462 cubic inch), rimmed plastic waste container shall be supplied and fitted into the "Bio-waste" enclosure.</p>		

	Bidder Complies	
	Yes	No
<p>UNDER LID STOWAGE: The squad bench shall provide storage under the access lids. This multipurpose storage area shall be finished in high impact, white colored laminate. Must meet current Federal specification current KKK-A-1822.</p> <p>SQUAD BENCH LIDS: Two (Split) squad bench lids shall be supplied over the squad bench storage area.</p> <p>HINGE, SQUAD BENCH LID(S): All squad bench lids shall be installed with butt style, hinges. The hinges shall be through bolted for longevity of the vehicle. There shall be a minimum of two hinges per lid.</p> <p>LID LATCH: One latch to hold each lid down shall be supplied. The lid latch shall be stamped stainless steel construction and latches automatically by simply closing the bench lid.</p> <p>LID CHECKS: Each squad bench lid shall have a bi-directional gas spring lid check (Hold open). The force value selected and ball stud locations shall provide lift assistance after twenty degrees of bench lid lift angle.</p> <p>EDGE TRIM: The edge of the squad bench lid shall be finished with aluminum anodized "J" trim. The trim is to be supplied with countersunk holes to allow for screws to be installed flush so the screw head does not catch anything.</p> <p>RESTRAINT NET: A detachable net shall be installed at the head of the squad bench. In the event of sudden stop or frontal accident, the design intent of the net is to minimize injuries to unbelted personnel seated on the squad bench. The net is a safety barrier between the occupant/personnel and the bulkhead cabinetry. The net shall be a grid of 2 wide safety web, spaced on maximum centers of 8 inches.</p> <p>The net shall be secured at six points. The net shall be tightly stretched and attached at two points on each of the following surfaces:</p> <ul style="list-style-type: none"> The floor at head of squad bench The curb side wall The ceiling. <p>All Restraint Net attachment devices shall be aviation quality and pull strength tested. A 2,000 pound force applied in shear (Horizontally). Detachment of the net shall be done without the need for a removal or installation tool(s). Each device shall feature a cadmium plated steel attachment ring that is forged in one continuous ring, without a split or seam. Each device shall be sewn onto the net webbing with a 1 3/4 inch square shaped thread path and diagonal X-shaped thread path to assure web to ring security.</p>		

	Bidder Complies	
	Yes	No
<p>STREETSIDE TOP CABINETS:</p> <p>CABINET "A": An upper, interior cabinet shall be provided directly over the rearward section of the base wall cabinet. This cabinet shall accommodate a power air exhaust blower with a removable service panel. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.</p> <p>SHELF STANDARDS: The aforementioned cabinet shall be equipped with non-incremental, aluminum, C-shaped shelf standards.</p> <p>ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be finished in white colored laminate. Upper, lower and aisle side surfaces of the shelf shall be laminated. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.</p> <p>RESTOCKING FEATURE: The uppermost cabinets, shall have sliding polycarbonate doors. The entire framed assembly shall hinge upward 90 degrees to provide 100% access for the purpose of restocking the cabinet. The assembly shall be supported by a gas piston spring on each side and latched with two positive, slam action latches that are blind mounted behind each end of the window frame. The use of plywood in this assembly is not acceptable, due to lost access area.</p> <p>CABINET "B": An upper, interior cabinet shall be provided directly over the "Action Area". This multipurpose cabinet interior shall be finished in high impact, white colored laminate. The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.</p> <p>SHELF STANDARDS: The aforementioned cabinet shall be equipped with non-incremental, aluminum, C-shaped shelf standards.</p> <p>ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be finished in white colored laminate. Upper, lower and aisle side surfaces of the shelf shall be laminated. The shelf shall be secured to four shelf clips with Phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.</p> <p>RESTOCKING FEATURE: The uppermost cabinets, shall have sliding polycarbonate doors. The entire framed assembly shall hinge upward 90 degrees to provide 100% access for the purpose of restocking the cabinet. The assembly shall be supported by a gas piston spring on each side and latched with two positive, slam action latches that are blind mounted behind each end of the window frame. The use of plywood in this assembly is not acceptable, due to lost access area.</p> <p>CABINET "B": An upper, interior cabinet shall be provided directly over the "Action Area". This multipurpose cabinet interior shall be finished in high impact, white colored laminate.</p>		

	Bidder Complies	
	Yes	No
<p>The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.</p> <p>SHELF STANDARDS: The aforementioned cabinet shall be equipped with non-incremental, aluminum, C-shaped shelf standards.</p> <p>ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be finished in white colored laminate. Upper, lower and aisle side surfaces of the shelf shall be laminated. The shelf shall be secured to four shelf clips with Phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.</p> <p>SOLID HINGED DOOR: A door shall be supplied on the aforementioned cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano. The door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.</p> <p>DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side.</p> <p>LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. There shall be a key included for locking purposes.</p> <p>BASE WALL CABINET: The base wall cabinet is located on the Street side (Left side) of the patient cabin. The overall height of the Base Wall Cabinet shall be approximately 75% of the overall head room. This cabinet shall be built in ONE piece. The laminate along the fascia shall be ONE piece on single color laminate selections. A CPR Side Seat shall be provided on the street side aligned with the primary patient abdomen.</p> <p>ACTION AREA: The action area is a work surface located on the forward end of the Base Wall Cabinet and adjacent to the attendant seat. The work surface shall be at least 5.5 square feet. The work area height shall be 24 inches to 29 inches. The work surface shall have a three quarter inch (3/4") high lip.</p> <p>ACTION AREA TRAY: The entire action area work surface shall be covered with a stainless steel tray. All four edges of the tray shall feature up turned lips measuring 3/4 inch high. The edges of the stainless steel shall be protected with automotive edge trim.</p> <p>BIO-WASTE RECEPTACLE: A biological waste receptacle shall be supplied and installed in the action area, within the tray material. The receptacle shall accommodate a sharps container and a solid waste container per the following paragraphs. Both the sharps and the solid waste containers shall be enclosed and secured in a molded enclosure, free of crevices. The molded enclosure shall be covered with a red Lexan hinged door, inset a molded in perimeter rim. The door pull shall be a full length, ergonomically designed extruded aluminum pull, free of sharp</p>		

