



DEMO 5

TANKER 1

Gentlemen:

We hereby propose to furnish, after your acceptance, approval, and proper execution of the accompanying contract, the fire apparatus as follows:

One (1) Alexis 3000 Gallon Tanker 1

As per specifications attached herewith.

TOTAL APPARATUS.....\$ *

* Does not include any applicable taxes. Any local or state tax, if applicable, must be added to the above price.

This proposal is made subject to your acceptance within thirty (30) days from date of same. If acceptance is delayed beyond that period, we will, upon request, advise you of any increase in said amount which may be occasioned by causes beyond our control.

Respectfully submitted,
ALEXIS FIRE EQUIPMENT COMPANY

By: _____

"QUALITY HAS NO SUBSTITUTE"



PAYMENT TERMS

OPTION 1

The chassis payment shall be made within ten (10) days of invoicing.

The balance of the contract plus any contract alterations shall be payable upon the delivery of the finished unit.

Upon payment, the Alexis Fire Equipment Company shall furnish the purchaser a "Statement of Origin" or the necessary validated documents required for title application.

OPTION 2

An up-front payment of \$ shall be made within ten (10) days of contract signing. The ___ Fire Department may **DEDUCT** \$ from the front page price for this payment.

The balance of the contract plus any contract alterations shall be payable upon the delivery of the finished unit.

Upon payment, the Alexis Fire Equipment Company shall furnish the purchaser a "Statement of Origin" or the necessary validated documents required for title application.

Additional payment terms available upon request.

ISO 9001:

Alexis Fire Equipment Company operates a Quality Management System under the requirements of ISO 9001. These standards, sponsored by the "International Organization for Standardization (ISO)," specify the quality systems that shall be established by the manufacturer for design, manufacture, installation and service.



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SERVICE CENTER:

The Alexis Priority-One service team is staffed with factory trained mechanics ready to meet your service requirements. Our staff is continually working on maintaining updated EVT and ASE certification.

The Alexis Service Team is available 24 hours a day, 7 days a week for your service emergencies. We use the latest paging system for fast, efficient and reliable service.

Our service facility covers an area of approximately 14,000 square feet.

The Alexis Service Team can assist you in fire apparatus service, ambulance service, aerial device maintenance, generator and rescue tool maintenance and service, and air pack inspections. Our staff can provide our customers with a complete apparatus training program, meeting the latest training requirements.

Alexis is a single source warranty center for the following manufacturers: HME, Spartan Motors, Hale Products, and Waterous.

Our service team has over 50 years of cumulative experience in the fire service industry. In addition, they are backed by our fabrication, electrical, and paint and finish departments. This combination of training and hands-on experience offers true reliability and dependability.

Alexis keeps detailed documentation of all repair, maintenance, and inspection performed by our personnel. With time and manpower at such a premium among many fire departments, why not allow the Alexis Service Team to set up and maintain records for your fleet?

The Alexis Service Team is committed to providing prompt and courteous service, quality products and fair pricing.

Business: Alexis Fire Equipment Company
Contact Person: Barb Lafferty
Location: 109 East Broadway Alexis, IL 61412
Phone: 800-322-2284

GENERAL INFORMATION:

LOCATION

The Alexis Fire Equipment facilities are located at 109 East Broadway, Alexis, Illinois 61412. We maintain a complete stock of parts and services available around-the-clock. We also propose to maintain parts and service for a minimum period of twenty (20) years on all apparatus which is manufactured.

NOTATION

To further assure the customer of our ability to manufacture quality fire apparatus, we are proud of the fact that Alexis Fire Equipment Company is family-owned and has been in the fire apparatus business since 1947.

PERSONNEL CAPACITIES

To meet the spirit of N.F.P.A. 1500 paragraph 6.3.1, this apparatus has been designed to transport not more than _____ people.

6.3 Riding in Fire Apparatus

6.3.1 All persons riding in fire apparatus shall be seated and belted securely to the vehicle by seat belts in approved riding positions and at any time the vehicle is in motion. Standing or riding on tailsteps, sidesteps, running boards or in any other exposed position shall be specifically prohibited.

INFORMATION TO BE PROVIDED:

Alexis Fire Equipment Company shall supply, at the time of delivery, the following documents:

- A) The manufacturer's record of apparatus construction details, including the following information:
1. Owner's name and address
 2. Apparatus manufacturer, model, and serial number.
 3. Chassis make, model, and serial number.
 4. GAWR of front and rear axles.
 5. Front tire size and total rated capacity in pounds.
 6. Rear tire size and total rated capacity in pounds.

7. Chassis weight distribution in pounds with water and manufacturer mounted equipment.
 8. Engine make, model, serial number, number of cylinders, bore, stroke, displacement and compression ratio, rated horsepower and related speed, and no-load governed speed.
 9. Type of fuel and fuel tank capacity.
 10. Electrical system voltage and alternator output in amps.
 11. Battery make and mode, capacity in CCA.
 12. Transmission make, model, and type.
 13. Pump to drive through the transmission (yes or no)
 14. Engine to pump gear ratio used
 15. Pump make, model, rated capacity in g.p.m., serial number, number of stages, and impeller diameter in inches.
 16. Pump transmission make, model, and serial number.
 17. Priming device type.
 18. Type of pump pressure control system.
 19. Auxiliary pump make, model, rated capacity in g.p.m., serial number, number of stages, and impeller diameter in inches.
 20. Water tank certified capacity in gallons.
 21. Aerial device type, rated vertical height in feet, rated horizontal reach in feet, and rated capacity in pounds.
 22. Paint numbers
 23. Company name and signature of responsible company executive.
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- B) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability.
 - C) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications.
 - D) If the apparatus has a fire pump, the engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum no-load governed speed.
 - E) If the apparatus has a fire pump, the pump manufacturer's certification of hydrostatic test.
 - F) If the apparatus has a fire pump, the certification of inspection and test for the fire pump.
 - G) If the apparatus has an aerial device, the certification of inspection and test for the aerial device.
 - H) If the apparatus has an aerial device, all the technical information required for inspections to comply with NFPA.
 - I) Weight documents from a certified scale - showing actual loading on the front axle, rear axle(s), and overall vehicle (with the water tank full but without personnel, equipment, and hose) - shall be supplied with the completed vehicle.
 - J) Written load analysis and results of the electrical system performance tests.
 - K) If the apparatus is equipped with a water tank, the certification of water tank capacity.
 - L) If the apparatus has a fire pump, two (2) copies of the pump operation and maintenance manual.
 - M) Two (2) destination effective wiring diagrams.
 - N) Copies of electrical and mechanical component manuals for equipment purchased on or with the

apparatus.

