

**HART COUNTY BOARD of COMMISSIONERS
800 Chandler Street
HARTWELL, GA 30643**

DATE: January 19, 2010

BID NOTICE

Sealed bids for a new **Type I Ford Ambulance for Hart County EMS** subject to the conditions and provisions set forth in the attached bid package will be received at the Hart County Board of Commissioners office until February 23, 2010 at 3:30 PM. The commodities and /or services must be furnished as described and specified in this package.

Bids must be received either by mail or hand delivered in a **sealed envelope**. Faxed bids cannot be accepted.

Please address mailed bids, Fed-Ex, UPS, or hand delivered bids to:

HART COUNTY BOARD OF COMMISSIONERS
800 CHANDLER STREET
HARTWELL, GA 30643
Attn: Lawana Kahn

Also, please show the following on the **OUTSIDE** of the envelope:
BID FOR AMBULANCE

NOTE: Some "Next Day" deliveries may not get delivered to this office prior to the bid opening. Please be aware of this and make arrangements to have your bid here on time, as late bids will be rejected.

NOTICE: If you are downloading this information from a web page, you must register with Hart County EMS at the contact information listed on the **Invitation to submit bids page**. This is the only way Hart County EMS can be sure that you receive all addendum and relevant information for this bid.

**DATE BIDS DUE: Tuesday, February 23, 2010
3:30 p.m.**

**BID FORM
HART COUNTY BOARD OF COMMISSIONERS
800 CHANDLER ST., HARTWELL, GA 30643**

The (Company) _____

submits herewith Bid in response to bid request in this package, and in compliance with the description(s) and/or specification(s) attached hereto:

NOTE: You must sign and complete the Bid Supplemental Form and Contractor Affidavit.

PRICE:

Price in Numbers

Price in Words

The following Addenda to the Bidding and Contract Documents are acknowledged:

Addendum No: _____

Dated: _____

OFFICIAL COMPANY ADDRESS _____

EMAIL ADDRESS: _____

SIGNATURE _____

PRINT NAME _____

TITLE _____ PHONE _____

DATE _____ FAX _____

Corporate Seal (if applicable)

**BID SUPPLEMENTAL FORM
HART COUNTY BOARD OF COMMISSIONERS**

DATE: _____

NOTICE: *Hart County Purchasing Policy prohibits awards to a (1) county employee, (2) employee of a constitutional officer, (3) a Board of Commissioner Member, (4) Constitutional Officer or to a company/business where a county employee/Constitutional Officer holds any interest. These prohibitions also apply to immediate family members of those listed above. By signing below you are confirming that these prohibitions do not apply to your company/bid.*

References: Name Title Organization Phone Number email address

- 1.
- 2.
- 3.

The _____ (Bidder) takes the following exceptions to the specification and bid documents:

(Important: See section IIb)

SIGNATURE: _____
CONTRACTOR AFFIDAVIT AND AGREEMENT OF COMPLIANCE WITH GEORGIA LAW 13-10-91 (1/1/10)

By executing this affidavit, the undersigned contractor verified its compliance with O.C.G.A. 13-10-91, stating affirmatively that the individual, firm or corporation which is contracting with the Hart County Board of Commissioners has registered with and is participating in a federal work authorization program* [any of the electronic verification of work authorization programs operated by

the United State Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603], in accordance with the applicability provisions and deadlines established in O.C.G.A. 13-10-91.

The undersigned further agrees that, should it employ or contract with any subcontractor(s) in connection with the physical performance of services pursuant to this contract with the Hart County Board of Commissioners, contractor will secure from such subcontractor(s) similar verification of compliance with O.C.G.A. 13-10-91 on the Subcontractor Affidavit provided in Rule 300-10-01-.08 or a substantially similar form. Contractor further agrees to maintain records of such compliance and provide a copy of each such verification to the (name of the public employer) at the time the subcontractor(s) is retained to perform such service.

EEV/Basic Pilot Program* User Identification Number

BY: Authorized Officer or Agent

Date

Title of Authorized Officer or Agent of Contractor

Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME ON
THIS THE ____ DAY OF _____, 200_

Notary Public

My Commission Expires:

* As of the effective date of O.C.G.A. 13-10-91, the applicable federal work authorization program is the "EEV/Basic Pilot Program" operated by the U.S. Citizenship and Immigration Services Bureau of the U.S. Department of Homeland Security, in conjunction with the Social Security Administration (SSA).

***Invitation to Submit Competitive Bids
For
1 NEW and 1 REMOUNTED Ambulance and Equipment***

DATE: January 19, 2010

Hart County is soliciting competitive, sealed bids from qualified vendors for the purchase of One (1), Type I, Class One (4 x 2), Configuration built to the attached specifications for Hart County. Hart County reserves the right to reject any and/or all bids. Hart County also reserves the right to accept the bid most advantageous to this agency.

The attached specifications define a heavy-duty, commercial emergency medical vehicles, built to withstand adverse driving conditions. The vehicle shall meet or exceed the latest revision to federal specification KKK-A-1822, Federal Motor Vehicle Safety Standards (F.M.V.S.S.), National Truck Equipment Association (N.T.E.A) Ambulance Manufacturers Division (A.M.D.) standards and Ford Qualified Vehicle Modifier (Q.V.M.) Program Truck Guidelines.

This invitation is extended to all qualified vendors/manufacturers that is specifically in the business of building emergency medical vehicles and/or equipment.

This invitation is issued by: Hart County Board of Commissioners
800 Chandler St.
Hartwell, GA 30643
Office: (706) 376-2024

Contact Person: Terrell Partain
800 Chandler St.
Hartwell, GA 30643
Office: (706) 376-3930
e-mail: hartcoems@hartcom.net

Schedule of Events Applying to this Procurement

Origination
Pre-Bid Conference

GENERAL CONDITIONS:

Party Identification
PARTY IDENTIFICATION:

AGENCY: "Agency" is hereinafter defined as the customer. The customer is an individual or a group of individuals whom represent the interest of the city, borough, county, parish, state or private enterprise and has been charged with the responsibility of purchasing one or more emergency medical vehicle(s).

BIDDER: "Bidder" is hereinafter defined as the vehicle manufacturer and/or it's authorized representative. The bidder is an officer or assigned representative who is authorized to commit the manufacturer/builder to a contract with the "Agency". The authorized signature that seals the commitment of the manufacturer to perform in accordance with this contract, shall be made directly or indirectly by an officer of the manufacturer. Any authorized representative who is not an officer of the manufacturer shall show power of attorney which authorizes that representative to act in the capacity of making a binding contractual commitment.

VENDOR: "Vendor" is synonymous with "Bidder".

Invitation's drawings, specs, schedule & instructions

NOTICE TO BIDDERS: Bidders shall thoroughly examine any drawings, specifications, schedule, instructions and any other documents supplied as part of this invitation to bid.

Bidders shall make all investigations necessary to thoroughly inform themselves regarding the content of the written specifications, drawings and instructions supplied herein. No pleas of ignorance by the bidder pertaining to the content of the specifications, drawings, schedule or instructions will be considered by the agency once the deadline for bid submission has occurred. Failure or omission on the part of the bidder to make the necessary examinations and investigations into the content of the specifications AND make all clarifications or explanations of exceptions and conditions that exist or that may exist hereafter shall NOT be accepted as a basis for making variations to the requirements of the agency or compensation to the bidder.