	Bidder Complies	
	Yes	No
<p>edges. A white colored "Bio-waste" symbol and legend shall be applied to the aforementioned door. The area within the coordinated exterior compartment shall be boxed off with aluminum to match the walls in the exterior compartment.</p> <p>WASTE CONTAINER: One six quart (346 cubic inch), rimmed plastic waste container shall be supplied and fitted into the "Bio-waste" enclosure.</p> <p>DRAWER "F-1": An interior drawer shall be provided directly below the rearward "Telemetry" Area just after the CPR side seat within the base cabinet on the street side. This multipurpose drawer interior shall be finished in high impact, white colored mica that is impervious to disinfectants and cleaners. The cabinet shall add at least 1.0 cubic feet of interior stowage accommodations described in Federal specification KKK-A-1822E 3.11.1.</p> <p>CABINET - DRAWER: The aforementioned cabinet shall be fitted with a rollout drawer. The drawer body shall be constructed of cabinet grade plywood. This includes both sides back and bottom. The drawer body shall be laminated on ALL surfaces inside, outside and on all edges. (Including the bottom). The laminate shall be 28 mil white colored mica. The laminate shall be bonded to the drawer body with high bond contact adhesive specifically formulated for this application. The drawer body shall maximize the interior cabinet volume. The drawer body height shall be the height of the cabinet opening less one and one-half (1 1/2"). Vinyl or pressed particle board drawer bodies are unacceptable due to weight and durability constraints.</p> <p>DRAWER FRONT: A drawer front shall be fitted on the aforementioned drawer. The drawer front shall be flush fitted to the opening and have uniform gap spacing around the perimeter. The drawer front shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.</p> <p>DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side.</p> <p>NON-LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling.</p> <p>DRAWER SLIDES: The aforementioned drawer shall be equipped with ball bearing, full extension drawer slides rated at one hundred and thirty pounds at an eighteen inch length, per pair. The length of the slide shall be at least the length of the drawer body and shall travel at least the length of the slide plus one inch over travel. The slides shall be mounted to the side of the drawer body and cabinet case. The slide sectional envelope shall not exceed one half inch wide by two and three eighth inches high.</p> <p>In order to thoroughly clean the drawer and the case, the drawer slides shall feature a quick detach lever in each slide, to allow the drawer to be removed from the case without tools.</p>		

	Bidder Complies	
	Yes	No
<p>DOUBLE CPR SEAT: A two seat, left side "CPR" side seat shall be provided on the street side and aligned with the primary patient's abdomen. The seat shall be at least forty four (44") inches wide and normal squad bench seat height. Upholstered seat pads shall be located within the seat area for the seat, back, and both arms and hips. The CPR seat shall have two sets of two point seat belts. The CPR seat area shall have rounded corners.</p> <p>CPR SEAT STOWAGE: The under CPR seat stowage cabinet shall add at least 3.0 cubic feet of interior stowage accommodations described in Federal specification KKK-A-1822E 3.11.1. An access lid from the top shall provide entry into the cabinet with a recessed paddle latch.</p> <p>HINGE, SQUAD BENCH LID(S): All squad bench lids shall be installed with butt style, hinges. The hinges shall be through bolted for longevity of the vehicle. There shall be a minimum of two hinges per lid.</p> <p>BACK REST: The CPR side seat shall feature a padded, fixed back rest with chamfered upper corners.</p> <p>TELEMETRY AREA: A four inch wide upholstery covered and padded arm rest shall be installed. The arm rest shall create a 3/4" to 1" lip on the leading edge of the telemetry area.</p> <p>TELEMETRY AREA SURFACE TYPE: The "Telemetry area" shall be finished with the primary color laminate.</p> <p>CABINET O1: This cabinet shall be located in the forward action area for storage of medical tubing, air ways, ventilation face masks, and/or miscellaneous items. Must meet current Federal specification KKK-A-1822.</p> <p>O1 CABINET SINGLE HINGED POLYCARBONATE DOOR: An overlay hinged door shall be supplied on the aforementioned cabinet. The edges of the door shall be router semi-round and burned smooth.</p> <p>C-HANDLES: The door shall be fitted with a wire pull with a brushed chrome finish.</p> <p>DOOR CATCH: An opposing ball bearing catch shall be supplied and installed on the cabinet door. The catch body shall be made of brass with built in tension adjustment to relax or intensify the "grip" on the door.</p> <p>RESTRAINT SYSTEM(S): The Seat Belt System(s) shall be in the following locations:</p> <p>RESTRAINT SYSTEM(S): The rear seating locations shall consist of the P-6 6-Point restraint system. The P-6 Advanced Restraint System is a "Vehicle mounted" 6-Point restraint system dispersing loads to 6 points of reinforced structure within the vehicle as opposed to concentrating loads on the seat frame. It promotes a seated position with a wide range of mobility. The seated position, in conjunction with the seat system, has been proven to be safer than isolated standing positions in a moving vehicle. As well it is easy to use</p>		

