FORD F-550 CAB & CHASSIS

2019 F-550 Chassis, SD Crew Cab XLT
4x4 SD Crew Cab

Powertrain
Powerstroke 330hp 6.7L OHV 32 valve intercooled turbo V-8 engine with diesel direct injection * Recommended fuel : diesel * federal * TorqShift 6 speed automatic transmission with overdrive * Part-time * Limited slip differential * Fuel Economy Cty: N/A * Fuel Economy Highway: N/A

Suspension/Handling
Front Mono-beam non-independent suspension with anti-roll bar, HD shocks * Rear DANA 130 rigid axle leaf spring suspension with anti-roll bar, HD shocks * Firm ride Suspension * Hydraulic power-assist re-circulating ball Steering * Front and rear 19.5 x 6 polished forged aluminum wheels * LT225/70SR19.5 GBSW AS front and rear tires * Dual rear wheels

Body Exterior
4 doors * Conventional left rear passenger * Conventional right rear passenger * Driver and passenger power remote heated folding door mirrors with turn signal indicator * Turn signal indicator in mirrors * Black door mirrors * Chrome bumpers * Trailer harness * Clearcoat paint * Front and rear 19.5 x 6 wheels

Convenience
Manual air conditioning with air filter * Cruise control with steering wheel controls * Power windows * Driver and passenger 1-touch up * Driver and passenger 1-touch down * Remote power door locks with 2 stage unlock and illuminated entry * Extra FOB controls PowerCode remote engine start * Manual tilt steering wheel * Manual telescopic steering wheel * Daynight rearview mirror * Power adjustable pedals * 911 Assist emergency S.O.S * Wireless phone connectivity * AppLink
smart device integration * 2 1st row LCD monitors * Front and rear cupholders * Dual visor mirrors * Full overhead console * Driver and passenger door bins * Rear door bins

Seats and Trim
Seating capacity of 6 * Front 40-20-40 split-bench seat * 8-way power driver seat adjustment * Manual driver lumbar support * Power height adjustable driver seat * 4-way passenger seat adjustment * Manual passenger lumbar support * Centre front armrest with storage * 60-40 folding rear split-bench seat * Cloth seat upholstery * Metal-look instrument panel insert

Entertainment Features
SiriusXM AM/FM/Satellite radio with radio data system * Single CD player * MP3 decoder * Auxiliary audio input * SYNC external memory control * Steering wheel mounted radio controls * 7 speakers * Wireless streaming * Fixed antenna

Lighting, Visibility and Instrumentation
Halogen aero-composite headlights * Delay-off headlights * Fully automatic headlights * Variable intermittent front windshield wipers * Deep tinted windows * Front and rear reading lights * Tachometer * Compass * Outside temperature display * Trip computer * Trip odometer

Safety and Security
4-wheel ABS brakes * Brake assist * 4-wheel disc brakes * Driveline traction control * Dual front impact airbag supplemental restraint system * Dual seat mounted side impact airbag supplemental restraint system * Safety Canopy System curtain 1st and 2nd row overhead airbag supplemental restraint system * Remote activated perimeter/approach lighting * Power remote door locks with 2 stage unlock and panic alarm * Security system with SecuriLock immobilizer * MyKey restricted driving mode * Manually adjustable front head restraints with tilt * 3 manually adjustable rear head restraints

Selected Options
XLT Value Package
Tires: 225/70Rx19.5G BSW
Wheels: 19.5" Forged Polished Aluminum Wheels
Cloth 40/20/40 Split Bench Seat
Radio: AM/FM Stereo/Single-CD/MP3 Player
50-State Emissions System
SYNC Communications & Entertainment System
SiriusXM Satellite Radio
Rear View Camera & Prep Kit
4x4 Electronic-Shift-On-The Fly (ESOF)
Medium Earth Gray
Ambulance Prep Pkg w/Special Emissions (LPO)
Engine: 6.7L 4V OHV Power Stroke V8 Turbo Diesel B20
Transmission: TorqShift 6-Speed Automatic
Dual 78-AH 750 CCA Batteries
Dual Extra Heavy-Duty Alternators (Total 377-Amps)
Operator Commanded Regeneration (OCR)
GVWR: 19,500 lb Payload Plus Upgrade Package

Interior and Seating
Full cloth headliner, full vinyl/rubber floor covering, plastic/rubber gear shift knob, chrome interior accents. Center armrest, cupholder and storage.