- O) A sketch of the booster tank indicating all dimensions and baffle locations.
- P) If the apparatus has a pump, one (1) certification of third party test

WARRANTY:

Alexis Fire Equipment Co., Inc. warrants each new piece of fire and rescue apparatus manufactured by Alexis to be free from defects in material and workmanship under normal use and service for a period of one year from the date of delivery. Our obligation under this warranty is limited to furnish any parts to replace those that have failed due to defective material or workmanship, as the company may elect, provided that such part, or parts shall be returned to us not later than one year after delivery of such vehicle. All water tanks will be warranted as stated herein and may have extended warranty as explained elsewhere in the Alexis Fire Equipment Co. Proposal.

This warranty will not apply:

1. To normal maintenance services including, but not limited to, electrical lamps, valve seals, normal lubrication and/or proper adjustment of minor items.
1. To any vehicle which shall have been repaired or altered outside of our factory, in any way so as, in our judgment, to affect its stability, nor which has been subject to misuse, negligence, or accident, nor to any vehicle made by us which shall have been operated at a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.
1. To the chassis and associated equipment furnished with chassis, signaling device, generators, batteries or other trade accessories. These are warranted separately by their respective manufacturers.
1. To work performed by an outside service without prior authorization obtained from Alexis Fire Equipment.
1. To costs incurred from an outside service for non-warranty related items.

This warranty is in lieu of all other warranties, expressed or implied, and all other representations to the original purchaser and all other obligations or liabilities, including liability for incidental or consequential damages on the part of the company. We neither assume nor authorize any person to give or assume any other warranty or liability on the company's behalf unless made or assumed in writing by the company.

LENGTH AND/OR HEIGHT LIMITATIONS:

OVERALL HEIGHT:

The OAH of the unit shall not exceed _____".

OVERALL LENGTH:

The OAL of the unit shall not exceed _____".

STEP ASSEMBLIES:

The step assemblies on the left and right side of the chassis shall remain as specified in the chassis specifications.

MUD FLAPS:

Each rear fender shall be extended with a black rubber mud flap, thus preventing splash and road debris from damaging the apparatus body.

CHASSIS SUPPLIED WHEELS:

The wheel finish on the apparatus shall be left as specified in the chassis specifications.

COLOR: _____

LABELS:

A permanent plate in the driving compartment shall specify the quantity and type of the following fluids used in the vehicle:

- Engine Oil
- Engine Coolant
- Chassis Transmission Fluid
- Pump Transmission Lubrication Fluid
- Pump Primer Fluid
- Drive Axle(s) Lubrication Fluid
- Air-Conditioning Refrigerant
- Air-Conditioning Lubrication Oil
- Power Steering Fluid
- Cab Tilt Mechanism Fluid

- Transfer Case Fluid
- Equipment Rack Fluid
- Air Compressor System Lubricant
- Generator System Lubricant

A final manufacturer's certification of the GVWR or GCWR along with a certification of the GAWR, shall be supplied on a nameplate affixed to the vehicle.

A sign that reads "Occupants must be seated and belted when apparatus is in motion" shall be provided. The sign shall be visible from each seated position. A label that states the number of personnel the vehicle is designed to carry shall be located in an area visible to the driver.

A sign stating the overall height of the vehicle shall be provided and mounted. The sign shall be visible to the driver of the vehicle while seated.

AIR LIMITOR:

A limiter valve shall be installed on the chassis air reserve tank, eliminating the use of all air accessories when the chassis air pressure is under 100 psi., thus reserving all available air for braking effort.

PUMP AND PIPING:

PUMP:

MANUFACTURER: WATEROUS
MODEL: CLRK

The CLRK shall be designed to have the capacity of 500 GPM.

The CLRK series pump provides reliable performance.

PUMP SPECIFICATIONS

PUMP CASING

One piece, high tensile ductile iron

INTAKE CONNECTIONS

4 inch threaded

DISCHARGE CONNECTIONS

3 inch NPT tapped flange.

IMPELLERS

Bronze, fully enclosed, double hubbed to balance hydraulic thrust, mechanically balanced to eliminate vibration.

WEAR RINGS

Replaceable wear rings to increase pump life and keep maintenance costs to a minimum.

IMPELLER SHAFT

Stainless steel, heat treated, ground to precise size, and polished under shaft seal. Fully supported by anti friction bearings.

SHAFT SEAL

Mechanical seal is standard.

BEARINGS

All bearings are oil or grease lubricated, anti friction (ball type), and located outside the pump casing to accurately align and support the impeller shaft assembly. Ball bearings are deep groove type designed to carry both radial and axial thrust.

TRANSMISSION GEARS

Helical, precision cut for quiet performance

WATEROUS PRIMING PUMP:

The Waterous priming pump shall be a rotary-type, electrically driven positive displacement pump. It shall have a single quick-action control on the pump panel. When pulled, the "T" handle control is to open the priming valve and activate the primer motor simultaneously, thus making it possible to operate with one hand. The primer valve is to be connected to the top of both pump volutes, making it possible to prime the pump regardless of whether the pump is in pressure or volume. The primer shall be automatically lubricated from a large oil reservoir (5 quart minimum). The priming pump shall be built by the manufacturer of the fire pump.

DRIVELINES:

The PTO pumping system drivelines shall be manufactured by the apparatus manufacturer. The drivelines shall be professionally balanced by the apparatus manufacturer to ensure complete system balance.

4" SUCTION:

A 4" suction shall be located on the left side of the apparatus body. The suction shall be open and not gated. A 4" chrome NST adapter with an inlet screen and a 4" handle cap shall be included.

PIPING:

The piping will be stainless steel material throughout the waterway system. The suction waterway shall be 6" 304 stainless steel material. The suction waterways shall be designed to flow a minimum of 17% in excess of the rated capacity from draft. The suction piping shall incorporate a 4" suction inlet to allow for full flow from the tank valve assembly. The suction piping shall be adapted from 6" TIPT to NST with a chrome adapter. Each suction arm shall incorporate a Class 1 long handle cap. The suction system shall be designed with 6" victaulic couplings to allow ease of access for maintenance or removal of the pumping system.