Definitions:

CLARIFICATIONS: Clarifications shall be written correspondence between the bidder, the agency and all other qualified bidders. A Clarification shall include the paragraph number, page number, the text with unclear content (as written in the specification) and the definition of the clarification requested. Verbal clarifications shall be documented in writing

and distributed to all other qualified bidders at least two business days prior to the deadline for bid submission.

EXPLANATION OF EXCEPTIONS: Bidders may take exceptions to any part of the bid contained herein with a written itemized schedule. The schedule shall include the paragraph number(s), the text that the bidder feels he can not comply with an explanation why the bidder feels that the requirement is not in the best interest of the agency and/or an alternate bidder solution. Alternate bidder solutions may be considered by the agency, if the bidder can show the agency that the alternate solution is, in quality and quantity, equal to OR better than the specified item. The agency will share the exception/alternate solution with all other Qualified Bidders. Explanation of exceptions shall be documented in writing at least two business days prior to the deadline for bid submission.

The "Core Design" intent

CORE DESIGN INTENT: The core design intent of the specifications supplied herein is to purchase an ambulance with the highest level of engineering excellence. The "Core Design" intent of this vehicle shall be centered on the patient's need for pre hospital care, in conjunction with a safe working environment for the Emergency Medical Personnel.

No Alternate Bids taking TOTAL Exceptions

BID PACKAGES SHALL NOT TAKE TOTAL EXCEPTIONS: Bidders are required under this bid invitation to give, for the consideration of the agency, a proposal that will comply with the written specifications, drawings and schedules supplied herein. The specifications supplied represent a compilation of input from all disciplines of users, patients, maintenance and management personnel who are directly affected by the vehicle's performance.

Careful consideration pertaining to safety, configuration, construction, and workmanship are based on working experiences by all the personnel who have direct, working contact with the subject vehicle specified herein. The "core design" of this ambulance was created as a result of resolving issues and improvement suggestions that have originated from the personnel most QUALIFIED to make such input.

The agency makes no claim that ALL potential issues or improvements are included in the specifications supplied herein. The agency will consider any VALID concern by any bidder and will consider minor specification exceptions or alternates of equal or better performance, provided that the exception(s) are steered toward meeting the "Core design" intent AND the exception(s) are cleared up not less than two days prior to the bid opening date.

Caution:

A bidder who submits a bid that takes "Total Exception" and makes an offering of some "Standard" or "Stock" unit will be viewed by the agency as a bidder who did not make, and is not prepared to make, a valid bid, and is not qualified to manufacture the ambulance as specified herein. Alternate bids will NOT be considered.

Vehicle Quantity (Vehicles)

Y___N___

VEHICLE QUANTITY: This agency is currently seeking to purchase one new vehicle per the specifications set forth in this solicitation for bid. The agency AND/OR other agencies that qualify to purchase under this contract shall reserve the right to increase the number of vehicles purchased without incurring an obligation to obtain bids from other vendors for a period of two years. A contract extension may be provided to the successful, qualified bidder who has performed satisfactorily to the original contract.

Vendor Qualifications

VENDOR QUALIFICATIONS

Ford QVM, Qualified Vehicle Modifiers Program Member

Y__N__

FORD Q.V.M.: All Bidders shall be members in good standing of the Ford Motor Company's Qualified Vehicle Modifier Program (Q.V.M.). Each bidder shall supply a copy of their valid Q.V.M. Certification with their bid package. If for any reason the Q.V.M. Certification has been withdrawn or suspended by Ford Motor Company within the past five years, the bidder shall supply a full written explanation as to why it was withdrawn. The written explanation shall include any corrective actions taken to regain the Q.V.M. Certification.

Product Liability Insurance

Y__N__

PRODUCT LIABILITY INSURANCE: Proof of current liability insurance shall be supplied. The proof of insurance shall bear the insurance carrier's name, address and phone number. The proof shall also bear the name and address of the insured. This document shall contain the coverage schedule, explaining the type of insurance, the policy number, the effective date of coverage, the policy expiration date and the individual limits. The minimum amount of coverage shall be as follows:

Commercial General Liability - Aggregate policy limit of two million dollars.

Automotive Liability - Any Hired and Non owned Autos

Combined Single Limit of one million dollars.

Garage Liability - Any Auto

Auto only - Each accident: limit of one million dollars.

Excess Liability - Umbrella Form

Each occurrence: limit of twenty five million dollars.

Workers Compensation and Employers' Liability

Each Accident: limit of one million dollars

Disease policy: limit of one million dollars

Disease - Each Employee: limit of one million dollars

Automotive Damage, Physical Liability Damage

Comprehensive Deductible: Two hundred fifty dollars

Collision Deductible: Five hundred dollars.

Non-Discrimination and Equal Opportunity

Y__N__

NON-DISCRIMINATION AND EQUAL OPPORTUNITY: The Bidder/Contractor agrees to comply with all federal statutes relating to nondiscrimination. These include but are not limited to:

(a) Title VI of the civil rights act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin;

(b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 16811683, and 1685-1686), which prohibits discrimination on the basis of sex;

(c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), which prohibits discrimination on the basis of handicaps and the Americans with Disabilities Act of 1990;

(d) The Age Discrimination Act of 1974, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age;

(e) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;

(f) The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;

(g) 523 and 527 of the Public Health Service Act of 1912 (U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;

(h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing;

(i) Any other nondiscrimination provisions in any specific statute(s) applicable to any Federal funding for this Agreement;

(j) The requirements of any other nondiscrimination statute(s) which may apply to this agreement.

Drug Free Work Place

Y___N___

DRUG FREE WORK PLACE: The Bidder shall conduct business as a Drug Free Workplace. The Bidder/Manufacturer and ALL of its sub-contractors shall provide notice to their employees and sub-contractors as required under the Drug-Free Workplace Act of 1988. A copy of Bidder's Drug-Free Workplace Policy shall be furnished to the agency upon request.

AEV Cab Service Disconnect Package (CSD):

Y___N___

CAB DISCONNECT PACKAGE: Due to the complexity of the new Diesel engine packaged in a limited access F-Series cab and chassis, Ford service manuals for routine engine maintenance including but not limited to injector service suggests that the vehicle preparation includes separation of the cab and chassis by disconnection of the cab and lifting it four feet above the chassis. This would include having to disconnect every electrical component both OEM and aftermarket by the second stage manufacturer. This optional component is a quick disconnect of every second stage manufacturer added item for easy access to for cab removal. It is suggested that this item be included by the successful bidder for this agency.

**Product Testing - NTEA - Ambulance Manufacturers' Division
NATIONAL TRUCK EQUIPMENT ASSOCIATION (N.T.E.A.)**

Y___N___

Ambulance Manufacturers' Division:

A.M.D. 001 thru 025 - The ambulance described herein shall be type tested to the National Truck Equipment Association's Ambulance Manufacturing Division, Standards 001 through 025 - The tests shall be conducted by an independent testing laboratory and documentation of certification of testing shall be available if requested.