Seating capacity of 5

Driver Position
40-20-40 split-bench front seat with adjustable head restraints, center armrest with storage
4-way adjustable driver seat includes lumbar support
Vinyl faced front seats with vinyl back material

Officer Position
4-way adjustable passenger seat
Vinyl faced front seats with vinyl back material

Crew Seating Positions
60-40 folding rear split-bench seat with fold-up cushion, 2 fixed rear head restraints
Vinyl faced rear seats with carpet back material

The driver/officer 40-20-40 split-bench front seat center seating position is removed to allow the installation of the center console.

CAB CONSOLE

A heavy duty angled console shall be installed in the cab between the driver and officer seats. The console shall be finished in black powder coat for durability and low reflection. The console shall be designed with a versatile mounting rail system that accomodates commercially available panels for installation of items such as radio equipment. The design shall allow for a total of sixteen (16) inches of mounting space. This option requires the center seating position to be removed from the cab.

The console shall contain the following items as standard:
Siren control head in a 3" Equipment Mounting Plate
Pump Shift in a 4" custom laminate panel
Three (3) Blank 3" Filler Plates

The following items shall be installed on the console:

Two (2) micrphone clips

Two (2) cup holders in the forward flat section of the console.
One (1) Kussmaul 091-219 Dual Port USB charging port adjacent to the cup holders.

BACK-UP CAMERA

The Ford chassis shall be supplied with a rear back-up camera system. The camera shall be mounted immediately below the hosebed.

WHEELS

The wheels shall be polished aluminum.

TIRE PRESSURE MONITORING DEVICE

Each tire installed on the apparatus shall be equipped with a tire pressure monitoring device. The device shall consist of a valve stem cap to with an LED tire alert to indicate tire pressure conditions. The LED will flash when the tire drops 8 psi below the factory setting.

DRIVELINES

Universal joints and driveshafts shall be modified for midship pump installation. The driveshaft slip joints shall be coated to reduce sliding friction and thrust under high torque loads. Shafts shall be balanced to prevent vibration.

FRONT BUMPER / BRUSH GUARD / WINCH RECEIVER

The front of the chassis shall be equipped with a Fab Fours, model number FS11-S2550-1, heavy duty plate 'ranch' style bumper. The black painted assembly features a full replacement bumper with full grill guard and bolt on 2" receiver for portable winch operation.

FRONT RECEPTACLE

One (1) 12-volt DC receptacle with a weatherproof cover shall be provided on the front of the apparatus for a portable winch.

CAB SIDE ENTRANCE BARS

Beneath the cab doors three (3) inch round stainless steel side [nerf] bars with polyethylene step pads shall be installed.

ELECTRONIC SIREN

A Whelen electronic siren control, model 295SLSA1 full feature with 17 Scan-Lock siren tones including Radio Rebroadcast, Public Address, Manual, Wail, Yelp, Air Horn, Electronic Mechanical Siren tones and Piercer tones and hard wired microphone, shall be provided.

SIREN SPEAKER

Behind the grille there shall be a Whelen model SA315 100 watt siren speaker.

CAB PAINT

The lower (base) color on the cab on the vehicle shall be painted by Ford. The upper color of the cab shall be applied on top of the base color to provide a finished two-tone paint appearance.

Lower primary color Ford Vermillion Red
Upper secondary color PPG #2185 White

BATTERY CHARGER

A PRO MARINER / ON BOARD SOLUTIONS, 1240, advanced electronic 4-step battery charger/power supply with a 40 amp output shall be installed, under the driver's seat.

Since shoreline power is not always stable the charger shall be equipped with Auto-Ranging AC Input to automatically accept global voltages of 90 VAC to 270 VAC at 45-440 Hz.

Field Selectable - Use with lead/acid or gel batteries (AGM factory option). Select length of absorption charge cycle based on size of batteries.

In the 4-step charging system the charger will provide the following sequence.

Step 1: Fast Charge - Charger will deliver its maximum amperage rating to the connected batteries for the fastest charge (current regulation mode) until battery voltage is raised to 14.6V (lead acid factory setting). At this time, the ProTech will shift to step 2.