	Bidder Complies	
	Yes	No
<p>encouraging greater use in the field than more cumbersome systems involving additional latches, levers, and cables.</p> <p>There shall be two P-6 restraints on the Squad Bench and one P-6 restraints on the CPR Side Seat.</p> <p>SECONDARY PATIENT RESTRAINT SYSTEM: There shall be a location for a secondary patient on top of the squad bench located on the curbside interior of the patient area of the ambulance. To secure the patient there shall be three inertia style retractable straps that match up to three 9" sleeved buckles on the face of the squad bench and 5" sleeved retractors by the squad bench lid hinge. The straps and buckles shall be mounted to comply with the pull test requirements in the present revision of KKK-A-1822.</p> <p>FLOOR AND SUBSTRATE: The floor of the module shall, Formaldehyde free, exterior grade, A-C plywood. The glue line between the layers shall be phenolic based. The glue shall be of similar chemical make up to the phenolic glue used in Marine grade plywood, as designated by the A.P.A. (American Plywood Association).</p> <p>FLOOR COVERING: The floor substrate shall be free of dents, voids and moisture prior to application of the floor covering. No substrate seams are allowed in high foot traffic areas. This means NO SEAMS are permitted within 132" of the rear access doors or near the side access door.</p> <p>On longer bodies, the only ONE seam is permitted as long as the full length of the seam is located directly over the center of a 0.250 x 2 x 3 box tube floor member AND the seam does not fall in the aforementioned "High Traffic" areas.</p> <p>The floor covering shall be one piece throughout the patient cabin regardless of the body length. The flooring material shall be commercial grade sheet floor with diamond plate like impression on the surface. The floor covering shall be Lonseal Lonplate No 176 "Pewter" (Dark Gray)</p> <p>FLOORING MAIN EDGE: The one-piece patient cabin floor covering material shall run the full width of the aisle space plus roll up (3") three inches along the Base wall cabinet, squad bench and the right rear cabinet (when applicable). Both roll-up areas shall be recessed approximately 1/2" into the face of the cabinets.</p> <p>REAR THRESHOLD: The rear threshold shall be made of brushed stainless steel sheet. The threshold shall conceal the end of the vapor sheet, sub floor, and flooring. The threshold shall mate to the top of the rear access door jamb and cover at least six inches of flooring. Installed over the stainless steel threshold shall be two 2.5" wide "nonskid" tape, strips applied. The color of the tape shall be safety yellow with black diagonal stripes.</p> <p>C/S THRESHOLD: The C/S threshold shall be made of polished aluminum diamond plate.</p> <p>COT MOUNT HARDWARE</p> <p>PRIMARY COT MOUNT: Prep for main cot mount, Install support plate in floor, Cot mount shall be Customer/Dealer Supplied Stryker model No 6390 Power Load System.</p>		

	Bidder Complies	
	Yes	No
<p>COT FASTENER MOUNTING METHOD: All mounting bolts shall be 3/8" diameter, socket head cap screws with at least 16 threads per inch. All mounting blocks shall be supplied and manufactured by the cot mount manufacturer. The mounting blocks may protrude above the flooring surface by up to 3/16", as long as all of the edges are chamfered. The aforementioned cap screws shall not protrude above the upper surface of the mounting block.</p> <p>All cap screws shall be through bolted through 1/2 (.500) inch thick, 6061-T-6 Aluminum plate structure. One and one half (1-1/2) inch x six (6) inch thick plates shall either be <u>MIG</u> welded or <u>Chuck</u> structurally fastened to the floor grid for both cot mount and attendant seat fastening locations. All fastening hardware shall be either through bolted or tapped depending on under floor clearances due to chassis installed components. Mounting bolts shall not point toward fuel filler or fuel vent hoses, in accordance with good engineering practices set forth by the Society of Automotive Engineers and Ford's Qualified Vehicle Modifiers' program.</p> <p>Bidders shall meet or exceed mechanical strength described in the aforementioned minimum fastening method. Material thickness and/or through bolt criteria is mandatory even if the vendor has current certification to A.M.D. Standard 004 utilizing lesser materials. 12v power feed location FRONT for Stryker power load 6390</p> <p>COT POSITION No 1: This cot position shall be set up for a primary wheeled cot set centered laterally (side to side) in the aisle. The longitudinal location shall be set 30 inches measured from the backrest of the attendant's seat (set all the way toward the front of the patient cabin) to the head of the primary cot frame, per current KKK-A-1822.</p> <p>PRIMARY COT POSITION REINFORCEMENT: There shall be a singular piece of aluminum reinforcement installed running the length of the primary cot position in the modular ambulance. It shall be secured to the modular tubes by welding or Huck fasteners.</p> <p>PRIMARY COT: The aforementioned cot fastener shall be set up to use a Stryker Model No. Power-Pro Cot. Options to be included in the cot are as follows:</p> <p>XPS Option Power-Load Compatible option Knee-Gatch/Trendelenburg Steer Lock Option 3 Stage IV pole PR Option Rugged X-Restraint Package Fowler O2 Bottle holder Pocketed back rest pouch Head end storage flat Equipment hook SMRT Charger mounting bracket</p>		