Quality Control: Specification Compliance
QUALITY CONTROL - Specification Compliance

Y__N__

QUALITY ASSURANCE: The vendor shall inspect and test all systems, electrical loads, per current Federal specification KKK-A-1822 Section 4. Testing results shall be documented and displayed in the Oxygen compartment and/or supplied with the delivery handbook.

QUALITY/COMPLIANCE ASSURANCE: A thorough quality/compliance inspection by this agency's employees or this agency's hired representative shall compare the Ambulance to the specifications within 10 calendar days of written notice of vehicle completion by the successful bidder. The notice may be faxed, followed by phone contact. The customer reserves the right to authorize the bidder's DEALER to conduct the inspection provided the DEALER is authorized and qualified to correct quality/compliance issues at the DEALER site.

Non-Collusive Bid Certification

Y__N__

NON-COLLUSIVE BID CERTIFICATION:

By submission of this bid response, the Bidder and/or the Bidder's authorized representatives, certify under penalty of perjury, that to the best of their knowledge and belief the following:

- A) The prices in the bid response have been arrived at independently without collusion, consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such prices with any other Bidder or with any competitor, and;
- B) Unless otherwise required by law, the prices which have been quoted in the bid response have not knowingly been disclosed by the Bidder and will not knowingly be disclosed by the bidder, prior to the public bid opening, either directly or indirectly to any competitor, and;
- C) No attempt has been made or will be made by the Bidder, for the purpose of restricting competition, to induce any person, partnership or corporation not to submit a bid response .

Debarment Status

Y__N__

DEBARMENT STATUS:

By submission of this bid response, the Bidder and/or its authorized representatives, certify under penalty of perjury, that to the best of their knowledge and belief they are not currently debarred from submitting bids or bids on contracts by any agency within the home state of THIS AGENCY, nor are they an agent of any person or entity that is currently debarred from submitting bids on contracts by any agency within the home state of THIS AGENCY.

WARNING:

This agency will not tolerate Vendors who state compliance to specifications but deliver an incomplete product and/or sub-standard materials and workmanship. Vendors who have made delivery of such an ambulance without making every reasonable effort to remedy the defects found at the time of delivery or within the warranty period will be notified that they

are DEBARRED from submitting bids to this agency in the future. This agency will not waste valuable time (more than once) trying to recover legal costs and deal with lost in-service time of new apparatus, working with vendors who are unresponsive to the needs of this agency.

F-Series 165 WB CHASSIS

Type I Modular Ambulance
CHASSIS

Y___N___

TYPE I AMBULANCE: The apparatus shall be a Configuration A, 2-door, conventional cab and chassis with a transferable, modular, ambulance body.

Engine: 6.4L Power Stroke V-8 Turbo Diesel - F-series

Y___N___

ENGINE: A V-8, Turbo-Charged Diesel engine shall be provided with a minimum displacement of 6.4 liters (390 cu in). The engine output shall be 350 horse power at 3,000 revolutions per minute and deliver 650 foot pounds of torque at 2,000 revolutions per minute. Engine performance shall comply with or exceed the most current revision of KKK-A-1822.

Cab Interior Color: Gray (F-series)

Y___N___

CAB INTERIOR COLOR: The color of the cab interior shall be gray.

GVWR: 13,000 pounds, FAWR: 5,250, RAWR: 9,750 (4x2)

Y___N___

GROSS VEHICLE WEIGHT RATING (GVWR): The GVWR of the chassis supplied shall be at least 13,000 pounds.

FRONT AXLE WEIGHT RATING (FAWR): The FAWR shall be rated no less than 5,250 pounds.

REAR AXLE WEIGHT RATING (RAWR): The RAWR shall be rated no less than 9,750 pounds.

Rear Suspension: F-350 Leaf Springs, Single Stage (OEM)

Y___N___

REAR SUSPENSION - SPRINGS: The unmodified O.E.M. springs shall be supplied. The springs shall be single stage, constant rate leaf type with a 9,750 pound rating, measured at the ground.

Cab Seats, Driver/Pass: F1 OEM Captains' Chair - Cloth

Y___N___

CAB SEATS: O.E.M. High back, velour covered bucket type seats shall be provided in the cab. The seats shall adjust forward and aft. Seat base must be O.E.M.. After market seats and/or bases are not acceptable due to violations regarding S.R.S. (Air bag) deployment geometry and Ford Q.V.M. Guidelines.

OCCUPANT RESTRAINT SYSTEM: The front, forward facing cab seats shall be equipped with O.E.M. installed three point seat belts. The seat belt assemblies shall meet or exceed F.M.V.S.S. 208 and 209. The inside conversion panels shall not interfere with the swivel arc of the shoulder rings.

SUPPLEMENTAL RESTRAINT SYSTEM: An O.E.M. air bag shall be installed on the driver and passenger side. Permanent or Quick release ambulance conversion components shall not interfere with air bag deployment. The air bags must be completely operational. Modifications by the secondary manufacturer are not acceptable.

Transmission: Ford Torqshift, 5 Speed Automatic (F-series) Y___N___
TRANSMISSION: There shall be a Ford, Torqshift, 5-speed, automatic transmission with overdrive provided.

2010, F-350 4 x 2 DRW Reg Cab, 165" WB, XLT Y___N___
CHASSIS

CHASSIS MAKE: The apparatus shall be mounted on a commercially available cab and chassis manufactured by Ford Motor Company. The chassis manufacturer shall be the vehicle's point of origin. The chassis shall be supplied by Ford as an incomplete vehicle to the successful ambulance manufacturer. The chassis supplied shall conform to all applicable Federal Motor Vehicle Safety Standards in force at the time of manufacture. A statement of conformity shall be supplied with the chassis in an "Incomplete Vehicle Manual".

CHASSIS MODEL: The apparatus shall be mounted on a 2009 or newer F-350, Regular cab, dual rear wheel, two wheel drive chassis equipped as follows below.

WHEEL BASE: The wheel base shall be 165 inches with a cab to axle dimension of 84". The wheel base shall be factory supplied by the O.E.M. Modified wheel bases made from chassis with shorter or longer wheel bases are not acceptable.

O.E.M.: The acronym O.E.M. Is Original Equipment Manufacturer. The O.E.M. Is the chassis manufacturer and the vehicles Maker and Origin.

TRIM LEVEL: The cab shall be equipped with an "XLT" Trim level with tilt steering wheel, cruise control, power windows and door locks. The front bumper and grill shall be accented with chrome. The O.E.M. Grille work shall remain O.E.M. After market vacuum formed, proprietary grille work made by the ambulance manufacturer is not acceptable due to replacement part cost and lack of immediate availability.

Terminals, Battery: Top Post, Lead Alloy - (2) Batt Y__N__
BATTERY TERMINALS: Each battery cable terminal shall be made of Lead Alloy and lubricated with Dow Corning #111 Di-electric grease. Each terminal shall be diameter indexed to the terminal polarity on the battery. (The positive terminal hole is slightly larger than the negative.) Positive terminals used on negative battery posts are strictly prohibited and will not be accepted by this agency.

Batteries: (2) OEM Motorcraft Under Hood (F-Series) Y__N__
BATTERIES: Two (2) Motorcraft batteries shall be located under the hood. Each battery shall have a cranking performance rating of at least seven hundred and fifty (750) cold cranking amperes with a reserve capacity of at least sixty five (65) amp-hours.