Step 2: Absorption Charge - Maximizes charge and holds voltage (voltage regulation mode) at 14.6V (lead acid factory setting) for 1 to 4 hours (selectable based on battery size), while letting the batteries determine the amount of amps they can accept. This mode creates activity in the batteries, reducing sulfate buildup, and conditions the batteries for an extended life. After the programmed 1 to 4 hours have elapsed, the ProTech will shift to step 3.

Step 3: Float Mode - A precision 13.3V (lead acid factory setting) finishing voltage that maintains each battery (step-down voltage regulation mode), which is perfect for short or long storage periods and will never overcharge your batteries. ProTech will deliver its full rated output for house loads including: lighting, electronics and pumps.

Step 4: Recycle - If there are very large loads on the battery while the charger is on, the unit will recycle to the first step, ensuring that batteries stay fully charged.

One-Year Warranty - Includes lifetime repair guarantee.
Certified to - UL Marine 1236/SA

The charger shall be mounted on the ceiling of the L1 compartment.

SHORELINE AUTO-EJECT

A KUSSMAUL Super Auto Eject, model 091-55-20-120, with a yellow weatherproof cover shall be provided.

The Super Auto Eject is to be completely sealed to prevent internal contamination of the working components.

The internal switch arrangement of the Super Auto Eject shall be designed to close and open the 120-volt AC circuit after the mating connector is inserted and before the connector is removed. This design shall prevent arcing at the connector contacts to provide long life.

The electrical connection shall be provided as a 120-volt AC - 20 amp type using a NEMA 5-20P connector.

The autoeject shall be mounted high on the front exterior wall of the L1 compartment.

PURCHASE INTENT

The apparatus being purchased is expected to have an 18 to 20 year service life. Based on this requirement, the department is extremely concerned that the apparatus remains structurally sound and the outward appearance remains in a “like new” condition, with minimal maintenance and upkeep, throughout the intended service life.

Aluminum apparatus bodies and differing construction designs will be reviewed and considered ONLY if the builder / manufacture provides in the respondent specifications adequate proof that procedures and materials employed in the design prevent corrosion over the intended service life. Burden of proof is on the bidder and final determination of acceptability will be solely determined by the department.
The entire body design shall be of a laser machined, bolted design to allow for ease of removal for repair or replacement, without cutting welds.

APPARATUS BODY DESIGN AND CONSTRUCTION

The apparatus body shall be built of stainless steel and shall be designed exclusively for Fire Service use. The overall body width shall be 95 inches wide. All metal work shall be free of sharp edges, objects or corners. No exceptions are allowed to this requirement.

The body design shall be fully tested with proven engineering and test techniques such as finite element analysis, stress coating, and strain gauging. Engineering and test techniques shall have been performed with special attention given to fatigue life and structural integrity of compartments and body support system.

The apparatus body shall be designed with the use of parametric modeling engineering software to ensure proper design of panel cuts and alignment of holes in mating parts. The entire apparatus body shall be a precision laser machined, bolted construction, properly reinforced with integral flanges eliminating the need for additional structural shapes. Hose body fabrications shall be free of all internal projections which might injure personnel or fire hose.

MODULAR BODY REQUIREMENTS

The body shall be completely modular in design allowing transfer of body components to a new chassis in the event of an accident or wear. Body components shall be removable from chassis without cutting or bending. The modular design shall also facilitate ease of repair or replacement of major or minor body parts. The mounting of the apparatus body shall be separate and distinct from the water tank mounting and the pump module mounting.

All body panels are to be laser machined on a CAM controlled laser to ensure accuracy (+/- .010"). This shall greatly enhance assembly and matching of repair parts. The body compartment floors, rear walls and roof areas shall be constructed of 12-gauge stainless steel. The vertical front and rear walls are designed with 14-gauge stainless steel. These front and rear walls are designed as a structural beam with the inclusion of the design.

Interior stainless steel panels shall be #4B finish to eliminate the need for high maintenance painted surfaces in the compartments. All exterior stainless steel panels shall have #4B finish.

The entire body shall be fabricated using precision holding fixtures to ensure accurate dimensions. Body front and rear vertical flanges shall be triple broken, providing a mounting area for rear hand rails. Major body components shall consist of right and left body sides, and rear facing compartments.