	Bidder Complies	
	Yes	No
<p>COT HOOK: A Stryker Cot hook for the power load system of solid aluminum shall be through bolted to the power load system near the rear access doors. The design intent is to prevent accidental cot roll off during loading and unloading a one man cot. The hook shall snag a tubular drag bar that is built in to the cot frame. The cot hook shall be placed in a position where the under carriage of the cot can be erected and locked into place before release of the drag bar.</p> <p>OXYGEN, AIR and VACUUM SYSTEMS</p> <p>OXYGEN HOSES: All oxygen system service hoses, fittings and devices shall be made of nonferrous materials. Hoses used to pipe Medical Oxygen shall be electrically nonconductive, ¼ inside diameter with an abrasion resistant, green colored outer jacket. The hose manufacturer’s name, part number, inside dimension and working pressure rating shall be permanently marked along the entire length of the hose. All hoses shall have a working pressure rating of at least 250 pounds per square inch, withstand a system test pressure of 150 PSI / 1033 kPa test prescribed in current Federal specification KKK-A-1822. Each ambulance shall be tested.</p> <p>OXYGEN OUTLETS - GENERAL: Each outlet shall be comprised of an "Inlet Box" and a "Latch Plate" as defined herein. The "inlet box" shall be a universal inlet service box with a 165 mm type "K" (3/8") OD Copper inlet pipe stub which is silver brazed to a brass, one piece, (1 5/16") inlet body. The "inlet box" shall be designed specifically for positive pressure gas service and feature a primary and secondary check valve. Each check valve shall be rated at 1,379 kPa (200psi).</p> <p>The "Latch Plate" shall insert into the universal "Inlet Box". The "Latch Plate" is comprised of the outer cover plate and latching mechanism that will define the adapter type/Brand that will ultimately connect the patient to the oxygen system. The outlet cover shall be color coded GREEN in addition to having a clear permanent legend that identifies the gas type. Dual gas specific safety pins shall be integrated in the face of the outlet "Latch Plate" for safety.</p> <p>Outlet adapter types shall be easily changed by simply removing the "Latch plate" specifically designed for brand "A" to brand "B" without any further plumbing changes.</p> <p>As with all medical gas outlets specified herein, all outlets shall be hydrostatically tested and cleaned for oxygen service. All medical gas outlets specified herein shall be UL (Underwriters Laboratory) listed and CSA approved. All outlets will be subject to a line pressure of 50 PSI and shall be leak tested at 150 PSI Per Federal specification KKK-A-1822. Pressure drop across the outlet shall be less than 2.0 PSI At normal working pressure.</p> <p>OXYGEN OUTLET No 1: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.</p>		

	Bidder Complies	
	Yes	No
<p>LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.</p> <p>OXYGEN OUTLET No 2: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.</p> <p>LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.</p> <p>OXYGEN OUTLET No 3: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.</p> <p>LOCATION: The Oxygen outlet shall be located in curb side wall, over the squad bench and near the curbside entry door.</p> <p>OXYGEN OUTLET No 4: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.</p> <p>LOCATION: The aforementioned Oxygen outlet shall be located in ceiling panel over the primary patients' head/chest area. Access to the outlet shall be free of obstructions created by surrounding appliances.</p> <p>PORTABLE CYLINDER BRACKET No 1: A Ferno Washington model 521 or an approved, certified equal with the following minimum features and quality level shall be installed in the location specified below. This universal, adjustable portable cylinder rack shall be supplied and installed to accommodate one cylinder. The bottle rack shall accommodate either D-size, Jumbo D-size or E-size cylinders made of steel OR aluminum. The entire rack shall be constructed of heavy gauge stainless steel and aluminum alloy. The rack design shall include a stainless steel cylinder neck restraint that does not interfere with oxygen regulator controls. A heavy duty nylon strap and metal buckle shall keep the cylinder into the rack.</p> <p>LOCATION: The item shall be installed in a designated area as discussed at the pre-construct conference.</p> <p>PORTABLE CYLINDER BRACKET No 2: A second Ferno Washington model 521 portable oxygen cylinder rack shall be supplied and installed in the location specified below.</p> <p>LOCATION: The item shall be installed in a designated area as discussed at the pre-construct conference.</p> <p>MAIN CYLINDER RESTRAINT No 1: One agency supplied compressed, medical gas cylinder shall be carried and secured, vertically inside the left front exterior compartment. A bracket shall be firmly bolted to the back wall of the compartment that allows for a Zico QRMV to be installed in either an M or H tank height setting. A Zico Model QR-MV three piece bracket system shall be attached to the back bracket. The QR-MV bracket features pass</p>		