Wheel Finish: Polished SS Wheel Simulators (F-350) Y__N__
WHEEL/RIM APPEARANCE: All four outside chassis wheels shall be covered in polished stainless steel wheel simulators. The wheel simulator design shall not effect tire and wheel balance when the vehicle is driven between zero and eighty miles per hour. The lugs shall be capped off with bright stainless steel, snap on caps designed to cover wrench marks, normally remaining on the lug nuts.

Brakes, F-350: 4-Wheel Disc/Anti-lock, Power Assist Y__N__
BRAKES: 4-wheel anti-lock, power assisted hydraulic brakes shall be supplied by the O.E.M. The brakes shall be 4-wheel Disc type with Dual piston, Pinslider calipers. The front disc diameter shall be 13.03 inches in diameter and the rear disc shall be 12.83 inches in diameter. The parking brake shall be a foot operated, Hand release independent mechanical brake, provided by the O.E.M.

BRAKE BOOSTER / ANTI LOCK SYSTEM: The brake pedal effort shall be reduced by a vacuum boost power assist unit. The booster shall be installed on the fire wall and linked directly to the foot pedal. Hydraulic brake pressure shall route through a 3-channel, 4-Wheel anti-lock brake system that prevents wheel lockup.

Cab Door Locks: Power Y__N__
INTERIOR UPGRADE PACKAGE: Ford Option code 18C, interior upgrade package shall be ordered and supplied on the chassis. This package shall include:
Cloth Headliner
High trim door panels
Ford option code 21A high back bucket seats
Cloth sun visors
Front Carpet
Power Door locks
Power Windows
Insulation package

Daytime Running Lights: Ford OEM Y__N__

DAYTIME RUNNING LIGHTS: Daytime running light option No 942 shall be supplied and installed by the O.E.M. Both headlights shall come on with the ignition switch.

Shock Absorbers: O.E.M., HD Gas Type, 1.38 inch Y___N___
SHOCK ABSORBERS: The chassis supplied shall be equipped with one shock absorber for each side of each axle. An O.E.M. selected one and three eighth (1-3/8") inch gas type shock shall control vehicle spring oscillation and dampen road related jounce and harshness. Ambulance related shields, floor members or other devices shall not interfere with shock replacement.

Front stabilizer (Sway) Bar: OEM, 1.00 inch bar diameter Y___N___
FRONT STABILIZER BAR: A computer selected, one inch diameter anti-sway bar shall be supplied. The bar shall regulate body shift and enhance driveability, handling and control. The solid torsion spring steel bar shall be attached to the vehicle frame utilizing natural rubber bushings and removable steel bushing housings. The ends of the bar shall be inserted into natural rubber bushings, located near the front wheels. Both axle attachment points shall be cast into the forged steel, I-beam front axle.

Fuel Tank: 40 Gallon, Aft Axle, F-Series Y___N___
FUEL TANK: The fuel capacity shall be at least 40 US gallons. The fuel range shall be at least 250 miles per KKK-A-1822E 3.4.9.

Rear Axle: Ford Corp. Full Float, 4.10:1 Ratio (F-350) Y___N___
REAR AXLE TYPE AND RATIO: The axle shall be full floating with a Limited Slip Differential and a 4.10:1 gear ratio. Ford Code XEW.

Rear stabilizer (Sway) Bar: OEM, 1.125 inch bar diameter Y___N___
REAR STABILIZER BAR: A computer selected, one and one eighth inch diameter anti-sway bar shall be supplied. The bar shall regulate body shift and enhance driveability, handling and control. The solid torsion spring steel bar shall be attached at two points on the rear axle and to two 9/16" diameter sway bar links that are through bolted the web of the vehicle frame. Each flexible connection point shall be isolated with natural rubber bushings.

Location: Shipped Loose Y___N___
SPARE TIRE STOWAGE LOCATION: The spare tire and wheel assembly will not be carried on the unit. The spare tire and all the related tools shall be shipped loose with the completed vehicle.

Tire, SPARE: F-350 4x2, All season, Rdm Mk LT245/75Rx17E Y___N___
SPARE TIRE AND WHEEL: One fully mounted, balanced, LT245/75Rx17E, Load range E spare tire and wheel assembly shall be supplied with the vehicle. The spare tire shall be mounted on an O.E.M. steel disc type, 8-Hole 6 inch by 16 inch rim. When the tire is to be

carried on the unit, the tire hold down shall meet KKK-A-1822E 3.6.10. O.E.M. Tire tools shall be provided with the spare.

Tires: F-350 4x2, All season, Rdm Mk, LT245/75Rx17E

Y___N___

TIRES: All tires shall be identical make, tread type, size and load range. For aforementioned GVWR the tires shall be LT245/75Rx17E load range E. A label with the recommended tire pressure shall be located above each wheel opening, unless specified otherwise by the purchaser. All tires shall be balanced per KKK-A-1822E 3.6.12

Alternator: Dual (OEM) Motorcraft Dual Per 47A

Y___N___

ALTERNATOR - CHARGING SYSTEM: Two alternators shall be supplied and installed by the O.E.M. The alternators shall be as supplied by Ford under the 47A Ford Ambulance Prep option. Both alternators shall be controlled by the vehicle's on board computer. The ambulance manufacturer shall not modify the O.E.M. Computer's functional control of the alternators. The alternators' output cable, originally connected directly to the positive post of the under hood battery, shall be rerouted to a 3/8" diameter, solid brass junction post. A 2/O positive battery cable shall reconnect the alternators to the batteries from the junction post. The ambulance load cable shall connect under the hood to the aforementioned junction post.

The ambulance manufacturer shall employ a Halleffect coil to determine the amperage level and current direction in the cable between the batteries and the alternators and then report the reading to the ammeter in cab.

Throttle: Ford High Idle

Y___N___

THROTTLE HIGH IDLE: A programmable O.E.M. throttle control shall be provided. The throttle shall be programmed for charge protect. The throttle control module shall be located in the ambulance manufacturers center cab console. The throttle shall be easily accessible through removable face panels. Program buttons shall not be readily accessible to end users.

47A - Ambulance Prep Package - F-Series

Y___N___

AMBULANCE PREPARATON PACKAGE: The chassis provided shall be equipped with an ambulance preparation package designed and installed by the O.E.M. The package shall be designed to hold up to the demands and duty cycles inherent with Emergency Medical Vehicles.

Radio, F-series: OEM AM/FM/CD, w/ 4 cab speakers

Y___N___

CAB STEREO: An O.E.M. Ford AM/FM/CD in dash radio and four cab mounted speakers shall be included with the chassis.

Jack and Tire Tools: Ship Loose

Y___N___

JACK AND SPARE TIRE TOOLS: The vehicle jack and tools associated with the spare tire and jack shall be shipped loose with the unit.

Side Mirrors, OEM: (F-Series) Pwr glass, Manual Telescopic Y___N___
MIRRORS: Dual O.E.M., Power adjusted mirror glass, manually telescoping Black mirrors, shall be mounted to the forward, lower corner of the cab door window. Both mirrors shall feature a bi-directional break-away function to permit folding the mirror heads against body in close quarters. The mirrors shall be seven inches wide by eight inches high and flat on both right and left sides.