COMPARTMENT ROOF CONSTRUCTION

Each compartment top shall have a bolt in 12-gauge stainless roof section for supporting roof loads of up to 250 pounds per square foot without permanent roof deformation. The stainless roof sections shall attach the compartment rear wall and compartment vertical sides through a fastened joint creating a full perimeter compartment attachment of the stainless roof section.

COMPARTMENT INTERIOR FINISH

For better interior visibility, to reflect light better, ease of maintenance and prevent the masking of poor welds and questionable workmanship the interior of the body compartments shall remain uncoated.

BEVELED REAR TAILBOARD

A rear tailboard 8" deep shall be provided at the rear from "Laser Grip" stainless steel. The tailboard shall provide recessed for the rear ICC marker lights. It shall be bolted to the rear support structure. The corners of the rear bumper shall be beveled back to reduce the rear bumper swing of the vehicle.

CHASSIS FRAME EXTENSION

There shall be a rear three (3) inch x four (4) inch x 1/4 inch wall ASTM A-500 grade B rectangular tubing frame extension to provide frame support for the rear of the apparatus body.

Two vertical mounting plates are to be welded to the tubing to provide a drop frame connection to the truck chassis. This extension assembly is to be bolted to the truck chassis with eight (8) 1/2 grade 8 bolts with hardened flat washers to form an integral part of the truck frame assembly.

RECEIVER HITCH

There shall be a Class IV receiver hitch assembly as an integral part of the chassis rear frame extension that is located at the rear of the apparatus below the rear step.

EXTENSION PAINT FINISH

The rear frame extension assembly and hitch assembly is to be black powder coated prior to installation.

COMPARTMENT DESIGN AND CONSTRUCTION

All compartments shall be manufactured from 12-gauge stainless steel with the vertical front and rear corner walls from 14-gauge, shall be of sweep out design and shall be bolted together. Stainless recessed round head bolts and stainless aircraft style "ESNA" nuts shall be applied with proper torque rating for each fastener. This type of construction shall greatly enhance the strength and ease of parts replacement in the event of damage and future modifications. Wherever possible, body bolts shall be hidden from plain view for appearance and ease of apparatus cleaning.

COMPARTMENT VENTILATION

Each compartment shall be provided with a laser cut louver to provide adequate ventilation.

VENT FILTRATION

There shall be filters provided for compartments L1, L3, R1 and R3. The protective louver covering the filer shall be removable to allow for filter changing.

The filter shall be 100% virgin nylon fiber in an open web design that is USDA approved. The filter shall be chemically treated with Dimethyl Benzyl Ammonium Saccharinate to aid in the reduction of bacteria and fungi.

COMPARTMENT DIMENSIONS

FORWARD OF WHEEL WELL - T1

There shall be one (1) rescue style, full height transverse compartment at the front of the body. It shall have approximate dimensions of 59" wide x 57" high x 96" transverse.

ABOVE WHEEL WELL - L2 / R2

There shall be one (1) high side compartment each side centered over the rear wheels. It shall have approximate dimensions of 44" wide x 40" high x 48" deep.

REAR OF WHEEL WELL - L3 / R3

There shall be one (1) rescue style, full height compartment each side behind the rear wheels. It shall have approximate dimensions of 34-1/2" wide x 57" high x 24" deep.

REAR COMPARTMENT - RR1

At the rear of body there shall be a compartment with dimensions of 48" wide x 45" high x 39-1/2" deep.

ROLLUP DOOR CONSTRUCTION

All body compartments shall be provided with Gortite roll up doors. The roll up doors shall be constructed of double sided aluminum extrusions connected with a ball and socket joint. The extrusions shall be 1-3/8" wide x 3/8" thick and shall be painted to match the job color. A flexible EDPM extrusion shall be provided between each slat to insure a weather tight seal. Aluminum extrusions shall be individually replaceable without disassembling the entire door by removing push out clips on each end.

Side channels for each door to ride in shall be provided with santoprene seals to prevent dirt and moisture from entering the exterior compartment. A single piece top drip rail shall be provided with a santoprene seal to prevent dirt and moisture from entering the compartment when the door is fully closed. The bottom of each door shall also be provided with a santoprene seal. All nonmetallic parts shall be glass filled nylon.

The body side doors shall be painted to match the main job color and the rear door satin finish before the chevron is applied.

The body door latches shall be non-locking stainless steel lift bars and shall be provided with a magnetic door ajar switch system.

