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 HAWK TANKER w/ PORTABLE PUMP

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.

Shipment of completed apparatus shall be made within 330 calendar days after our approval of properly signed contract, subject to causes beyond our control. 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"

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PAYMENT TERMS

OPTION 1

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

A progress payment of \$ shall be made within ten (10) days of invoicing, upon the initial construction of the apparatus body.

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 _____ Fire _____ For 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.

CHASSIS INSPECTION AND REPAIRS:

The chassis shall be inspected and serviced before the unit is put into service.

- 1. The brakes shall be rebuilt on the apparatus
- 2. The engine and transmission shall be serviced, including oil changes and new filters
- 3. The pinion seals shall be checked and replaced if necessary

CHASSIS CAB PAINT

The chassis cab shall be scuffed and painted red to match the apparatus body. NICHOLS

CHASSIS MODIFICATIONS:

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 (if applicable)
- --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
- --CAFS Air Compressor System Lubricant
- --Generator System Lubricant
- --Front Tire Cold Pressure
- --Rear Tire Cold Pressure
- --Maximum Tire Speed Ratings

A final manufacturer's certification of the GVWR or GCWR along with a certification of each GAWR, shall be supplied on a label 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 in feet and inches, the overall length of the vehicle in feet and inches, and the GVWR in tons shall be provided and mounted. The sign shall be visible to the driver of the vehicle while seated.

A label stating "Do Not Wear Helmet While Seated" shall be visible from each seating position.

HELMET STORAGE:

To meet the intent of NFPA 14.1.8.4.1, the helmet for each occupant shall be stored in an exterior compartment.

PUMP AND PIPING:

WATEROUS PB18-3030C 18HP PUMP:

<u>CAPACITY</u>

Demo Tan-0001



60 g.p.m. @ 115 p.s.i. 120 g.p.m. @ 110 p.s.i. 180 g.p.m. @ 95 p.s.i. 280 g.p.m. @ 60 p.s.i. 360 g.p.m. @ 30 p.s.i.

PUMP TYPE

The pump shall be a direct drive centrifugal pump with a closed hydraulically balanced impeller. It is to be bolted directly to the engine.

VOLUTE HEAD and BODY

The volute head and body shall be constructed of high strength aluminum alloy. They are to be anodized for superior corrosion resistance, with fully machined internal waterways for peak performance.

IMPELLER

The impeller is to be constructed of high-strength, corrosion-resistant bronze. It shall be fully enclosed, double hubbed to balance hydraulic thrust, mechanically balanced to eliminate vibration.

WEAR RINGS

The wear rings shall be constructed of long wearing bronze. The must be easy to replace when it becomes necessary in order to restore original pump efficiency.

IMPELLER SHAFT SLEEVE

The impeller shaft sleeve shall be constructed of high strength stainless steel.

IMPELLER SHAFT SEAL

The impeller shaft shall be of a spring-loaded mechanical type. It shall be maintenance free because it does not require adjustment.

<u>PRIMER</u>

The primer shall be a combination spark-arresting muffler and exhaust primer. It will be fast and simple to use. There will be a quarter turn bronze priming valve. The "Super" Lo-Tone muffler is extremely quiet.

HONDA 20 HP ENGINE:

ENGINE

The engine shall be a Honda GX630 horizontal shaft engine. It will be a 4 stroke, gasoline fueled engine with 20 HP @ 3600 RPM (4000 RPM max.) 42 cu. In. Displacement.



<u>FUEL TANK</u> The fuel tank will be a 5 gallon built-in tank.

<u>IGNITION</u> Digital CDI with variable ignition timing.

LUBRICATION Full pressure

STARTER Shift Type

CONTROLS

Controls will consist of separate throttle, choke, start and stop controls.

VALVING:

Each valve shall be ball type, full flow and so designed as to allow easy removal from the line without disturbing the piping. The valve shall be tested to 500 p.s.i. By the valve manufacturer.

MOUNTING:

The pump shall be mounted in an aluminum treadplate open tray located ahead of the L1 compartment. The treadplate tray shall be approximately 39" wide x 36" wide.

2¹/₂" DISCHARGE:

One (1) $2\frac{1}{2}$ " discharge shall be provided at the pump location. The discharge shall utilize a 2006SST stainless steel ball valve.