148 x 95 T-1 Module Body

Tire Pressure Monitoring System: None Y___N___

Compt Door Check : Double Action Gas Shock Y___N___
DOOR CHECK: The compartment door(s) in excess of 13" pass through width shall be equipped with a door check (hold open) device. All vertically hinged doors in excess of 13" pass through width shall have a gas operated bi-directional spring shock door check. Door check brackets shall be through bolted to preclude coming loose.

Compartment Construction: STANDARD, Unless Spec'd Otherwise Y___N___
COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers.

DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.

Compartment Ventilation - Below Floor Style Y___N___
VENTILATION: All compartments, made from aluminum sheet, shall have at least eight louvers of ventilation to the outside below floor line. The oxygen cylinder and backboard compartments shall also be louvered through the inner and outer door panel up high with at least nine (9) square inches of free-vented area.

Curbside Entry Door (CSE): 78.8 High x 31 Wide Y___N___
CURBSIDE ACCESS DOOR: The curbside side access door shall be at least 78-7/8" high by 31" wide measured at the door jamb opening.

JAMB PROTECTION: At the curbside side, module entry door, a full width, formed, stainless steel jamb protection plate shall be provided to prevent heavy traffic from chipping the paint.

Compt Floors: Sweep-out, even with bottom door jamb Y___N___
COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.

Compt Floors: Sweep-out, even with bottom door jamb Y___N___
COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.

Bio-Waste: Diamond Plate Closeout for Bio in A/A Y___N___
BIO-WASTE CLOSEOUT: Outside dogleg box for interior only access to the bio-waste receptacle shall be provided in the exterior compartment. The closeout shall be located in the upper right hand corner of the compartment, aligned with the bio-waste cavity built into the action area tray. The closeout shall be made out of the same material as the compartment interior and shall be finished out as though it was designed to be there and not screwed in place as an afterthought.

M-1 Compt (LF): 82.8" H x 18.6" W x 19.4" D Y___N___
LEFT FRONT COMPARTMENT: This compartment shall be located in the left front corner of the modular body. The minimum compartment dimensions shall be 82.8" high x 18.6" wide x 19.4" deep.

COMPARTMENT INTERIOR WALLS: All compartment interior walls are to be constructed of .100 diamond plate for increased strength.

M-2 Compt (LFM): 34.5" H x 30.5" W x 19.4" D Y___N___
LEFT FRONT MIDDLE COMPARTMENT: This compartment is located adjacent and rearward to the left front compartment. The minimum compartment dimensions shall be 34.5" High x 30.5" Wide x 19.4" Deep.

COMPARTMENT INTERIOR WALLS: All compartment interior walls are to be constructed of .100 diamond plate for increased strength.

M-3 Compt (LR): 34.5" H x 34" W x 11" D Y___N___

LEFT REAR COMPARTMENT: This compartment shall be located in the left rear corner of the body. The minimum compartment dimensions shall be 34.5" High x 34" Wide x 11" Deep.

COMPARTMENT INTERIOR WALLS: All compartment interior walls are to be constructed of .100 diamond plate for increased strength.

M-5 Compt (RR): 72 HR, 82.8" H x 14.5" W x 21" Y___N___
RIGHT REAR COMPARTMENT: This compartment shall be located in the right rear corner of the body. The minimum compartment dimensions shall be 82.8" High x 14.5" Wide x 21" Deep.

COMPARTMENT INTERIOR WALLS: All compartment interior walls are to be constructed of .100 diamond plate for increased strength.

M-6 Compt (RRFwd): 20.2" H x 21.5" (std 148) W x 19.4" D Y___N___
RIGHT REAR FORWARD COMPARTMENT: This compartment shall be located just forward of the right rear compartment aft of the rear wheel opening. The minimum compartment dimensions shall be 20.25" High x 21.5" Wide x 19.4" Deep.

COMPARTMENT INTERIOR WALLS: All compartment interior walls are to be constructed of .100 diamond plate for increased strength.

M-7 Compt (RF): 67.5" H x 14.3" (std 148) W x I/O Y___N___
RIGHT FRONT COMPARTMENT: This compartment shall be located in the right front corner of the module body. The minimum compartment dimensions shall be 67.5" High by 14.3" Wide. The compartment door shall provide direct outside access into the right front advanced life support equipment storage area and a 12" high stowage area, under floor level. The under floor compartment shall be 12" high by 19.4" Deep.

Rear Access Doors: 46 3/4" Wide x 60 5/8" High Y___N___
REAR ACCESS DOORS: The rear of the module shall be equipped with double, hinged patient compartment access doors. The doors shall be centered on the body and align with the patient compartment aisle space. The doors shall measure 46 3/4 inches wide by 60 5/8" high, jamb to jamb.

REAR ACCESS DOOR JAMB: At the rear access doors, a full width, formed, stainless steel jamb protection plate shall be provided to prevent the cot frames from chipping the paint. The stainless steel protection package shall start from under the kick plate and follow the contour of the jamb extrusion, cover the end of the sub-floor and cover the last four inches of the vinyl floor covering.

Step Well, C.S. Entry Door, 2-Step Diamond Plate

Y___N___

STEP WELL: A two step diamond plate step well shall be provided at the curb side access door. Each step tread dimension shall not be less than 10 inches. Both steps in the step well shall be illuminated, per current Federal Specification KKK-A-1822.

Body, Mod: Ford, 148" x 95" x 72" Int HR - 6" Body Drop

Y___N___

MODULE CONSTRUCTION - GENERAL

SERVICE INTENT: The ambulance body shall be all aluminum. The body sheet shall be reinforced with structural members designed to resist deflection and hold up to extreme ambulance service per the latest revision of federal specification KKK-A-1822.

BODY MEMBER ALLOY: The side, roof, front and rear sheet shall be derived from 5052-H-32 Aluminum sheet. The roof sheet shall be one (1) piece, .090", from roof rail to roof rail. The side structure and structural shapes shall be extruded of 6105-T5 aluminum.

BODY WARRANTY: The body shall carry a **20-year warranty** following the date of delivery to the end user. The warranty shall cover repairs or replacement of body elements or components that fail due to structural defects in materials and workmanship.

The body shall be remountable to a future new chassis, of exact specification, without voiding the 20-year body warranty, provided the remount is done by the Original Ambulance manufacturer or its authorized agent in writing.

STRUCTURAL INTEGRITY: The body shall be capable of providing impact, deformation and penetration resistance in the event of a collision. The body structure shall be capable of passing a standalone static load test on a type-tested body. The test shall be conducted in accordance to AMD-001 except the test weight shall be 55,000 pounds or 4.4 times the curbweight of the finished vehicle. (Over 2.9 times the test weight imposed by AMD-001). Additionally the same unit shall be subjected to the same test with the body turned on its side. Complete copy of the testing documents with photos, must accompany the bid/proposal, Exceptions to this requirement will not be considered. Noncompliant bids will be rejected.

Crash Testing: The bidding agency shall supply documentation that they have completed vehicle crash testing. It is preferable that the documentation include video of the actual crash test. Hart County is extremely concerned about the safety of both personnel and patients on board, and consider this an integral component of emergency vehicle construction.

COMPLY: _____YES _____NO

Hart County EMS shall be the sole judge as to the credibility of the crash test results.

WELD QUALITY: All welds within the modular body shall meet American Welding Society codes for structural and sheet welding.