FENDER SIDE SKIRTS

There shall be stainless steel fender side skirts located in the area of the rear wheels. The design of the fender sides shall be a minimal length to provide maximum compartment space in the apparatus.

FUEL FILL - SIDE BODY

The fuel fill shall be located in the rear fender area on the left side of the apparatus body. The spring loaded fuel fill door shall have "Diesel Fuel" laser cut in the face of the door. There shall be a vent line from the fuel tank to beneath the fuel cap to aid in fueling of the truck.

UREA FILL - SIDE BODY

The urea tank fill shall be located in the rear fender area on the left side of the apparatus body.

BODY FENDERS - POLISHED

The apparatus body fenders shall be made from 16 gauge polished stainless steel and shall be rolled, die stamped and fully removable. The stainless steel fenders and stainless fender liners shall be fastened with stainless bolts and ESNA nuts to the outer fender panel.

REAR AXLE MUD FLAPS

Two (2) black, anti-sail, mud flaps shall be mounted behind the rear wheels.

ROOF TOP AND UPPER REAR COMPARTMENTS

A full width dunnage area shall be provided at the front of the body. This area shall be approximately 12" high x 27" wide x 40" long. If a hydraulic driven generator is installed the dunnage area will be utilized for this installation.

One (1) compartment shall be provided at the right top rear of the body, the compartment shall be approximately 12" high x 25-1/2" wide and 114" deep. There shall be a horizontally hinged vertically lifting diamond plate door for access to the compartment.

One (1) compartment shall be provided at the center top rear of the body, the compartment shall be approximately 12" high x 38" wide and 114" deep. There shall be a horizontally hinged vertically lifting diamond plate door for access to the compartment.

One (1) compartment shall be provided at the left top rear of the body, the compartment shall be approximately 12" high x 25-1/2" wide and 114" deep. There shall be a horizontally hinged vertically lifting diamond plate door for access to the compartment.

BODY RUBRAIL / LIGHTING SYSTEM

The apparatus body shall have a bolt on extruded, bright anodized aluminum rub rail affixed to the side beneath each door area. Each rub rail shall be attached to the apparatus body with stand off spacers made from 1" diameter UHMW Polyethylene bar stock.

The rubrail shall be designed with an integral white LED strip light. The white LED shall be downward facing and activated whith the ground light circuit.

The rubrail design shall also include a red LED strip light. The red LED strip light shall face outward and activate as a red flashing warning light when the wanring lights are active.

APPARATUS COMPARTMENT LIGHTING

Two (2) LED, armor protected, strip lights shall be provided one (1) each side of the compartment at the door frame for each body compartment. Each body door shall have an automatic compartment light switch.

There shall be a white/red color selector switch in the cab that controls the color of this lighting.

FOLDING STEPS

Three (3) folding steps shall be provided on the right rear of the apparatus body.

The folding step(s) shall include an integrated LED light beneath each step. This light shall illuminate when the apparatus ground lights are activated. The bottom of the step and step mounting shall include white reflective material to aide in locating the step when the vehicle ground lights are not activated.

REAR HANDRAILS

Two (2) ribbed, 1-1/4" diameter, aluminum handrails with chrome plated stanchions shall be supplied and installed at rear of the apparatus body, one (1) on each side on the rear wall.

APPARATUS ICC MARKER LIGHTING AND REFLECTORS

Three (3) red LED clearance lights shall be supplied, mounted in the rear of the apparatus.

ICC lighting utilized and lighting positions shall be in conformance with FMVSS 108.

There shall be a diamond shaped amber reflector mounted on each front corner of the apparatus body and a diamond shaped red reflector mounted on each rear corner of the body.

REAR STOP/TAIL/TURN/BACKUP LIGHTS

The rear of the apparatus shall be equipped with Whelen 600 Series lights. The top light in the assembly shall be a red LED stop/tail light, Whelen model C6BTT. The middle light set shall be an amber LED lamp with a populated arrow shape, Whelen model C6T.

The lower lights in the assembly shall be clear LED backup lights, Whelen model 60C00WCR. This light is selected for the maximum population of LED's in the backup lighthead.

A one-piece bright finished trim, Whelen PLAST3V, shall be mounted around the rear stop/tail/turn and backup lights on each side of the apparatus.

BACK-UP ALARM

A solid state electronic backup alarm shall be installed on the rear of the apparatus and wired to the backup light circuit.