The discharge piping shall incorporate a stainless steel cross, terminating in two (2) 1³/₄" discharges plumbed through the gantry walkway.

2¹/₂" TANK VALVE:

One $2\frac{1}{2}$ " 2006SST stainless quarter turn valve shall be included for the tank to pump line. A $2\frac{1}{2}$ " **non-gated** NSTF swivel suction adapter shall be located at the pump location.

RECYCLE/FILL:

The 1" recycle/fill valve shall go from the pressure side of the pump to the booster tank. It shall consist

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of a 1" hose with aeroquip fittings and a 1" full flow quarter turn 2006SST stainless steel ball valve.

<u>PIPING CERTIFICATION:</u>

The portable pump shall be tested to the pump's rated capacity. for a period of ten minutes. A certified document on the test shall be supplied to the customer.

TREADPLATE COVER:

There shall be a treadplate lift up cover installed on the pump compartment to protect the area from weather and road debris. The cover shall incorporate a stainless steel hinge and a D-Ring rotary latch. A gas shock shall be supplied on each side of the door opening to hold the cover in the open position during operation

BODY:

ALUMINUM TREADPLATE GANTRY:

The apparatus gantry on each side shall be manufactured of aluminum treadplate material. The material shall be mounted to the tank subframe outriggers on each side. The rear of the gantry on each side shall extend down thereby providing a mounting area for the rear driving signals.

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) ³/₄" thick steel tow eyes shall be securely fastened to the rear frame rails, one (1) on each side.

COMPARTMENTATION:

COMPARTMENT DESIGN:

The compartments are constructed of 3/16" emergency service aluminum for longevity and dependability. The compartment seams are continuous mig-welded to provide the durability and strength necessary for emergency service application. All compartments are of sweep-out design for



ease of maintenance. The compartments shall be mounted to the gantry on each side of the apparatus body.

The compartment floors shall be .188 treadplate material for maximum compartment strength. The front and rear face of the compartments shall be aluminum treadplate material.

The specified lighting in each compartment shall be switched automatically with the doors. The lighting shall meet the requirements of NFPA 13.10.5

BOX TYPE FLUSH DOOR CONSTRUCTION:

The side compartment doors shall be manufactured in a flush box design.

Each compartment door exterior and interior shall be 1/8" (.125") aluminum treadplate. The door assembly shall be designed to prevent condensation buildup within the door interior. Insulation shall be installed between the inner and outer pans of each door.

Each door shall be supported with stainless steel piano hinges, 2" joint x $\frac{1}{4}$ " pin. Each hinge shall be bolted to the door perimeter and door casement with stainless steel bolts, thereby facilitating door replacement. The door openings shall have closed cell automotive type seals to prevent water and dirt entry.

There shall be a seal applied to the outer perimeter of the door and a secondary seal on the inner flange of each compartment. A seal shall be provided between any double door compartments.

COMPARTMENT DOOR LATCHING:

The compartment doors shall be secured by a two-point latching system. The door handle shall consist of a stainless steel rotary D-ring latch. Each latch shall connect with a pair of strikers.

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) $5'' \times 34''$ louvers.

LEFT SIDE BODY SHALL BE AS FOLLOWS:

L1 PUMP COVER

A lift-up door compartment assembly approximately 48" wide x 33" high x 25" deep, with a door opening of approximately 39" wide x 28" high, shall be incorporated on the apparatus left side ahead of



the rear wheels.

The compartment shall include the following:

SWING UP DOOR RETAINERS-GAS SHOCKS:

Each swing up side compartment door shall be retained with Gas shocks that are designed to hold the door in the open position.

Unistrut Tracking

One (1) 5" 12-volt T41 Series LED light(s)

<u>RIGHT SIDE BODY SHALL BE AS FOLLOWS:</u>

<u>R1</u>

A lift-up door compartment assembly approximately 48" wide x 33" high x 25" deep, with a door opening of approximately 39" wide x 28" high, shall be incorporated on the apparatus right side ahead of the rear wheels.

The compartment shall include the following:

SWING UP DOOR RETAINERS-GAS SHOCKS:

Each swing up side compartment door shall be retained with Gas shocks that are designed to hold the door in the open position.