The discharge system shall incorporate a 4" x 6" stainless steel distribution system. The manifold shall be fed from the 4" piping system. The discharge system shall incorporate a 4" victaulic system to allow ease of access for maintenance or removal of the pumping system. Each discharge shall be fed from above the manifold system.

PUMP DRAINS:

The entire pump and its controls shall be drainable with a master drain piped to the lowest points of the pump and its control piping. The master drain shall be of a threaded design that will seal all drain points without allowing recycle.

REMOTE PUMP SHIFT:

The PTO driven pump shall be driven from the 10-bolt PTO opening of the automatic transmission through a "Hot-Shift" power take off. The power take off shall be engaged electrically from the cab. Lights shall be positioned at each switch location to indicate PTO engagement.

RELIEF VALVE:

There shall be one (1) Kunkle Model 913 relief valve installed in the piping. It shall be preset at 200 psi and return water to the suction side of the pump.

THROTTLE:

The apparatus shall be equipped with a Class 1 Vernier style remote throttle control. The operation of the remote throttle shall consist of seven full turns from idle to wide open engine speed. The throttle shall have a red center button to quickly return the engine to idle when depressed.

PTO PUMP PANEL - UNDER THE TANK:

The pump operator's panel/discharge panel shall be located on the left side of the apparatus under the tank ahead of the L1 compartment.

An automotive rubber seal shall be adhered to the pump panel to reduce vibration that may occur during pump operation or road application. The panel shall be attached to the framing with a 3/16" pin, a 1" knuckle, and continuous stainless steel hinges. The hinges shall be attached with stainless steel fasteners.

Each panel shall be secured with two Southco latches at the top and bottom of the door opening.

The operator's panel shall be hinged for gauge, pump, valve, and piping access. No exceptions.

All pump panel gauges and controls shall be identified with color-coded tags.

The operator's panel shall include the following:

- One (1) Class 1, compound gauge
- One (1) Class 1, pressure gauge
- Class 1 line reading gauge for each discharge.
- One (1) Class 1 Enfo III Includes:
 - Engine RPM display
 - System voltage display and alarm
 - Engine oil pressure display and alarm
 - Engine temperature display and alarm
 - Meets NFPA 1901 requirements
- One (1) tank gauge receiver
- One (1) recycle/tank fill
- One (1) primer control
- One (1) panel light switch
- Color Coded gauge panel

PUMP PANELS:

The pump operator's panel and discharge panel shall be manufactured of .190 smooth aluminum and shall include full width aluminum light hood with two (2) Weldon 2030-7130-30 lights.

Each panel shall be coated with a flexible black polyurethane material. The material gives the panel a glare resistant and chemically resistant finish that is designed for the fire industry.

2 ½" DISCHARGE PIPING:

There shall be two (2) 2 ½" discharges shall be located on the left side of the apparatus. The discharge valves shall be located behind the body panels and are to be controlled from the pump operator's panel. Each shall include a self-locking 2 ½" quarter-turn ball valve, a 2 ½" chrome cap with chain, and a sweep elbow of at least 30 degrees downward.

Each above valve shall be manually controlled.

TANK TO PUMP LINE:

One (1) 3" tank to pump line shall be installed into the tank to the suction side of the pump. It shall have 4" piping and valved with a 3" full flow valve. The valve shall be controlled from the pump operator's panel. The tank line shall incorporate a check valve in the line to meet NFPA 1901.

LINE DRAINS FOR DISCHARGES:

Each rated 2 ½" discharge and those of larger sizes shall incorporate a ¾" automatic drain hoses to ground. The drain shall have an all brass body with stainless steel check assembly. The drain shall be normally open and closes when the pressure is greater than 6 psi.

TANK FILL RECYCLE:

One (1) 2" waterway shall be incorporated from the pressure side of the pump to the tank. The line shall be controlled from the pump panel and valved with a 2" ball valve to allow a pump cooling recycle or tank fill when pumping from draft. When fully opened, it shall have the capacity to refill the tank at 750 gpm when pumping at 100 psi.

VALVING:

Each and every apparatus valve must be an Akron Stainless Steel Ball Valve, per the following specifications.

The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats.

The valve shall be capable of dual directional flow while incorporating a self-locking ball feature using an automatic friction lock design and specially designed flow optimizing stainless steel ball. All stainless steel parts must be 316 grade for increased resistance to corrosion. The valve shall not require lubrication of seats or any other internal waterway parts, and must be capable of swinging out of the waterway for maintenance by the removal of six bolts. The valve shall be compatible with a slow closing device. This valve shall be actuated using the manual handles, a Rack & Sector, manual gear or electric actuator. The manual handles shall be quickly adjustable to one of eight handle positions and require only 90° travel. The electric actuator shall have a 16:1 gear ratio, which actuates from fully open to fully closed in 5 seconds, a clutch-less motor and utilize an electric controller with current limiting design. The gear actuator shall operate at a 50:1 gear ratio, which operates from fully open to fully closed in 12 rotations and utilizes 4" diameter chrome Handwheel (an optional Position Indicator shall also be available.) The valve shall be manufactured and assembled in the United States. Product must carry a 10 year manufacturer's warranty.

WARRANTY, AKRON BRASS BALL VALVE:

We warrant Akron Brass Swing-Out Valves for a period of ten (10) years after purchase against defects in material or workmanship. Akron Brass will repair or replace any Swing-Out Valve which fails to satisfy this warranty. Repair or replacement shall be at the discretion of Akron Brass. Electrical Components shall carry our standard five (5) year warranty. We will not be responsible for: Wear and tear; and by improper installation use, maintenance; negligence of the owner or user; repair or modification after delivery; failure to follow our instructions or recommendations; or anything else beyond our control. **WE MAKE NO WARRANTIES EXPRESS OR IMPLIED, OTHER THAN THOSE INCLUDED IN THIS WARRANTY STATEMENT, AND WE DISCLAIM ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.** Further we will not be responsible for any consequential, incidental, or indirect damages (including, but not limited to, any loss of profits) from any cause whatsoever. No person has authority to change this warranty.

PLUMBING WARRANTY:

The stainless steel plumbing components and ancillary brass fittings used in the construction of the water/foam plumbing system shall be warranted for a period of ten (10) years or 100,000 miles. This covers structural failures caused by defective design or workmanship, or perforation caused by corrosion, provided the apparatus is used in a normal and reasonable manner. This warranty is extended only to the original purchaser for a period of ten (10) years or 100,000 miles from the date of delivery.