One (1) license plate mounting and LED light shall be provided. The light and bracket shall be located on the rear of the apparatus.

ROOF MOUNTED LIGHTBAR

A Whelen Justice, 56" light bar system shall be supplied and permanently mounted on the lightbar mounting support on the front of the body. This light bar system shall be supplied with:

all clear lens covers
four (4) corner red LIN6 LED lightheads
two (2) JDCR red CON3 Super-LED lightheads in the outboard positions
two (2) JDCC white CON3 Super-LED lightheads in the second forward positions
two (2) JDCR red CON3 Super-LED lightheads in the third forward positions
two (2) rear facing JDCA amber CON3 Super-LED lightheads in the outboard positions

FRONT WARNING LIGHTS

Two (2) Whelen, model LINZ6R, LED warning lights with aluminum bezels shall be mounted on the front brush guard facing forward.

FRONT INTERSECTION LIGHTS

Two (2) Whelen, model LINZ6R, LED warning lights with aluminum bezels shall be mounted on each side of the front brush guard.

BODY SIDE WARNING LIGHTS

Two (2) Whelen, model LINZ6R, LED warning lights with aluminum bezels shall be mounted on each side of the body in the forward wheelwell area.

UPPER LEVEL SIDE WARNING LIGHTS

Two (2) Whelen warning lights, M9V2RC Series, two-in-one LED warning/scene lighheads shall be mounted on the left side of the apparatus coffin compartments toward the front and rear, facing the side, in the fixed lid area. The light heads shall be mounted in a Whelen chrome plated flange.

Two (2) Whelen warning lights, M9V2RC Series, two-in-one LED warning/scene lighheads shall be mounted on the right side of the apparatus coffin compartments toward the front and rear, facing the side, in the fixed lid area. The light heads shall be mounted in a Whelen chrome plated flange.

The scene lights incorporated in the M9V lightsheads shall be illuminated with a switch in the operator's area of the cab.

REAR UPPER LEVEL WARNING/SCENE LIGHTS

Two (2) red Whelen, model M9V2RC two-in-one lightheads chrome bezels shall be mouted on the rear of the apparatus, one (1) each side beneath the upper rear compartment doors.

The scene lights incorporated in the M9V lightsheads shall be illuminated with a switch in the operator's area of the cab.

These two lights lights fulfill the requirements for Upper Zone C upper level warning devices.

REAR LOWER LEVEL WARNING LIGHTS

Two (2) Whelen warning lights, M6, Linear Super-LED light heads shall be mounted on the rear of the apparatus below the taillights at the lower outermost corners in vertical position with a Whelen chrome plated flange.

These two (2) lights fulfill the requirements for Upper Zone C lower level warning devices.

Both warning light lenses shall be red in color.

LED TRAFFIC ADVISOR

One (1) Maxxima 8 head LED Amber Traffic Directorisor, model M20378Y, with cable, shall be mounted on the upper rear of the apparatus. The device shall consist of eight independent LED heads. Each head shall consist of independant rows of high performance LED's.

The signal patterns of the device shall be progressive left, progressive right, center out, and emergency "All Flash."

The switch control box is to be mounted in the cab allowing for easy operation by the driver.

LEFT FRONT QUARTZ LIGHT

The following light shall be provided mounted on the left front corner of the body:

Fire Research Focus model FCA100-V20 lamphead shall be provided. The lamphead shall have eight (8) ultra-bright white LEDs. It shall operate at 12/24 volts DC, draw 13/6.5 amps, and generate 20,000 lumens. The lamphead shall direct 50 percent of the light onto the action area while providing 50 percent to illuminate the working area. The lamphead angle of elevation shall be adjustable at a pivot in the mounting arm and the position locked with a round knurled locking knob. The lamphead shall incorporate heat-dissipating fins and be no more than 5 3/16" deep by 3 5/16" high by 11 1/2" wide. The lamphead and mounting arm shall be powder coated white. The floodlight shall be for fire service use.

Fire Research -ON option switch shall be installed on the lamp head. The weatherproof on-off toggle switch shall be mounted on the lamp head.