CREVICE PREPARATION: All skin and extrusion surfaces destined to be mated to, shall be primed with chromate, etching primer prior to assembly. Additionally, all over lapping

extrusion to skin surfaces shall be bedded with a two part acrylic high strength bonding adhesive.

SIDE STRUCTURE

SIDE STRUCTURAL MEMBERS:The sheet edges will be fit into slots designed within a proprietary, double hollow, corner post extrusion in addition to the two part acrylic bonding agent. The sheet will be M.I.G. welded to the extrusion. Double-hollow designed corner post extrusions shall be used to weld side and end assemblies together. Horizontally oriented, adjoining structural box tubes shall be welded to the corner post with a minimum 50% surface weld.

The intermediate structural members of the side grid shall be two (2) inch by two (2) inch 6105-T5 aluminum, architectural box tubing. All entry and compartment door adjacent members shall be three sixteenths (3/16") inch (double thickness), two (2) inch by two (2) inch proprietary extruded shape. The main structure shall frame in the compartment openings and provide intermediate skin support. The intermediate structure spacing shall have a nominal dimension of sixteen (16) inches. All grid structure shall be welded together with a minimum of 50% of available mating surface.

The side skin shall be bonded to the structural grid using (1.75") wide, VHB (Very High Bond) adhesive tape.

SIDE IMPACT RAILS: Occupant seat belts shall be through bolted through one-quarter (1/4) inch by four (4) inch plate on the curbside and one-half (1/2) inch by four (4) inch plates on the streetside that are continuously M.I.G. welded to the structural grid.

SIDE SHEET: The side sheet shall be .125 thick, 5052-H32 aluminum. The side sheet compartment opening cut outs shall be cut with CNC controlled, gantry mounted plasma or high speed routing equipment. The door opening shall be cut to allow for the skin to be molded into the jamb opening to create a crevice free jamb with a smooth paint finish. The skin shall return into the body at least 3/4" to meet the jamb extrusion. This method will encourage square openings to receive the pre-hung door assemblies and maintain critical structural locations. The door jamb shall have a full structure frame behind the jamb skin return and not rely strictly on the skin for the compartment jamb. Pre-determined ventilation louvers shall be formed into the body sheet, where specified. A seamless door jamb exterior is required to minimize corrosion. Extruded type exposed door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. The only visible seams on the body sheet shall be at the corner posts. The skin shall extend .688" below the skirtrail extrusion to a drip edge to keep moisture from collecting underneath where the skin meets the skirtrail extrusion.

CORNER POST EXTRUSION: The corners of the modular body shall be made from an extruded aluminum structure that has an alloy of 6063-T6. The corner post extrusion shall be 3.25" x 3.25" with a 2" radius on the outer corner. The corner post extrusion shall have an internal web member that runs on a 45 degree angle to the front and side of the modular body. Where the internal web meets the exterior extrusion wall the internal web shall flair

into a .125" radius giving a .25" wall thickness at the exterior wall of the extrusion. There shall be a .75" flange on each side of the corner post extrusion that is a side skin receiver. The side skin receiver shall be funnel shaped to allow the exterior side skin to fully seat into the corner post extrusion. The funnel shall be .188" wide at the exterior edge and .125" wide at the interior edge. The interior wall of the corner post extrusion that is in-board of the side skin funnel shall be 2" wide so that they line up with the exterior side wall. The interior walls of the corner post extrusion shall be .125" thick and they shall incorporate a 45 degree weld bevel on the interior corners.

ROOF CONSTRUCTION

ROOF RAIL EXTRUSIONS: The roof corners of the modular body shall be made from an extruded aluminum structure that has an alloy of 6063-T6. The roof rail corner post extrusion shall be 4.55" x 3.5" with a 2" radius on the outer corner. A full length drip rail shall be incorporated into the roof rail corner post extrusion. The corner post extrusion shall have an internal web member that runs on a 45 degree angle to the front and side of the modular body. Where the internal web meets the exterior extrusion wall the internal web shall flair into a .125" radius giving a .25" wall thickness at the exterior wall of the extrusion. There shall be a .75" flange on the lower side of the corner post extrusion that is a side skin receiver. The side skin receiver shall be funnel shaped to allow the exterior side skin to fully seat into the corner post extrusion. The funnel shall be .188" wide at the exterior edge and .125" wide at the interior edge. There shall be a .75" x .125" recess into the roof side of the extrusion for locating the roof sheeting. This recess shall have a 45 degree weld bevel. The interior wall of the corner post extrusion that is in-board of the side skin funnel shall be 2" wide so that they line up with the exterior side wall. The interior wall of the corner post extrusion that is in-board of the roof sheeting recess shall be 2.25" wide so that they line up with the 2.25" roof bows. The interior walls of the corner post extrusion shall be .125" thick and they shall incorporate a 45 degree weld bevel on the interior corners.

ROOF SHEET: The four (4) edges of the sheet shall be continuously welded to the roof rail extrusion to prevent leaks. All perimeter welds shall be ground smooth and worked smooth prior to the over all body paint and finish.

ROOF BOWS: The roof sheet shall be supported by full width .125" x 2" x 2.25" architectural box tubing. The roof bows shall be located on twelve (12) inch centers. The roof bows shall be M.I.G. welded to the roof rail extrusions with no less than four (4) and one-half (1/2) inches of continuous weld per end. The roof sheet shall be bonded to the roof bows with VHB (Very High Bond) adhesive tape.

LATERAL ROOF SUPPORTS: Additional structural support will be added as a result of the 2" ducted heat and A/C delivery system. 2" x 2" three sided extruded channel with two sides being .125" thick and the bottom surface for fastener acceptance to be .160" shall be full length of the body. There shall also be three (3) of the same three sided extrusions that are 95.75", two (2) of the same three sided extrusions that are 18.125", one (1) of the same three sided extrusion that is 49.75 and seven (7) of the same three sided extrusions that are 12". There shall also be two (2) 2" x 4" three sided extruded channel with two sides

being .125" thick and the bottom 4" surface for fastener acceptance to be .160". Each of these extrusions shall be one 95.75" and 49.75". On the streetside about midway shall be two (2) ¼" plates of aluminum that are 14" x 12" and fully welded in place on two of the four sides.

ROOF CORNERS: The roof rail extrusions shall be welded together along the roof bow mating walls at the corners. In addition, the outer surfaces of the roof rail extrusions shall be continuously M.I.G. welded to cast aluminum corner castings. The castings shall have rail shaped heat risers behind the weld sites to interlock the joint.

FLOOR CONSTRUCTION

FLOOR MEMBERS: All floor structures shall be 6105-T5 aluminum, one-quarter (1/4") by two (2") by three (3") aluminum, architectural proprietary shape with bevels built into the extrusion die to allow for full weld penetration on the edge of the extrusions. If there is no bevel built into the extrusion die, then the extrusion must be modified to achieve it. The die must be designed so that the inside of the corner has the same thickness of aluminum as the remaining four sides.

GUSSETS: The floor member to side wall gussets shall be made of 5052-H32 aluminum plate, one quarter (1/4) inch thick by four (4) by four (4) inch. A gusset shall be located at each main cross member site.