PIPING CERTIFICATION:



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Upon final apparatus delivery, a certification sheet shall accompany the unit stating that all piping and the pump have been hydrostatically tested to 250 psi.

BODY:

BODY WARRANTY:

Alexis Fire Equipment Company hereby extends its standard one-year fire and rescue apparatus warranty to include defects in materials and workmanship of the body as well as structural defects which, in the sole opinion of the company, substantially affect the total integrity of the body. This warranty is extended only to the original user-purchaser.

Alexis Fire Equipment warrants the 3/16" aluminum and 12 gauge stainless steel bodies, fabricated by Alexis Fire Equipment, under normal use and with reasonable maintenance, shall remain structurally sound for a period of 20 years or 100, 000 miles as long as the design of the apparatus complies with Alexis engineering practices.

The Company reserves the right to require any such repairs to be made either at Alexis Fire Equipment Company, Inc. or another approved service facility, at the option of Alexis Fire Equipment. Transportation cost to and from the servicing location is the responsibility of the user-purchaser.

The warranty shall be null and void if, upon inspection by the Company, the alleged defect is determined to have been caused by abuse, modification, accident, neglect, or lack of proper maintenance.

This warranty does not apply to the following items that are covered by a separate warranty: paint finish, hardware, door assemblies, moldings, and other accessories attached to the body. In addition, this warranty does not apply to any part or accessory manufactured by others and attached to the body.

Alexis Fire Equipment will be given a reasonable opportunity to investigate all claims. The purchaser must commence any action arising out of, based upon or relating to agreement or the breach hereof, within twelve (12) months from the date the cause of the action occurred.

Alexis Fire Equipment makes no other warranty, expressed or implied, with respect to the apparatus body and all implied warranties of merchantability and fitness for a particular purpose are hereby disclaimed.

BODY SUB-FRAME:

The body sub-framing system shall be designed for the emergency service. The sub-frame shall be

independent of the chassis frame and is to be constructed of modular structural material, thereby providing a complete lift off body for later body transfer.. The sub-frame shall be bolted to the chassis frame in a shear plate method behind the rear wheels. To allow complete flexibility, the system shall be cushioned with heavy torsion blocks ahead of the rear wheels. The chassis frame shall be completely cushioned from the sub-framing system with ½" closed cell rubber.

The outriggers shall be a durable outrigger design. The outriggers shall be constructed of a special 5/16" thick "C" channel extrusion and attached to the sub-frame with 4 x 2 structural rectangular tubing, which allows total compartment and body support.

After the sub-frame is totally manufactured the sub-frame shall be galvanized in the following method with no exceptions.

- **Caustic Stage:** The steel is submersed in a hot caustic tank. This removes soil, oil, grease, and soluble plants
- **Acid Stage:** The steel is immersed in a hydrochloric acid tank to remove surface rust, mill scale, and similar deposits. The surface of the steel is pure metallic known ready to be fluxed
- **Pre-Flux Stage:** The steel is immersed in a hot pre-flux solution of zinc ammonium chloride. This prevents oxidation and keeps the surface reactive prior to dipping in molten zinc.
- **Molten Zinc Stage:** The steel is immersed in a molten zinc kettle, during this time the zinc metallurgically bonds to the iron and covers the steel with a zinc coating. All surfaces of the object are fully coated, including the inside of tubular structures and hard to reach areas.

TANDEM AXLE BODY:

The sub-frame, body panels, and wheel well housing shall be modified for a tandem axle chassis. The same manufacturing process will be utilized for the single axle bodies to prevent sacrificing the structural integrity.

WHEEL HOUSING, PAINTED SMOOTH ALUMINUM:

The rear wheel housing shall be constructed of painted aluminum and shall incorporate a polished stainless steel fenderette. The circular interliner and no rust fenders prevent rust pockets from occurring and allow for ease in cleaning and maintenance.

TAILSTEP:

The tailstep shall be constructed of .190 thick 3003-h14 aluminum treadplate. The tailstep shall be a bolt-on tailstep for ease of removal and repair. The aluminum treadplate meets NFPA standard 13-7.3: all exterior surfaces have a minimum slip resistance of .68.

REAR TOW EYE- TANKER:

Two (2) ¾" thick steel tow eyes shall be securely fastened to the rear frame rails, one (1) on each side.

COMPARTMENTATION:

COMPARTMENT DESIGN:

The compartmentation shall be fabricated of 3/16" (.1875") thick 5052 H32 aluminum. The compartmentation is designed to be an intricate part of the body and subframe for maximum compartment support. The compartment tops shall be fabricated of aluminum treadplate. This treadplate shall be formed over each compartment top to act as drip protection over each compartment opening. The compartment flooring will be sweep out design. There shall be NO EXCEPTIONS to the thickness of the aluminum.

LEFT SIDE BODY IS AS FOLLOWS:

L1

A roll-up door compartment assembly with a door opening of 25" wide x 25" high x 26" deep shall be incorporated on the apparatus left side behind the rear wheels, ahead of the pump panel.

RIGHT SIDE BODY IS AS FOLLOWS:

R1

A roll-up door compartment assembly with a door opening of 31" wide x 25" high x 26" deep shall be incorporated on the apparatus right side ahead of the rear wheels.

R2

A roll-up door compartment assembly with a door opening of 31" wide x 25" high x 26" deep shall be incorporated on the apparatus right side ahead of the rear wheels.

COMPARTMENT LAYOUT:

The compartment interiors shall be as follows:

L1:

L2:

R1:

R2:

NON-PAINTED ROLL-UP DOORS:

The designated compartments shall have Robinson Roll-up Shutter Doors with a satin finish. The doors shall be made of an anodized aluminum slat incorporating an exclusive seal that prohibits water intrusion, absorbs shock, eliminates clatter, and provides quiet, vibration-free performance.

COMPARTMENT VENTS:

One (1) interior vent shall be installed in each compartment. The vent shall be constructed of stainless steel and shall incorporate four (4) 5" x ¾" louvers.

COMPARTMENT LIGHT:

One (1) 5" 12-volt light shall be installed in each apparatus compartment. The compartment lights shall be switched automatically with the doors.

RUB RAILS:

Bolt on aluminum rub rails shall be installed, below the compartment doors. Said rub rails will be fabricated of a polished "C" channel aluminum, mounted to the body surface utilizing 1" plastic spacers. The channel designed rub rail shall incorporate a highly reflective red and white reflective stripe to aid in apparatus protection.