The light head shall be mounted on a side mount push up telescopic pole. The light pole shall be anodized aluminum and have a knurled twist lock mechanism to secure the extension pole in position. The extension pole shall rotate 360 degrees. The outer pole shall be a grooved aluminum extrusion and qualify as an NFPA compliant handrail. The pole mounting brackets shall have a 3 1/2" offset. Wiring shall extend from the pole bottom with a 4' retractile cord.

RIGHT FRONT QUARTZ LIGHT

The following light shall be provided mounted on the right front corner of the body:

Fire Research Focus model FCA100-V20 lamphead shall be provided. The lamphead shall have eight (8) ultra-bright white LEDs. It shall operate at 12/24 volts DC, draw 13/6.5 amps, and generate 20,000 lumens. The lamphead shall direct 50 percent of the light onto the action area while providing 50 percent to illuminate the working area. The lamphead angle of elevation shall be adjustable at a pivot in the mounting arm and the position locked with a round knurled locking knob.

The lamphead shall incorporate heat-dissipating fins and be no more than 5 3/16" deep by 3 5/16" high by 11 1/2" wide. The lamphead and mounting arm shall be powder coated white. The floodlight shall be for fire service use.

Fire Research -ON option switch shall be installed on the lamp head. The weatherproof on-off toggle switch shall be mounted on the lamp head.

The light head shall be mounted on a side mount push up telescopic pole. The light pole shall be anodized aluminum and have a knurled twist lock mechanism to secure the extension pole in position. The extension pole shall rotate 360 degrees. The outer pole shall be a grooved aluminum extrusion and qualify as an NFPA compliant handrail. The pole mounting brackets shall have a 3 1/2" offset. Wiring shall extend from the pole bottom with a 4' retractile cord.

ALUMINUM SHELVES - ADJUSTABLE

One (1) adjustable aluminum shelves shall be provided with one (1) each installed in R3 compartments. The shelves shall have a flange 1-1/2" deep with a minimum material thickness of .190". Each shelf shall be adjustable in height and held in place by four (4) extruded uprights.

DRI-DEK MATTING - SHELVES/TRAYS

The surface of one (1) aluminum shelves and/or trays shall be covered with Dri-Dek mat for improved ventilation that shall also provide a non-slip surface.

The Dri-Dek mats shall be installed in _____, _____, _____ compartments, on ____ shelves and/or trays.

The Dri-Dek mat shall be black in color.

REFLECTIVE SAFETY STRIPING

3M brand florescent yellow-green / red colored conspicuity tape shall be affixed to the front face of all shelves and pull out trays.

ALUMINUM SHELF - ADJUSTABLE

One (1) adjustable aluminum shelves shall be provided and installed in the RR1 compartment. The shelf shall have a flange 1-1/2" deep with a minimum material thickness of .190". The shelf shall be adjustable in height and held in place by four (4) extruded uprights.

DRI-DEK MATTING - SHELVES/TRAYS

The surface of one (1) aluminum shelves and/or trays shall be covered with Dri-Dek mat for improved ventilation that shall also provide a non-slip surface.

The Dri-Dek mats shall be installed in _____, _____, _____ compartments, on ____ shelves and/or trays.

The Dri-Dek mat shall be black in color.

ALUMINUM SHELVES - ADJUSTABLE

Two (2) adjustable aluminum shelves shall be provided with one (1) each installed on each side of teh transverse compartments. The shelves shall have a flange 1-1/2" deep with a minimum material thickness of .190". Each shelf shall be adjustable in height and held in place by four (4) extruded uprights.

DRI-DEK MATTING - SHELVES/TRAYS

The surface of two (2) aluminum shelves and/or trays shall be covered with Dri-Dek mat for improved ventilation that shall also provide a non-slip surface.

The Dri-Dek mats shall be installed in _____, _____, _____ compartments, on ____ shelves and/or trays.

The Dri-Dek mat shall be black in color.

REFLECTIVE SAFETY STRIPING

3M brand florescent yellow-green / red colored conspicuity tape shall be affixed to the front face of all shelves and pull out trays.

ALUMINUM TRAYS - PULL OUT

One (1) heavy duty pullout tray shall be installed and shall be equipped with slides and a gas shock to hold the tray in both the in and out positions and shall be made from .190" aluminum with a maximum capacity of 250 pounds. One (1) shall be installed on the floor of the R3 compartment.

DRI-DEK MATTING - SHELVES/TRAYS

The surface of one (1) aluminum shelves and/or trays shall be covered with Dri-Dek mat for improved ventilation that shall also provide a non-slip surface.