FULL WIDTH CROSS MEMBERS: The module floor shall provide core support for the side assemblies. A minimum of four (4) full body width floor members shall connect to and support the side wall assemblies. Each member shall be made of 6105-T5 aluminum. Two (2) of the members shall be one-quarter (1/4) inch wall thickness by two (2) by three (3) inch rectangular architectural box tubing with beveled corners and be located just forward and aft of the wheel housing. The beveled corners are required for tube to tube welding allowing for full weld penetration if ground smooth. Standard box tubing extrusion is not acceptable since if a weld bevel is ground into the corner, it would not maintain the wall thickness on the inside of the extrusion wall which is required by this agency. The forward member shall be six (6) inch aluminum channel and the aft member shall be one-quarter (1/4) inch by two (2) by two (2) inch architectural box tubing. With a formed reinforcement, quarter (1/4") return flange. On the last floor crossmember, the rear wall is fully supported by the floor structure.

ALUMINUM PLATES: Three-sixteenths (3/16) inch thick plates shall be welded into the floor structure assembly at all locations where cot fasteners will be installed. All cot fastening hardware shall be through bolted. One inch (1") thick tapping plates shall be welded in at all sites where through bolting can not be done over fuel tanks.

WATER TIGHT PATIENT CABIN: The plywood sub floor shall be shielded from moisture. A forty (40) mil thick aluminum sub sheet shall be sealed to the floor structure with silicone sealant. Additional aluminum plates shall be intermittent welded between compartments, wheel well liners, step wells and fuel filler housings. All of the areas shall be thoroughly

sealed from one to the other, creating a sealed patient cabin from the outside. Extrusion hollows shall be filled with expandable foam sealant to prevent fumes and moisture from entering.

DOOR CONSTRUCTION

DOOR SKIN: The door skin shall be .090 thick 5052-H32 aluminum sheet formed on all four sides to create a crevice free surface for best paint adhesion and corrosion resistance. The formed edges shall not have elongation cracks due to forming. The formed edges uniformly round off seamless for better paint adhesion and aesthetic appeal.

DOOR FRAMING: The door frame shall reinforce the perimeter of the skin pan. The extrusion shall incorporate a T-slot to receive an extruded, hollow, closed cell weather strip. The gasket shall be cut and mitered at each door corner.

The door frame shall also add torsion resistance to the door assembly. The door jamb and frame shall be cut 45 degree on each corner from the door edge corner, each of the four corners shall consist of a keyway that is designed to drive into each corner and maintain a perfect 90 degree angle. The door castings shall include gusset plates for additional support for the door construction. The door frame shall also incorporate a clearance way for UNF threaded blind fasteners for the door panels. The door panel shall not rest on the body of the blind fasteners.

FINAL DOOR ASSEMBLY: The door skin shall be bonded to the frame assembly with an adhesive sealant in addition to intermittent welding.

For entry doors: Additional, horizontal structure shall be added to maintain door skin flatness as well as penetration resistance in the event of a collision. The C-shaped, horizontal members shall be formed from one hundred twenty five (125) mils thick aluminum sheet. A minimum of two (2) horizontal members shall be welded in. A vertically oriented C-channel shall be welded to the webs of both horizontal channels for additional buckling resistance.

Compartment doors shall have horizontal extruded tubing structure added to maintain skin flatness.

ENTRY DOOR WINDOW(S): The entry door(s) shall incorporate recessed areas that are molded into the outer door skin to allow for a flush window appearance and shall not protrude with a lip on the outer door skin of the modular body.

DOOR PANELS: The inside door panels shall be made of (.080") thick polished aluminum diamond plate. The center panel shall be removable for easy lock service/lubrication. The edges of the door panel shall be recessed into the door frame extrusion. The panels shall be fastened to the door frame with stainless steel, #10-32 UNF machine screws threaded into aircraft quality blind fasteners. Each screw shall have an internal tooth lock washer to preclude loosening.

DOOR JAMB: The door jamb shall accommodate rigid fastening of compartment door hinges. The jamb shall include a hollow cell that shall conceal wiring for the nonmechanical door switch. The door jamb frame shall be cut 45 degree on each corner from the door edge corner, each of the four corners shall consist of a keyway that is designed to drive into each corner and maintain a perfect 90 degree angle. Additionally, the jamb shall be continuously M.I.G. Welded on the inside and the outside corners. A seamless door jam exterior is required to minimize corrosion - extruded type door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. "No Exterior Door Extrusions Allowed".

HINGE: All doors shall have stainless steel, continuous, piano hinge. The pin diameter shall be .250 and staked into place to prevent drifting out of the hinge leaf. The knuckle lengths shall be one inch. The hinge attachment bolts shall be one quarter inch diameter by one inch long stainless steel Type TT (Thread Rolling Screws) hex head bolts. All tapped holes for hinge bolts shall be treated with an anticorrosion compound prior to installation of each hinge bolt. Thread cutting screws are not acceptable. Each hinge leaf shall have a Mylar insulation strip (3M Scotch No 8411) between the leaf and the Jamb/Door.

LATCHES: The latches shall meet FMVSS 206. All latches shall be two-stage, rotary-type. The latches shall be through bolted to the door frame extrusion.

All entry doors shall have two rotary latches per door. To assure uniform latch timing and functional door reliability, only straight, one-quarter (1/4) inch diameter rods shall connect the latches to the handle.

Unless otherwise specified herein, all single hung compartment doors shall have one rotary latch. All double hung compartment doors shall have two rotary latches per door. All striker pins shall be headed to prevent the door(s) from opening under impact.

MOUNTING

MOUNTING SYSTEM: The body shall be 100% isolated from chassis vibrations. Welding and drilling additional holes in the flanges of the frame shall not be done anywhere between the axles and the outer most spring shackles. **Twelve** ¼ thick out-rigger mounts shall be through bolted through the web (vertical wall of the frame) of the frame rail. New Holes drilled in the frame shall leave at least 1 of steel from the edge of the new hole and the edge an existing hole. Each mount shall utilize three grade-8, 5/8 diameter, flanged head bolts with flanged, locking nuts.

Each mount shall accommodate a natural rubber vibration isolator and support for the body's mounting sill. All mounting sills shall be made of one inch thick by three inch wide solid aluminum flat bar. A grade L-9 seven sixteenth inch diameter by four inch long hex-head bolt shall be used to bolt the sill down at each isolator site.

MODULE CONFIGURATION

OVER ALL LENGTH: The over all length of the vehicle shall not exceed twenty four feet, five inches (293 inches) per current revision of Federal Specification KKK-A-1822. The departure angle shall meet or exceed current revision of Federal Specification KKK-A-1822.

MODULE LENGTH: The module length shall be at least one hundred forty eight inches.

MODULE WIDTH: The module width shall comply with current revision of Federal Specification KKK-A-1822. The module shall be ninety five inches wide, excluding lights and accessories.

MODULE HEAD ROOM: The module shall not be less than seventy two inches actual measured headroom. The measurement shall be taken from the patient compartment floor to the ceiling panels.