UNISTRUT IN COMPARTMENT:

Four (4) compartment(s) shall incorporate unitstrut tracking installed for the adjustable shelving. The tracking will allow the shelving to be adjustable to height with eight (8) bolt lock.

TANK:

WET SIDE WATER TANK:

The tank shall have a minimum capacity of 3000 US gallons complete with a lifetime warranty. The tank shall be of a specified configuration, and so designed to be completely independent of the compartment and/or fender modules. When placed on the chassis, the tank shall meet or exceed all federal DOT regulations regarding weight distribution, axle loading, and horizontal and vertical center of gravity locations.

The tank manufacturer shall mark the tank with the manufacturer's name, date of manufacture, and serial number and furnish notice that indicates proof of warranty. The purpose of the markings and notice is to inform department personnel who store, stock, or use the tank that the unit is under warranty. Markings may be brief but should include a short statement that a warranty exists, the substance of the warranty, its duration, and who to notify if the tank is found to be defective.

TANK CONSTRUCTION:

The tank shall be constructed using a virgin polypropylene sheet with a minimum thickness of ½". This material shall be a high impact co-polymer (HIC), non-corrosive stress relieved thermo-plastic and U.V. stabilized for maximum protection.

This material shall be referred to in the rest of this specification as "HIC polypropylene".

All joints and seams shall be nitrogen welded and tested for maximum strength and integrity. All swash partitions shall interlock and be welded to each other as well as to the walls of the tank.

Care will be taken not to scratch the outer shell of the tank as the tank sides will be partially exposed in the finished product. All exposed corners shall be finish routed to eliminate sharp corners and to give the tank a neat appearance.

The tank shall incorporate two mounting blocks welded into the floor. These blocks will be designed to restrain the tank in the sub-frame. See the "Tank Sub-frame" section of this specification.

FILL TOWER AND COVER:

The tank will have a manual fill tower with a 6" combination vent/overflow pipe. The fill tower will be constructed of HIC polypropylene and shall be large enough to provide filling by means of a conventional 2½" hose nozzle. The tower will be located near the center of the tank to minimize water surge during vehicle operation. The tower will have a removable polypropylene screen and a polypropylene hinged type cover. The vent/overflow pipe shall run through the tank, and exit through the floor of the tank behind the rear axle to maximize traction.

The tank cover shall be constructed of HIC polypropylene with a minimum thickness of ½". It shall be of a flush bi-directional locking, design which allows for individual removal and inspection if necessary. Each one of the covers will have hold-downs which extend through the covers and will assist in keeping the covers rigid under fast filling conditions. An adequate lifting provision shall be provided which is capable of suspending the empty water tank with a safety factor of at least 2:1. The lifting dowel thread configuration must withstand a torque input of 80 ft/lbs.

OUTLETS:

There will be a minimum of three (3) tank connections: one for the tank to pump suction line which will be a minimum 3" NPT coupling piped to the sump; one for a tank clean-out/drain which shall be a minimum 3" NPT coupling in the sump floor; and, one for a tank fill line which will be a minimum 2" NPT coupling. All tank fill couplings will be backed with flow deflectors to break up the stream of water entering the tank. All auxiliary outlets and inlets must meet the current NFPA recommended guidelines in effect at the time of manufacture.

SUMP:

There will be one (1) sump included with the tank which shall incorporate an anti-swirl device. The sump shall be constructed of HIC polypropylene and be located in the left front quarter of the tank.

MOUNTING:

A sub-frame weldment shall be provided to adequately support the tank, compartments and fender modules in their fully loaded and equipped condition. This sub-frame shall be constructed of aluminum structural channel. The design shall allow for proper interface between all body and fender modules as well as ample clearances for the tank. The design shall also consider cross member spacing as it relates to unsupported area under the tank, which shall not exceed 530 square inches. On tanks over 40" in height, an unsupported area of not more than 400 square inches must be maintained. All tanks shall be isolated from the cross member with a minimum of ¼" thick 60 durometer rubber strips. Although the tank is designed on the free-floating principle, the sub-frame must incorporate provisions for capturing the tank both front and rear as well as side-to-side to prevent shifting during vehicle operation. This shall be accomplished through the use of preformed stainless steel retainer brackets, one on each end of the tank bottom. These brackets shall encapsulate a cross member support as part of the sub-frame. The completed sub-frame shall be attached to the truck frame rails using a hard non-metallic isolator between the frame rail and the subframe. Final clamping shall be accomplished through the use of heat-treated U-bolts.

HOSEBED:

There shall be a hosebed area constructed of HIC polypropylene on top of the tank consisting of two side walls and one front panel. There shall be a bulkead located behind the fill tower for a dunnage area. This hosebed shall be welded to the outside perimeter of the tank cover. The top of the hose wall shall be capped with a full plain edge radius, which shall extend around the perimeter of the hosebed and end in a gentle radius back to the cover. Drain holes shall be provided at the forward end of the hosebed in each corner.

The hosebed shall have the capacity to carry the following hose:

HOSE BED COVER:

One (1) custom tailored hypalon hose bed cover shall be included with the apparatus body. It shall be manufactured of a chemical and fire resistant cloth impregnated material with a break point of 320 lb. and a tear point of 115 lb. It shall be crack resistant to -30° Fahrenheit and shall have an abrasion resistance of 30,000 cycles. The hose bed cover shall be fitted to the hose bed and retained with heavy duty velcro on the sides. It shall also be sand weighted.

The hypalon cover shall be red in color.

The wetside tank shall be painted to match the apparatus body.

CLASS 1 WATER TANK LEVEL GAUGE:

The apparatus shall be equipped with a *Class1* Intelli-Tank Tank Level Gauge- ITL#12094, for indicating water level. The Tank Level Gauge shall indicate the liquid level on an easy to read LED display and show increments of 1/8 of a tank.

Each tank level gauge system shall include:

- 1) A pressure transducer that is mounted on the outside of the tank in an easily accessible area.
- 2) A super bright LED 4-light display with a visual indication at nine accurate levels.

3) A set of weather resistant connectors to connect to the digital display, to the pressure transducer and to the apparatus power.