One (1) 5" 12-volt T41 Series LED light(s)

COMPARTMENT INTERIOR FINISH:

The interior of the compartments shall be natural finish aluminum

HOSE STORAGE - ALUMINUM TREADPLATE:

There shall be one (1) hose storage box located below the gantry on the LEFT SIDE BEHIND THE PUMP COMPARTMENT. The tray shall be manufactured of .125 aluminum treadplate and shall be mounted utilizing unistrut tracking. The tray shall be approximately 30" wide x 29" high x 26" deep.

The hose tray shall incorporate one (1) seat belt assembly in the center to retain the hose within the tray

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during travel.

HOSE RETENTION - "L" BRACKET/SEAT BELT:

There shall be one (1) "L" bracket mounted on the top of the gantry between the $1\frac{1}{2}$ " preconnect discharges. The bracket shall separate the top of the gantry into two (2) separate hose storage areas. Two (2) seat belts style straps shall be supplied to retain the hose inteh stored position when not in use.

VERTICAL UNISTRUT IN COMPARTMENT:

The unistrut tracking as previously specified shall be vertically installed on the compartment walls of for use with adjustable shelving. The tracking will allow the shelving to be adjustable to height with an eight (8) bolt lock. The tracking shall be installed from the floor of the compartment to approximately 4" below the ceiling of the compartment, allowing full height adjustability.

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 ¹/₂". 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 shall 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 2¹/₂" 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 ¹/₂". 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.

TANK EXTERIOR FINISH:

The exterior of the tank shall be painted to match the chassis cab.

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

PREPARATION:

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

A 10-step standard tank 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.

FOL-DA-TANK RACK:

One (1) fol-da-tank rack shall be installed on the top of the compartment on the apparatus right side. The fol-da-tank shall lie between the top of the compartments and the bottom of the "T" cutout of the tank. The storage area will have an open top.

The tank storage area shall have a stop at the front and rear and shall be open on the sides.

SUCTION HOSE TRAY:

One (1) suction hose tray shall be located on the left side of the apparatus between the top of the compartment and the bottom of the "T" cutout of the tank. The suction hose tray will have an open top. The suction hose tray shall have the capacity to carry two (2) 10' lengths of hard suction hose.

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

TANK FILL - 2¹/2'':

Two (2) $2\frac{1}{2}$ " tank fills shall be located on the apparatus at the rear, one (1) each side of the rear dump. Each tank fill shall be operated from its location. Each shall include a 2006 SST stainless steel $2\frac{1}{2}$ " quarter-turn ball valve, and a $2\frac{1}{2}$ " NST female swivel with a sweep elbow of at least 30 degrees and a chrome plug. Assembly shall also include a $\frac{3}{4}$ " quarter turn line drain.

TANK DUMP:

One (1) 10" x 10" square Newton stainless steel swivel dump Model 6000SW-34 with a flip up gate valve shall be installed. It shall include an over center safety lock. The valve shall be bolted to the tank

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with stainless steel bolts.

The dump shall incorpate a swivel allowing 180° rotation from left to right.

The dump shall be manually controlled from the dump location.

DUMP EXTENSION:

One (1) Newton 36" manually controlled stainless steel extension, model 4036-34, shall be installed on each dump.

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

One (1) at the rear

<u>12 VOLT ELECTRICAL:</u>

<u>12 VOLT ELECTRICAL SYSTEM:</u>

Our electrical system is engineered to provide many years of dependable, trouble free service.

The 12 volt apparatus wiring shall be completely independent of the chassis electrical system. The system shall incorporate a state-of-the-art electrical distribution center. The center shall include a microprocessor, automatic reset circuit breakers, and switching relays.

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.

ON BOARD BATTERY CHARGER:

One (1) Progressive Dynamics PD2140 battery charger shall be installed on the vehicle. The unit shall be located in the L1 compartment.

The PD2140 is a 40-amp Electronic Marine Converter/Charger capable of charging up to three separate banks of batteries at the same time. It incorporates a microprocessor that constantly monitors battery voltage, then automatically selects one of four operating modes to ensure safe, rapid recharging cycles. The Storage Mode and the Equalize Mode of operation ensures minimum battery gassing and water loss while preventing battery stratification and sulfation. All Inteli-Power chargers are designed to meet the stringent requirements of the Marine environment and are UL listed for safety. A digital meter displays current, voltage, operation mode, blown fuse indication, and battery type.

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 step assembly under the driver's door.