	Bidder Complies	
	Yes	No
<p>thru holes for three (3) heavy duty pull style, web straps. The Entire system shall be tested to the latest revision of SAE relevant testing. The cylinder valve shall also be visible and accessible from the inside through a clear polycarbonate door.</p> <p>CYLINDER TYPE: This rack shall be for a MEDICAL OXYGEN cylinder. The oxygen system input hose shall be suspended over this rack. This input hose shall feature a nonferrous 9/16-18 RH bottle nut and regulator barb. This connection shall comply with the diameter index safety system (DISS) set forth by the Compressed Gas Association (CGA) for safety.</p> <p>CYLINDER RACK LOCATION: The main oxygen cylinder shall be stored in the left front compartment. The cylinder rack shall be through bolted on the back wall, near the right hand wall of the compartment. The cylinder neck shall be visible and accessible through the viewing window.</p> <p>H SETUP: The oxygen retention bracket shall be set for an "H" size steel or aluminum cylinder.</p> <p>Cylinder Wrench: There shall be a cast aluminum main oxygen cylinder wrench installed in the compartment with the main oxygen cylinder rack. The wrench shall include a cable lanyard that secures the wrench to the compartment wall allowing enough length of cable to loosen and tighten the regulator fitting on the customer installed main oxygen cylinder. The wrench shall be stored in place with either a hat channel bracket or Velcro to keep it secured while the vehicle is in motion.</p> <p>OXYGEN REGULATOR: A fixed output medical regulator shall be supplied with the apparatus. The output shall be fixed via a single chamber pressure setting which can produce a 50 psi +/- 5psi at 7.25 LPM. The output of the regulator may vary as the tank pressure lowers or flow rate is changed. The regulator shall have a CGA 540 thread for the bottle and a 9/16- 18 tpi threaded male connector for the input hose to the system.</p> <p>ELECTRONIC OXYGEN SYSTEM SHUT-OFF: An oxygen shut off valve shall be supplied and installed on the "Low pressure" side of the oxygen system. The design intent is to shut off the flow of oxygen to the oxygen outlets when the outlets are not in service. This shall eliminate oxygen loss at the Outlets, even if the user does not shut off the main valve located on the tank. The oxygen outlets shall be supplied with oxygen when a 12 volt switch labeled "Electric O2" is switched into the ON position. The switch shall send voltage to a solenoid valve with a 100% duty cycle rating. The valve body shall be made of a nonferrous metal and shall be cleaned for medical oxygen use. Oxygen shall flow through an orifice with a minimum diameter of 0.156 (5/32) inch. If the valve design is sensitive to flow direction, then the input and output ports shall be clearly and permanently marked by the solenoid valve manufacturer.</p> <p>MANUAL BY-PASS: A manual fail safe bypass circuit, built into the solenoid valve body. Access to this circuit shall be made with a control knob that is clearly marked on the attendant</p>		

	Bidder Complies	
	Yes	No
<p>control panel. The manual bypass control knob shall turn one half turns or less to open the valve completely.</p> <p>VACUUM (SUCTION) PANEL: A variable vacuum regulator and gauge panel shall be installed in the action area control panel. The vacuum regulator shall vary vacuum delivered to a 1200 cubic-centimeter collection jar specified below. The Vacuum gauge shall not be mounted on the collection jar itself.</p> <p>COLLECTION JAR: The suction system shall be equipped with a shatter proof, graduated, 1200cc, and transparent collection container. The container shall be regulated through the Sscor panel and installed per manufacturers recommendations. The collection jar shall be retained by a SSCOR retention clip. The retention bracket when installed per directions is SAE J3043 retention testing compliant.</p> <p>COLLECTION JAR PLUMBING: The collection jar shall be connected directly to the regulator panel in the action area console.</p> <p>SUCTION PUMP: The suction pump shall be installed in the left middle compartment, adjacent to the action area panel. The exhaust tube shall be routed to the outside of the vehicle. The pump shall be mounted on rubber vibration isolators to minimize any vibration noise emitted into the patient cabin. The pump shall provide a free air flow of at least 20 liters per minute and achieve a minimum of (11.81 in) Hg vacuum within four seconds after the suction tube is closed. This 49-state pump shall meet or exceed current Federal specification KKK-A-1822.</p> <p>SUCTION PUMP LOCATION: The suction pump shall be installed in the left front middle compartment. The pump shall be mounted to the ceiling of this compartment on rubber vibration isolators.</p> <p>AUXILIARY EXTERIOR HANDLE: An assist handle shall be installed on the outside of the module and adjacent to the striker side of the curb side access door. The handle shall be positioned to provide entry assistance into the module. The handle shall be formed of mandrel bent stainless steel. The handle shall be vertically oriented and approximately ten inches long. The handle shall be fastened to the module side utilizing blind fasteners. Exposed screws on flanges are not acceptable for this application.</p> <p>ADDITIONAL SHARPS CONTAINER: A puncture proof, disposable sharps container with a 5 quart capacity shall be supplied for safe disposal of used/contaminated syringes. The unit shall include a mailbox one-way type entrance lid, to allow for secure stowage of used sharps. The wall mounted container with a cam style keyed lock specifically designed for the sharps container. The location shall be determined by the agency at the pre-construction meeting.</p> <p>LOCATION: The item shall be installed in a designated area as discussed at the pre-construct conference and notated in the shop notes of the production order.</p>		