TANK FILLS:

One (1) 2½" tank fill shall be located on the apparatus as follows:

One (1) at the rear of the apparatus

One (1) 4" tank fill shall be located on the apparatus as follows:

One (1) at the rear of the apparatus,

Each above tank fill shall be operated from it's location. The 2½" assembly shall include a 2½" Fireman's Friend Model FFE2530CF8M-F internal check valve, a 2½" NST female swivel with a sweep elbow of at least 30° and a chrome plug. The 4" assembly shall include a 4" Fireman's Friend Model FFE2530CF8M-F internal check valve, a 4" NST female swivel with a sweep elbow of at least 30° and a chrome plug. Each assembly shall also include a ¾" quarter turn line drain.

The Firemen's Friend is an internally mounted check-type fill valve, capable of flowing at a rate in excess of 1,000 GPM. The valve is self deflecting, requiring no additional diffusion device. The valve is a stainless steel, spring actuated piston type sealing mechanism to minimize seal wear and provide positive sealing of the valve after shutting off the valve at the feed source. The valve seal is designed to be self-cleaning utilizing EPDM rubber. Less than 6psi is required to open the valve.

The mounting plate and TTMA 6-bolt mechanism is positioned on outside of and attached directly to the tank wall. All valve components are constructed of highly corrosive resistant stainless steel, while the external attachment fitting is constructed of corrosion resistant aluminum.

TANK DUMP(S): ONE REAR , ONE LEFT SIDE, ONE RIGHT SIDE

Three (3) 10" round stainless steel dump(s), EJ Metals Model 200311, shall be installed. Each valve shall be bolted to the tank with stainless steel bolts.

Each dump shall be operated by air, and controlled by a switch located at the dump location.

ADDITIONAL DUMP CONTROLS:

The specified air dump(s) shall also be individually controlled by switches located in the chassis cab. Each switch shall operate both the respective dump valve and dump chute.

AUTOMATIC RETRACTION SYSTEM:

The specified air dumps shall include an automatic retraction system. Upon the release of the chassis parking brake, each dump valve shall automatically close and each extended dump chute shall automatically retract to the travel position.

DUMP EXTENSION:

One (1) 22" air operated stainless steel extension, EJ Metals Model 200296, shall be installed on each 10" round dump. The extension shall be operated at the dump location.

The locations of the dump(s) shall be as follows:

- One (1) at the rear
- One (1) on the left side
- One (1) on the right side

12 VOLT ELECTRICAL:

ELECTRICAL WARRANTY:

Alexis Fire Equipment Co., Inc. warrants each new piece of Alexis fire and rescue apparatus to be free from defects in material and workmanship under normal use and service. Our obligation under this warranty is limited to repairing or replacing, as the company may elect, any part or parts thereof which shall be returned to us with transportation charges prepaid, and as to which examination shall disclose to the company's satisfaction to have been defective, provided that such part, or parts shall be returned to us within three (3) years or 30,000 miles after delivery of such vehicle. Such defective part or parts will be repaired or replaced free of charge and without charge for installation to the original purchaser.

Items specifically covered are:

- ◆ Electrical harnesses and harness installation
- ◆ Printed circuit board
- ◆ Switches, circuit breakers and relays

Items excluded are:

- ◆ Chassis electrical systems and components installed by chassis manufacturer
- ◆ Separately manufactured items installed by Alexis Fire Equipment including, but not limited to; batteries, sirens, battery chargers, inverters, lightbars and similar equipment. (These are covered by warranties supplied by the manufacturer of the components).
- ◆ Periodic tightening and cleaning of connection terminals as this is considered routine

- ♦ maintenance
- ♦ Normal wear, abuse, accident, negligence or un-approved alteration of original parts.

Should repairs become necessary under the terms of this warranty, the extent of that repair shall be determined solely by Alexis Fire Equipment and shall be performed solely by Alexis Fire Equipment or a repair facility designated by Alexis. The expense of any transportation to or from such repair facility shall be that of the purchaser and is not an item covered by this warranty.

Alexis Fire Equipment reserves the unrestricted right at any time to make changes in design of and/or improvements on its products without thereby imposing any obligation on itself to make corresponding changes or improvements in or on its products theretofore manufactured.

MULTIPLEX ELECTRICAL SYSTEM:

The apparatus shall be equipped with a Class 1 ES-Key Management System for controlling electrical system devices. This management system shall be capable of performing load management functions, system monitoring, and be fully programmable for a standardized electrical system.

The ES-Key system shall utilize a Controller Area Network (CAN) to provide multiplexed control signals for "real time" operation. The system will consist of a Universal System Manager (USM), Power Distribution Module(s) (PDM), and a Smart Programmable Switch (SPS) panel that communicates with the USM.

SMART PROGRAMMABLE SWITCH (SPS) PANELS:

The Smart Programmable Switch Panels (SPS) utilize a new multiplexing switch technology,

Using the SPS can eliminate the role of classic rocker switches. The design is based on a sealed silicone-molded top cover with a modern look. Switch functionality is obtained by metal switch domes placed underneath the silicone.

The SPS assembly has integrated electronics to interpret the switch signals (functions as a multiplex input module) and distributes these on the CAN SAE J1939 data bus. The operator receives the visual feedback on the switch status (functions as a multiplex Output Module) by LED's located underneath the silicone.

Every switch can be custom programmed to function as one of the 24 predefined switch modes.

Custom labels, which are backlit, are inserted above and inside each individual switch to indicate the

switch function. The switch contour is backlit to enhance visibility during nighttime.

ELECTRICAL SYSTEM PERFORMANCE TESTS:

The apparatus low voltage electrical system shall be tested and certified per the current NFPA standard. The certification shall be delivered to the purchaser with the apparatus.

DOCUMENTATION:

At the time of delivery, the manufacturer shall provide the following:

- (a) Documentation of the electrical system performance tests;
- (b) A written load analysis, including:
 - 1. The nameplate rating of the alternator;
 - 2. The alternator rating;
 - 3. Each component load comprising the minimum continuous load;
 - 4. Additional loads that, when added to the minimum continuous load, determine the total connected load;
 - 5. Each individual intermittent load.

BATTERY CHARGER/AIR COMPRESSOR:

One (1) Kussmaul 1200 charger with AC/DC switch shall be installed on the vehicle. The unit shall be located in the L1 compartment.

The automatic charger maintains 1 bank of batteries with a maximum output current of 40 amps. The charger senses the batteries in the vehicle and recharges exactly as much as is required. When the batteries are fully charged, all charging stops. The state of charge of the batteries is indicated on a remotely located bar graph display whenever power is applied to the vehicle.