The Dri-Dek mats shall be installed in _____, _____, _____ compartments, on ____ shelves and/or trays.

The Dri-Dek mat shall be black in color.

ALUMINUM TRAY - PULL OUT

One (1) heavy duty pullout tray shall be installed, it shall be equipped with rollers and a latch to hold the tray in the in position and shall be made from .190" aluminum with a maximum capacity of 1000 pounds.

Each special use heavy duty pullout tray shall be installed as follows:

1. One (1) in compartment T1.

DRI-DEK MATTING - SHELVES/TRAYS

The surface of one (1) aluminum shelves and/or trays shall be covered with Dri-Dek mat for improved ventilation that shall also provide a non-slip surface.

The Dri-Dek mats shall be installed in _____, _____, _____ compartments, on ____ shelves and/or trays.

The Dri-Dek mat shall be black in color.

ALUMINUM TRAYS - PULL OUT AND DOWN

One (1) pullout and down trays shall be installed and shall be constructed of formed .190" aluminum with a maximum capacity of 250 pounds. Each extrusion shall include a specially sized channel at both sides of the drawer for the installation of two (2) high quality stainless steel ball bearing rollers. These bearings shall provide support the outside front of each tray. A second set of stainless steel ball bearing rollers shall be provided for the inside rear of each tray. These rollers shall be bolted to the rear of each drawer and shall slide on two (2) extruded aluminum tracks that are angled to provide an "out and down" action of each tray. Each drawer slide mechanism shall be mounted in Unistrut "C" channels to allow for future adjustment and removal.

The trays shall be approximately 45" deep to provide additional storage available in rescue apparatus.

Each pullout and down tray shall be installed as follows:

1. One (1) in compartment L2 and one (1) in R2.

DRI-DEK MATTING - SHELVES/TRAYS

The surface of one (1) aluminum shelves and/or trays shall be covered with Dri-Dek mat for improved ventilation that shall also provide a non-slip surface.

The Dri-Dek mats shall be installed in _____, _____, _____ compartments, on ____ shelves and/or trays.

The Dri-Dek mat shall be black in color.

FULL HEIGHT PULL OUT VERTICAL TOOL BOARD

Two (2) full height vertical pull out tool board(s) shall be installed in an exterior body compartment.

Each board shall be equipped with Grant slides and a gas shock to hold the board in both the in and out positions.

The tool board shall be made from .25" aluminum and be fully adjustable across the width of the compartment.

ALUMINUM TOOL MOUNTING EXTRUSION

Both sides of two (2) tool boards shall be covered with FoxTrax aluminum extrusion tool mounting.

Each vertical tool mounting board shall be installed in the compartments as follows:

1. Two (2) in exterior compartment L3.

WHEEL CHOCKS

One pair of heavy duty, extruded aluminum wheel chocks measuring 8" high x 7" wide x 11.8" long shall be provided with the apparatus. Worder 7HY HD Yellow Handled Extrusions are the requested chocks. The wheel chocks shall have a bright yellow powder coat finish for high visibility, safety and corrosion resistance. No exception shall be allowed to these requirements.

Two chock holders shall be provided and mounted one on each side of the apparatus just ahead of the rear tires below the front body compartment.

REFLECTIVE SAFETY STRIPE

A 1" x 4" x 1" wide 3M brand Scotchlite reflective stripe shall be affixed to the perimeter of the vehicle. The striping shall be placed up to 60" above ground level and shall conform to NFPA reflectivity requirements. At least 60% of the perimeter length of each side and width of the rear, and at least 25% of the perimeter width of the front of the vehicle shall have reflective stripe.

BODY STRIPE "Z" PATTERN

The stripe on each side of the apparatus shall run straight back to the body, with a reverse "Z" pattern shape on the front body door and then run straight back from there to the rear of the body.

REFLECTIVE STRIPE COLOR

The apparatus body striping shall be white reflective.

The smaller accent stripe(s) shall be white reflective.

REAR BODY REFLECTIVE CHEVRON STRIPING

The rear-facing vertical surfaces of the rear of the body, including the rear compartment door(s), shall be equipped with six (6) inch wide retroreflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.

Each stripe in the chevron shall be a single color alternating between red (3M #-82) and yellow (3M # -81).