AIR EJECT:

One (1) Kussmaul air eject 091-28 shall be installed on the left side, below the driver's entrance. The air eject shall be plumbed to the chassis air system to maintain air pressure.

TIRE PRESSURE MONITORING DEVICE:

There shall be a tire pressure indicator voucher provided with the completed apparatus. The voucher shall be for mechanical style tire pressure indicators for the front and rear tire valve stem. The indicator shall provide visual indication of pressure in the specific tire.

The tire pressure indicators shall be redeemed upon the receipt of the voucher for installation by the customer.

The devices shall consist of a valve stem cap top with red and green color coding to indicate tire pressure conditions. If the cap is ALL GREEN the tire is properly inflated. If the cap is HALF GREEN/ HALF



RED, the tire is approximately 10% under inflated. If the cap is ALL RED, the tire is 20% or more under inflated.

OPTICAL WARNING SYSTEM:

The optical warning system on the fire apparatus shall be capable of two separate signaling modes during emergency operations. One mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way. The other mode shall signal that the apparatus is stopped and is blocking the right-of-way.

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 Justice LED JE2NFPA 56" LED lightbar shall be mounted on the cab roof. The lightbar shall be an all red lightbar. 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 LINZ6R red 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 LINZ6R Red 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 LINZ6R Red 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 RB6T*P amber rotating beacon and one (1) Whelen Model RB6T*P red rotating beacon shall be mounted on the upper rear area 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 LINZ6R 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 - LED:

The rear driving signals shall consist of six (6) lights: two (2) T40 Series 4" round red stop-tail-turn, and two (2) T41 Series 4" round clear backup on each side.

ELECTRONIC SIREN:

One (1) Code 3 Model 3692L4 siren shall be installed in the apparatus. The siren shall be mounted in the cab and shall include a noise-canceling microphone. The siren shall include the warning light controls.

CAST SIREN SPEAKER:

One (1) Cast Products Siren Speaker shall be mounted under the bumper on the driver's side.

TURN SIGNALS-MIDSHIP:

One (1) S34 Series amber LED midship turn light shall be mounted on each side of the apparatus below the walkway step.

ICC LIGHTING:

S34 Series LED Clearance lights shall be installed on the apparatus. They shall be hermetically sealed cartridge lights for ease of service and durability.



DECK LIGHTS REAR-UNITY:

One (1) Unity AG 6" bulb #4419, 1300 CP AG deck light shall be installed above the rear dump. The spotlight shall be capable of 360° horizontal rotation and 180° vertical rotation. The light shall be mounted utilizing a Unity 3" round bracket # 7036.

BRACKETING:

WHEEL CHOCKS:

One (1) pair of Worden Safety Model 211001 one-piece rubber wheel chocks shall be provided with the apparatus. Each chock features a molded in grab handle, an elbow fixture for rope or chain attachment, and utilizes a very sticky live rubber to ensure high coefficient of friction.

FINISH:

CAB LETTERING:

Vinyl lettering as described below shall be applied to the chassis cab door, one (1) each side. Each letter shall be $2\frac{1}{2}$ " to $3\frac{1}{2}$ " high and hand applied.

The lettering vinyl style shall be simulated gold leaf.

The lettering font style shall be Eurostile Bold.

The lettering font highlight type shall be shadow.

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 4" reflective Scotchlite striping.

REFLECTIVE STRIPING IN THE CAB:

Two-inch red and white striped retro-reflective material shall be placed on the inside of each opening cab door. The material will be at least 96 square inches, meeting current NFPA standards.



CHEVRON STRIPING:

The rear of the apparatus shall be striped with retro-reflective striping. The striping shall be applied in a chevron pattern sloping downward and away from the centerline of the apparatus at a 45° angle. The striping shall be single color alternating between red and yellow.

The striping shall be applied in the following locations: rear vertical surface of the water tank.

EQUIPMENT:

NFPA EQUIPMENT CLARIFICATION:

Any equipment specified in the "Minor Equipment" section (e.g. hose, nozzles, adapters, AED, traffic cones, traffic safety vests, etc.) of NFPA 1901for each apparatus classification (see below) which is not specified in this proposal shall be considered to be customer supplied and installed.

Apparatus Type	NFPA Section
Pumper	5.8
Initial Attack	6.7
Mobile Water Supply	7.7
Aerial	8.8
Quint	9.8
Special Service	10.5
Mobile Foam	11.9