One (1) Viair Model 460C air compressor shall be installed on the vehicle. The air compressor shall be powered from the shoreline.

A selector switch is provided on the charger to operate the compressor either as a D.C. Compressor or as an A.C. Compressor. In either switch position the compressor operates from the vehicle's battery. When "D.C." is selected, the compressor operated whenever the pressure switch senses low system pressure. This is useful when parking the vehicle away from the 120 Volt input power. For those operators who wish to limit compressor operation to times when the shore line is connect to the vehicle, the Selector Switch should be placed in the "A.C." position. This will operate the compressor when the

A.C. power is available, but shuts off the compressor when the shoreline is removed. In either switch position, the compressor is operated by the vehicle's battery.

KUSSMAUL SUPER AUTO EJECT SHORELINE CONNECTION - 120V:

One (1) Kussmaul super auto eject Model 091-55-20-120 with a standard yellow weather cover shall be installed on the apparatus. The super auto eject is a completely sealed automatic power line disconnect. One (1) 120-Volt shoreline shall be supplied between the fire station power and the apparatus.

The shoreline connection shall be located in the left front area of the pump module.

MASTER SWITCH:

A 12 Volt On/Off Rocker switch shall be installed. When in the OFF position, the master switch system shall isolate all electrical power from the apparatus. It shall not interrupt any primary battery/starter wiring originally furnished by the chassis manufacturer.

EMERGENCY WARNING LIGHTS:

For the purpose of defining and measuring the required optical performance, the apparatus shall be divided into four warning zones. The four zones shall be determined by drawing lines through the geometric center of the apparatus at 45° to a line lengthwise of the apparatus through the geometric center. The four zones shall be designated A, B, C, and D in a clockwise direction with zone A to the front of the apparatus. Each zone shall have an upper and lower warning level.

Effective coverage of all four zones, both upper and lower, as required by the latest NFPA Edition shall be provided.

LED LIGHTBAR:

One (1) Whelen Model FN55VLED 55" LED lightbar shall be mounted on the cab roof. The lightbar shall be switched from the in cab switch panel. This lightbar fills the requirements of Zone A Upper, Zone B Upper, and Zone D Upper.

WARNING LIGHTS (FRONT):

Two (2) Whelen Model 60R02FRD red Super Linear LED lights shall be mounted on the front cab face, one (1) on each side. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone A Lower.

WARNING LIGHTS (SIDE):

Two (2) Whelen Model 60R02FRD red Super Linear LED lights shall be mounted on the right (officer's) side of the vehicle. These lights are placed inside chrome flanges. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone B Lower.

Two (2) Whelen Model 60R02FRD red Super Linear LED lights shall be mounted on the left (driver's) side of the vehicle. These lights are placed inside chrome flanges. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone D Lower.

WARNING LIGHTS (REAR):

One (1) Whelen Model RB6PAP amber rotating beacon and one (1) Whelen Model RB6PRP red rotating beacon shall be mounted on the upper rear stanchions of the vehicle. These beacons shall be switched from the in cab switch panel. These lights fill the requirements of Zone C Upper, Zone B Upper, and Zone D Upper.

WARNING LIGHTS (REAR):

Two (2) Whelen Model 60R00FRD red LED lights shall be mounted on the lower rear area of the vehicle. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone C Lower.

REAR DRIVING SIGNALS- WHELEN:

The rear driving signals shall consist of six (6) lights; three (3) on each side of the apparatus. The signals shall be Whelen LED Series 60R00BRD: Red-Brake/Tail, Whelen Series LED60A00TAD: Amber Arrow-Turn. The back up light shall be Whelen **Halogen** Series 60J000CD. They shall be surface mounted in a polished aluminum housing - Whelen Model CAST4V.

ELECTRONIC SIREN:

One (1) Code 3 Model 3692 siren shall be installed in the apparatus. The siren shall be mounted in the cab and shall include a noise-canceling microphone.

SIREN SPEAKER:

One (1) Federal Dynamax 100 watt siren speaker shall be installed in the apparatus bumper.

BACKUP ALARM:

One (1) Federal Model 210339, 12 volt electronic backup alarm shall be incorporated on the apparatus. The backup alarm shall be a minimum of 97db and switched with the backup light circuitry.

WHELEN TURN SIGNALS-MIDSHIP:

One (1) Whelen LED amber midship turn light - #50A00MAD shall be mounted on each side of the apparatus ahead of the rear wheels within a rubber grommet - #5grommet.

ICC LIGHTING:

LED Clearance lights shall be installed on the apparatus. They shall be hermetically sealed cartridge lights for ease of service and durability.

HAZARD LIGHT:

A red, LED flashing light located in the driving compartment shall be illuminated automatically whenever the apparatus parking brake is not fully engaged and any passenger or equipment compartment door is open, any ladder or equipment rack is not in the stowed position, a stabilizer system is deployed, a powered light tower is extended, or any other device is opened, extended, or deployed that creates a hazard or is likely to cause damage to the apparatus if the apparatus is moved. The light shall be marked "Do Not Move Apparatus When Light Is On".

COURTESY LIGHTS (UNDER CARRIAGE LIGHTING):

A 5" 12-volt light shall be located under each area designed for personnel to climb onto the apparatus or descend from the apparatus to the ground level. Lighting designed to provide illumination on areas under the driver and crew riding area exits shall be activated automatically when the exit doors are opened. All other ground area lighting shall be switched with the parking brake.

BRACKETING:

FOLDING TANK BRACKET:

One (1) Ziamatic electric hinged fol-da-tank bracket(s) shall be mounted on the exterior of the apparatus in the specified location. The controls shall be located adjacent to each bracket. Each bracket shall be wired so that the hazard light in the cab shall indicate when the bracket is not in the stowed position.

The bracket will be constructed of 1/8" (.125") aluminum treadplate.

Each bracket shall have the capacity for a 3000 gallon fol-da-tank.

LOCATION: _____

SUCTION HOSE STORAGE:

Two (2) suction gutter for a 10 ft. length of suction hose shall be installed on the exterior of the apparatus in the specified location. Each gutter shall be manufactured of 5052-H32 aluminum sheet and supported on aluminum brackets.

Each length of suction hose shall be retained with looped polyester straps and polyester Velcro #2000 loop, #80 hook. The retaining assembly shall be water proof, humidity proof and impervious to ultraviolet.