	Bidder Complies	
	Yes	No
<p>REFLECTORS: There shall be a 3" round reflectors installed on module entry door panels and cab doors to provide safety reflection to traffic.</p> <p>EXTERIOR ENTRY AND COMPARTMENT DOOR HANDLES: Large chrome plated, die cast paddle handles shall be provided to open all module doors. Blind fasteners shall be used to fasten the handles to the door from the backside. Blind Stabilizer pins shall be incorporated on the backside of the handle for alignment purposes. Every paddle handle shall have an isolation gasket between the paddle body and the door skin. All door skin surfaces shall be painted prior to installation of the handle hardware. All paddles, on single hung and leading double doors shall be locking type and keyed the same (unless specified otherwise). Trailing doors shall: have non-locking paddle handles, mounted on the outside of the door. The Handle shall have a bright chrome like finish mounted into the bright chrome dish. When the door is in the locked position, the handle shall extend when pulled like an automotive handle (free floating) to show the operator that the door is locked and needs to be unlocked to be opened. Systems that utilize a handle that does not free float shall not be accepted as it could bind up the inner hardware and shorten the life of the door operation and timing.</p> <p>INTERIOR ENTRY AND COMPARTMENT DOOR HANDLES: The interior handle shall be lever type. A Lock/Unlock lever shall be installed below the inside lever handle and be clearly marked Lock/Unlock. The inner chrome plated handle shall have a black powder coated cast aluminum bezel for strength.</p> <p>EMERGENCY INTERIOR LATCH RELEASE: There shall be a red tipped lever to activate a rotary latch at both the top and bottom interior of each patient access door. These shall be used should the door rods become unattached from either the handle or latch assembly. The mechanisms shall be at the point of latching to the nader pin. An inserted bezel shall be installed into the door panel around the release lever to provide an aesthetic trim to the opening.</p> <p>ASSIST RAIL: This rail shall be naturally accessible to assist persons entering the rear of the module in maintaining their balance. The rail shall be 1 ¼ diameter, 100% stainless steel with Yellow anti-microbial coating and 18" long. The rail shall be located prior to order confirmation. Grab rails that utilize separate, setscrew rail fittings are not reliable and not acceptable.</p> <p>ENTRY DOOR PANELS / WINDOWS / HARDWARE</p> <p>INTERIOR GRAB HANDLE COLOR: The interior grab handles listed below will be powder coated with anti-microbial, yellow in color.</p> <p>CURB SIDE ENTRY DOOR GRAB HANDLES: The curbside side entry door shall be equipped with a three point, "L" Shaped 1 ¼ diameter, stainless steel with Yellow antimicrobial coating, handicap style grab handles to aid in door closure and entry assistance. The grab handle shall run horizontally, directly above the inside door latch and bend Ninety five degrees downward to create a banister (handrail) to aid in vehicle egress. The door</p>		

	Bidder Complies	
	Yes	No
<p>handle shall be fastened directly to the horizontal door structure that is welded to the door assembly.</p> <p>REAR ENTRY DOOR GRAB HANDLES: The rear entry doors shall be equipped with a three point, "L" Shaped 1 ¼ diameter, stainless steel with gray anti-microbial coating, handicap style grab handles to aid in door closure and entry assistance.</p> <p>The grab handle shall run horizontally, directly above the inside door latch and bend Ninety degrees downward to create a banister (handrail) to aid in vehicle egress. The door handle shall be fastened directly to the horizontal door structure that is welded to the door assembly.</p> <p>ENTRY DOOR PANELS: All UPPER entry door panels shall be brushed stainless steel. The center panel shall be aluminum with powder coated finish over a smooth aluminum substrate.</p> <p>CURBSIDE LOWER DOOR PANEL: The inside door panels shall be made of brushed stainless steel. The edges of the stainless plate shall be recessed into the door frame extrusion.</p> <p>REAR ENTRY DOOR WINDOWS: The rear entry doors shall have an automotive style window. The window will be recessed in a factory stamped opening. The windows will be near flush. They will be in a fixed position. Each window will have a nominal area of 320 square inches.</p> <p>SIDE ENTRY DOOR WINDOW: The curb side (Right) entry door shall be equipped with an automotive style window. The window will be recessed in a factory stamped opening. The window will be near flush. Window will fold out at bottom for ventilation. All glass shall be tinted safety glass.</p> <p>TALK THROUGH WINDOW: The Cab to Module communications window shall be provided.</p> <p>LOCKING PIN: The sliding cab to patient area window shall have a locking pin consisting of metal 1/4" pin with a lanyard retainer to keep from losing the pin when not latched. The pin shall be from the driver's side of the window. The pin shall meet or exceed current Federal specification KKK-A-1822.</p> <p>PLASTIC VENTILATED COMPARTMENT TILE: A plastic black color ventilated tile shall be installed on all compartment floors and shelves. The tile is to be designed to keep equipment off the floor or shelf to promote drying of wet equipment.</p> <p>ACTION AREA LIGHTING: A 12 volt LED light shall be provided directly over the forward, street side work surface. An 18 inch swivel fixture shall be provided. The light shall have an on/off rocker switch on the body of the light housing.</p> <p>LOCATION: The light shall be mounted to the action area.</p>		

	Bidder Complies	
	Yes	No
<p>UPHOLSTERY MATERIALS: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl. Sewn seams in the seat covers and cushions shall be minimized. Upon request, the manufacturer shall be capable of supplying vacuum formed, seamless vinyl covered upholstery. The color shall be color keyed to the laminate color selections made.</p> <p>SEAT / BACKREST CORE MATERIAL: The vinyl covered foam shall meet current Federal Specification KKK-A-1822. Seat cushions shall be ergonomically contoured. All core material shall be open cell, high resilience foam.</p> <p>UPHOLSTERY COLOR: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl per the specification. The color of the vinyl shall be Dark Gray.</p> <p>TROUGH COVER: All upholstered pad that is built to cover the trough running down the center line of the vehicle separating the curbside and street side of the patient compartment shall be manufactured of 1/4" non voided plywood with padding and covered with 36 ounce vinyl. The color of the vinyl shall be the same as the remainder of the upholstery in the patient area. The cover shall be fastened to the headliner using stainless steel screws with washers that will accept button covers that are color matched to the trough cover.</p> <p>UPHOLSTERY JOINERY TYPE: All padding and upholstered seating shall feature upholstery covered foam that eliminates sewn, visible seams. All cushion corners shall be vinyl wrapped. NO sewn seams are permitted, even at the corners. Seat cushion vinyl shall be pre-formed to the cushion shape to eliminate ALL visible seams. Seat cushions with welting/piping and sewn corner seams are not acceptable since blood and other liquid form biological discharge can penetrate the seam holes and reside in the foam. All vinyl surfaces shall be pulled tight against the foam, utilizing a hardwood plywood backing board. Loose fitting vinyl coverings are not acceptable.</p> <p>FULL CUSHIONS: The post and wheel cups normally placed on the squad bench for secondary stretchers shall be DELETED in favor of full seat cushions without cutouts. The seat cushions shall be the same size as the squad bench lid and WITHOUT cutouts. The user chooses to use a backboard in lieu of a stretcher for a secondary patient.</p> <p>HEAD PROTECTION - CURB SIDE ACCESS DOOR: A seamless pad specifically designed to protect the head during egress is required. The pad shall consist of a two inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.</p> <p>HEAD PROTECTION - REAR ACCESS DOORS: A seamless pad specifically designed to protect the head during egress is required and shall comply with current Federal Specification KKK-A-1822. The pad shall consist of a two inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.</p>		

	Bidder Complies	
	Yes	No
<p>CLOCK: An Emergency Time manager is defined as a 24-hour clock and timer designed to assist Emergency medical personnel with time management. The time Manager shall provide four functions:</p> <ul style="list-style-type: none"> Time of day in hours and minutes LED sweep second hand shall sweep around the hour and minute display Elapsed time in hours and minutes 4-alarm timers in 1, 2, 5, and 10 minute increments <p>The clock size shall be approximately 4 3/4" high by 6 3/4" long with a second hand sweep of 3 1/2" diameter. The main digital display shall have 1/2" high characters. The four digit display shall operate in three modes: "time of day", "Elapsed time" and "timer" mode. In "time of day" and Elapsed time" mode, the display will show hour and minutes. In "Timer" mode, an audible alarm shall sound when timer reaches zero.</p> <p>The clock shall feature power consumption protection, whereas, the clock display shuts down, 20 minutes after the vehicle's engine is shut down and charging voltages are not present. The display shall come back on when the engine is restarted.</p> <p>PAINT</p> <p>100% PAINT FILM COVERAGE: All stages of primer and paint shall cover all surfaces. Hinge mating surfaces on the doors and jambs shall be painted. Bare aluminum and primer only preparation is not acceptable under door hinges. Doors shall be painted without actuation handles installed and doors removed from body. Paint film thickness to be no less than 4.1 mil thickness.</p> <p>PAINT SYSTEM TYPE: The paint shall be Poly-Urethane type electrostatic application process without exception.</p> <p>An electrostatic paint spray system is a highly efficient technology for the application of paint to specific work pieces. Negatively charged atomized paint particles and a grounded work piece create an electrostatic field that draws the paint particle to the work piece, minimizing over spray.</p> <p>For this technology, an ionizing electrode, typically located at the paint gun atomizer tip, causes paint particles to pick up additional electrons and become negatively charged. As the coating is deposited on the work piece, the charge dissipates through the ground and returns to the power supply, completing the circuit. The electrostatic field influences the path of the paint particles. Because the charged particles are attracted to the grounded work piece, over spray is significantly reduced. Paint particles that pass a work piece can be attracted to and deposited on the back of the piece. This phenomenon is known as "wrap."</p> <p>MECHANICAL ADHESION PROMOTER: The entire module shall be degreased. Degreaser shall be applied to manufacturer's recommendations. The module body is to be inspected for flaws and imperfections, and to assure built to order specifications. All surfaces shall be initial sanded with 180 grit paper and all imperfections repaired.</p>		