LOCATION: ONE ON DROP DOWN FOL-DA-TANK, ONE RIGHT SIDE OF THE BODY

LADDER BRACKETS:

One (1) set of cast aluminum FT40000-7 ladder brackets with chrome-plated retainers shall be installed in the right side of the apparatus. The brackets shall have the capacity to carry an extension ladder and a roof ladder. A retainer shall be included to hold the extension ladder in place with the roof ladder removed.

ATTIC LADDER BRACKET:

One (1) attic ladder bracket shall be included within the apparatus. It shall have the capacity to carry an attic ladder. Abrasion pads shall be installed to prevent body finish damage.

LOCATION: _____

PIKE POLE BRACKETS:

One (1) set of Zico Pike Pole Brackets (Quik Mount Models PPMBC-A and PPMBC-DS) shall be installed on the hydraulic ladder rack. These brackets are for single pike poles.

WHEEL CHOCKS:

One (1) pair of Ziamatic #2-SAC-44 folding wheel chocks shall be provided with the apparatus. The chocks shall be mounted in a location that is easily accessible.

FINISH:

APPARATUS BODY FINISH:

The final finish of the apparatus shall conform to fire apparatus standards, exhibiting excellent gloss durability and color retention properties.

PREPARATION:

Since the removal of all contaminants and oxidation is essential to the final effect of a finish system, the apparatus shall be pre-cleaned with wax and grease remover and towel dried prior to evaporation.

A 10-step standard body preparation shall be completed.

When the substrate is prepared, the entire body shall be cleaned by washing again with wax and grease remover and towel dried.

PRETREAT AND PRIMERS:

The pretreat and primer applications shall be made in two (2) independent steps. A application of a combined pretreat/primer product will not be allowed as a substitute.

The prepared substrate shall be pretreated with Acid Curing 2 Component Transparent Primer. This pretreat shall be designed to provide corrosion protection and to create an adhesive bond between the substrate and the surface applications.

To enhance adhesion and top coat gloss, a 2 component epoxy primer shall be applied.

All the primed surfaces shall be sanded smooth, thus removing all texture and surface imperfections and creating a finish base that will meet the rigid requirements of the fire and emergency services.

TOP COATS:

Two (2) coats (0.5 - 2.0 mils) urethane base coat shall be applied in a professional manner. After the base coats have cured properly, two (2) coats of a high solids urethane clear coat shall be applied.

All surface imperfections shall be removed by buffing and polishing.

PAINT WARRANTY:

The apparatus shall be covered by a seven- (7) year paint warranty. Following are the covered defects and exclusions.

Covered Defects shall include only the following list of defects:

- Peeling or delaminating of the topcoat and/or other layers of paint.
- Cracking or checking.
- Loss of gloss caused by cracking, checking or hazing.
- Any paint failure caused by defective PPG Fleet finishes, which are covered by this guarantee.

Defects resulting from the following conditions are excluded from the Warranty:

- Paint deteriorating caused by blisters or other film degradation due to rust or corrosion originating from the substrate
- Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavy-duty pressure washing, or aggressive mechanical wash systems
- Paint deteriorating caused by abuse, scratches, chips, gloss reduction, accidents, acid rain, chemical fallout or acts of nature
- Claims presented without proper Warranty documentation
- Failure on finishes performed by Non-PPG Commercial Certified Technicians
- Failures on finishes due to inadequate film builds
- Failures due to improper cleaning or surface preparation or failure to follow the product use instructions
- Custom finishes, exotic finishes or any finish other than standard finish procedures.
- Failures resulting from product misuse or abuse.
- Repairs done over previously refinished areas unless stripped to bare metal or appropriate substrate.

The interior of the compartments shall be prepped and covered with a polychromatic, modified nitrocellulose coating with a flat background color under an accenting fleck color. If the apparatus includes transverse rear and side compartments, the entire area shall include the Zolatone finish. The compartment finish will give each compartment an extremely durable, flexible finish which is easy to maintain and repair in the future.

Zolatone is a durable coating that resists wear from abrasion, scratching, and chipping in normal everyday use. Far tougher than regular paint, Zolatone offers you one of the most unique and dependable coatings available today.

APPARATUS COLOR:

The color of the apparatus shall be as follows:

COLOR: _____

CAB LETTERING:

Gold vinyl leaf lettering shall be applied to the chassis cab door, one (1) each side. Each letter shall be 2½" to 3½" high, hand applied, blocked and shaded in black.

Gold vinyl leaf letters/numbers shall be applied to the chassis cab fender area, one (1) each side. Each letter/number shall be 2½" to 3½" high, hand applied, blocked and shaded in black.

LAMINATION WARRANTY:

The apparatus shall be covered by a three (3) year warranty against defects in material and workmanship with the graphics process

REFLECTIVE STRIPING:

The finished apparatus shall be striped white with 6" reflective Scotchlite striping.

CHEVRON STRIPING:

The rear of the apparatus shall be striped in a 2-tone Chevron pattern. The striping shall start at the top of the apparatus body and shall be applied at a 45° down outward angle down on each side at the rear, forming an upside down "V" pattern.

The striping shall be applied in the following locations: inside the rear body rails on each side of the body, on the rear face of the side compartments, and on the rear roll-up door.

REFLECTIVE STRIPING IN THE CAB:

Two-inch diagonal-striped reflective material, that meets 2003 NFPA compliance standards, shall be placed on the inside of each opening cab door. The material will be at least 96 square inches.

One (1) Duo-Safety #10-585A aluminum folding 10' attic ladder(s).

One (1) Duo-Safety 314-775A, 14' Roof Ladder(s) with hooks.

One (1) Duo-Safety #24-900A, 24' 2 Section ground ladder(s).

Two (2) 10' Length(s) of 4" diameter Firequip maxi flex hard suction, clear with burgundy ribs. Coupled 4" LHF x 4" RLM. (Not rated for hydrants).

DELIVERY:

To insure proper break-in of all drive train components while under warranty, the finished apparatus shall be delivered to the purchaser under its own power.

A qualified representative shall remain in the department a sufficient length of time to demonstrate the operation, care and maintenance of the equipment to a single shift of personnel.

The apparatus shall be covered by comprehensive and liability insurance during the delivery period. The purchaser shall assume the insurance obligation on acceptance. At that time, the purchaser shall present to the manufacturer's agent a certificate of verification, showing liability, comprehensive, and collision insurance coverage.