	Bidder Complies	
	Yes	No
<p>CHEMICAL ADHESION PROMOTER: The module shall be hot-water washed at (140 degrees or greater). Then the aluminum Body shall be treated with Alumiprep 33 acid etching followed by a complete De-ionized body rinse. To ensure all surfaces are cleaned, this step shall be repeated a second time. The entire unit shall be wet coated with Alodine 5700 conversion coating and de ionized water mixed. The module body is baked at 160 degrees to dry.</p> <p>PRIMER: The module shall then have 2 coats of epoxy primer. The unit is then baked at 140 degree metal temperature for one hour. The module body will then undergo any bodywork or filler that is required at transition(s). A third coat of epoxy primer is applied and cured. The module body will then be final sanded prior to Paint color application. Primer shall be sanded with 320 grit paper to assure flat, orange peel free surface.</p> <p>TOP COAT (PAINT): Entire module shall be degreased. Degreaser shall be applied to manufactures recommendations. Two coats of BTLV High Solids color shall be applied.</p> <p>CLEAR COAT: The clear coat shall be manufactured by the same company as the primer and base coat. Two coats of "clear coat" polyurethane shall be applied per the manufacturer's instructions.</p> <p>3M POLISHING SYSTEM: Prior to 100% paint cure, the paint on the ambulance body shall be sanded to 1200 grit and polished flat per 3Ms Perfect-It product program for smooth finish.</p> <p>CORROSION: Anti-electrolysis procedures include, but are not limited to the following.</p> <ol style="list-style-type: none"> 1) Ensure all bare substrate is dry and free from contamination. 2) If bare substrate is showing signs of corrosion/oxidation, sand and remove. Use 180 grit until area is removed. 3) Thoroughly blow off areas to remove sand dust and metal shavings. 4) Thoroughly degrease to be pre-primed using the wipe-on, wipe-off method with clean white rags. (Use good quality automotive Degreaser) 5) Apply Wash primer CR using a brush to all mated surfaces. Allow to flash for 15 minutes at 70 deg Fah. Mix wash primer CR 1:1 with wash-hardner. 6) Apply Urethane caulk to all mated surfaces before assembly to reduce the possibility of corrosion. <p>EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into. This will isolate the dissimilar metals. Each hole shall be treated with an Electrolysis Corrosion Control compound prior to installation of the nylon inserts. All exterior screws shall be stainless steel.</p> <p>PAINT WARRANTY: The conversion paint shall be warranted to the original owner for a period of 7 years, 70,000 miles. The color shift shall be no greater than Delta E of 4.0 with minimum gloss retention of 60 gloss units at twenty-degree angle. Warranty to include a 36 month Corrosion coverage with no exclusions.</p>		

	Bidder Complies	
	Yes	No
<p>UNDERCOATING: The bottoms side of the module shall be undercoated, with an exception to any area affected by exhaust system direct heat. Application standards for the undercoating shall be achieved or exceeded as directed by QVM or governing standards.</p> <p>REFLECTIVE TAPE: The module door frames shall have a three quarter inch (3/4") wide white reflective tape applied to the door frame interior. The tape shall illuminate the outline shape of the door when the door is opened.</p> <p>COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of an aluminum sheet.</p> <p>MAIN BODY COLOR SPECIAL: The main body color shall be "PPG GBCH 76549" PPG Red Del Fleet color.</p> <p>REFLECTIVE / PRISMATIC TAPE: The aforementioned center step shall have a bright, conspicuous prismatic, reflective tape strip applied the rearward facing edge of the step. The tape shall have alternating colors (Red and White). The tape color shall begin and end in Red, and each segment shall measure between seven and nine inches.</p> <p>MODULE ROOF COLOR: The paint color of the module roof shall match the painted color of the sides of the module.</p> <p>ROOF PAINT: Color match to sides, top finish to exceed industry standard of 5 plus mill thickness.</p> <p>STRIPING AREA: The Rear of the modular body above the rear Kickplate and including both the area outboard and above including the rear entry doors shall include:</p> <p>REAR CHEVRON: The reflective material shall be installed in an offset pattern of two alternating reflective stripes.</p> <p>ENTRY DOOR CHEVRONS ON HANDLE PANELS: There shall be installed reflective materials in a chevron pattern on the entry door handle panels. The amount of stripes and colors will be determined by following options.</p> <p>DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.</p> <p>EQUIPMENT HOOK: There shall be a Fastenal Zinc Knob Rope hook, Part # 0130023 installed to hold equipment stored by this agency. The placement of the hooks shall be determined at the post award conference.</p>		

	Bidder Complies	
	Yes	No
<p>LOCATION: The item shall be installed in a designated area as discussed at the pre-construct conference and notated in the shop notes of the production order.</p> <p>DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.</p> <p>OWNER'S MANUAL: There shall be shipped loose with each completed unit a DVD data file with pertinent information from the build of the vehicle. Note: 2 3/4" x 36" Reverse ambulance to be shipped loose</p> <p>AMBULANCE MARKING PACKAGE: The vehicle shall be supplied with a lettering and "star of life" symbol decal package as described in current Federal specification KKK-A-1822. The "ambulance marking package" is to be shipped loose with the vehicle. The "star of life" symbols shall meet Figure 4 required by KKK-A-1822.</p> <p>ROOF STAR OF LIFE: There shall be installed on the module roof a reflective star of life symbol large sized.</p> <p>SAFETY PLACARDS: There shall be installed in the chassis cab and patient area descriptive placards in durable materials to remind occupants to fasten seatbelts and to refrain from smoking.</p> <p>MANUFACTURER LOGOS: There shall be self-adhesive logos provided and installed for the unit.</p> <p>FIRE EXTINGUISHER: One (5) five pound A-B-C type fire extinguisher shall be supplied loose with the vehicle on delivery.</p> <p>REFLECTOR PACKAGE: Six reflectors shall be supplied on the outside of the module body. The reflectors shall be located at skirt line level and the area size shall be at least 3.75 square inches. Each side shall have one AMBER forward reflector and one RED rearward reflector. The rear of the body shall have one RED reflector, located just above the diamond plate kick plate.</p> <p>CONVERSION WARRANTY</p> <p>7 Year, 70,000 mile Mechanical & Electrical including Workmanship.</p> <p>7 Year, 70,000 mile Standard Paint Warranty.</p> <p>36 Month Paint Coatings Corrosion Warranty.</p> <p>20 Year Body Structure Warranty.</p>		

		Bidder Complies	
		Yes	No