Talk through, Cab to Mod Window (T1) With Sliding Window Y___N___
TALK THROUGH CAB TO MODULE WINDOW: A 14" inch high by 19" inch wide access from the module to the cab shall be provided. Sliding polycarbonate doors shall close off the access window. The cab shall NOT be rigidly fastened to the modular body. A flexible, Accordion shaped, closed cell rubber bellows, custom made for the opening shall be provided to tie the cab to the module. One joint in the bellows is acceptable and shall be located on the bottom of the opening. The joint shall be completely vulcanized. The window provided shall meet or exceed current Federal specification KKK-A-1822.

Compartment Door: SINGLE DOOR, 1-point Latch Y___N___
COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and one rotary latch.

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Compartment Door: SINGLE DOOR, 1-point Latch Y___N___
COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and one rotary latch.

Compartment Door: SINGLE DOOR, 2-point Latch Y___N___
COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.

Compartment Door: SINGLE DOOR, 2-point Latch Y___N___
COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.

Body Drop: 6" Curbside, Ahead of Rear Wheels Y___N___
BODY DROP: The Curbside of the modular body ahead of the rear wheels skirt shall be 6" lower than the streetside and behind the rear wheels. This will allow the curbside entry step to be lower to ground level making it easier to enter the curbside entry door and meet the requirement of KKK-1822-A latest revision.

Handles, Exterior: Tri-mark 850 Series, Latest version of this handle Y___N___
EXTERIOR HANDLES: Large die cast paddle handles shall be provided to open all doors. Blind fasteners shall be used to fasten the handles to the door. Entry door handles shall have a stabilizer pin installed through the outer bezel. Every paddle handle shall have an isolation gasket between the paddle body and the door skin. All door skin surfaces shall be painted prior to installation of the hardware. All paddles, on single hung and leading double doors shall be locking type and keyed the same. Trailing doors shall; have non-locking paddle handles, mounted on the outside of the door. The Handle shall have a bright chrome like finish mounted into a contrasting black powder coated dish. These handles are to be riveted to hold them in place.

INTERIOR HANDLES: The interior handle shall be lever type. A Lock/Unlock lever shall be installed below the inside lever handle and be clearly marked Lock/Unlock.

Fuel Fill: CPI C1045, Open Housing, Polished Bezel - (Std) Y___N___
FUEL FILLER AND HOUSING: The filler neck supplied by the O.E.M. Shall be used. The filler neck shall be vented and be diameter indexed to accommodate a DIESEL FUEL pump nozzle. The fuel filler neck shall be bolted to a cast aluminum fill housing. The filler housing shall be an open design with a bright polished mounting flange. The housing configuration and filler installation shall comply with the O.E.M. Body Builders Layout Book. The fuel filler neck shall be grounded directly to the frame rail to prevent static electric charges from igniting the fuel vapors during refueling.

The fuel filler cap shall be supplied by the O.E.M.. The cap shall be attached to the filler housing with a lanyard. The filler cap shall incorporate an over-tighten protection device that ratchets, when the preset cap torque is reached.

BODY PROTECTION AND TRIM PACKAGE: F-Series 148 Y___N___
BODY PROTECTION AND BRIGHT WORK

Bumper, Rear: HD Alum Framed w/DP pontoon cvrs Y___N___

REAR BUMPER

FRAMING: The rear step bumper shall exceed the current revision of KKK-A-1822. The bumper shall be framed in with ¼ x 2 x 4 aluminum 6063-T6 rectangular tubing. The bumper shall be bolted directly to the chassis frame. In addition the top of the bumper shall be mounted below the body skirt-line, so that minor collisions do not damage the body. The bumper will collapse under the body. For the stated reasons, there shall be no exceptions to this feature.

OUTER PONTOONS: The outer bumper ends (pontoons) shall be covered in .100 polished aluminum diamond plate. The outer corners shall be angled 50 degrees. Each pontoon cover shall be through bolted to the bumper frame with stainless steel, pan-head, Phillips head, ¼-20 bolts and Nylock nuts.

DEPTH OF BUMPER: The rear bumper shall protrude from the rear surface of the module body to the rearward most metal surface by at least nine and one half inches (9-1/2") and not more than ten inches (10").

Fenders, Rear: Polished Aluminum (T-1)

Y___N___

FENDERS: The rear fender shall be bright aluminum. The fender shall be isolated and mounted to the wheel opening with thin membrane, double side tape. In addition to the tape, 100% nylon bolt and nuts shall hold the fender to the body.

Skirt Rails: Polished Aluminum Diamond Plate

Y___N___

SKIRT RAILS: The entire skirt-line of the body, forward and aft on the rear wheels shall have formed .375' diamond plate skirt rails to protect the body. Each skirt rail shall meet current Federal Specification KKK-A-1822. Each rail shall be chamfered 45 degrees at both ends. The rails shall be fastened through the bottom of the rail into the bottom of the modular body. The rails shall not cut into the paint. They shall be mounted through nylon isolators in such a manner that they are spaced off the body.

Corner Caps: 17.3" High, Alum Diamond Plate

Y___N___

BODY CORNER POST PROTECTION: The lower seventeen inches (17") of the corner post extrusions shall be protected against stones and road debris. The corner post guards shall be formed of .080 thick polished aluminum diamond plate, contour fit to the corner post extrusions and riveted into place. A bead of silver colored, silicone sealant shall be applied across the top edge of the guards. The bottom of edge of the guard shall be left unsealed to promote moisture drainage.

Front Stone Guards: 17.3" High, Alum Diamond Plate

Y___N___

FRONT OF BODY: The front of the body shall have skirt-line protection plates made of .080 aluminum diamond plate. The corner posts shall have form fit diamond plate protection height matched to the front body stoneguards. The height of the protection is seventeen inches up from the body skirt line.

Rear Kick Plate: Polished Aluminum Diamond Plate Y___N___
REAR KICK PLATE: The rear kick plate shall be made of 0.100 inch thick Polished aluminum diamond plate and run from corner post to corner post. The height shall be from the skirt-line of the body to the bottom door jamb under the rear access doors.

Step, Center: 2" x 7" Grip strut, flip-up Y___N___
CENTER STEP: A flip up step shall be provided to allow closer access to the patient cabin floor. The step shall be as wide as the rear access door jamb. The step shall have aggressive traction. The step shall have a red/white reflexite reflective strip across the flip up step. A stainless steel piano hinge shall have a staked in, ¼" diameter pin, one inch knuckles and one Type-F ¼" through bolt every four inches.

Recessed Tag Area: Polished Aluminum Diamond Plate Y___N___
RECESSED TAG AREA: The kick plate shall feature a centered and illuminated recessed area to mount a standard U.S. six inch high by twelve inch wide license plate. The recessed area must be located as specified below and aesthetically T.I.G. Welded around the perimeter of the opening. Threaded inserts and bolts to install the tag shall be installed and provided.

(2) Rear Door Hold Opens: Grabber Style, each door Y___N___
REAR ACCESS DOOR CHECKS: Rear access doors shall open at least 150 degrees. The door checks shall be 2 piece, heavy duty, cast aluminum, grabber type with gaskets. The door shall have a ½ round stock loop that plunges into a positive rubber/cast socket.

Door Swing Angle: Set just over 90 degrees Y___N___
DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety degrees (90) from the fully closed position.

Door Swing Angle: Set just over 90 degrees Y___N___
DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety degrees (90) from the fully closed position.

Mud Flaps Front: Modular, Rubber Y___N___
FRONT MUD FLAPS: Mud flaps shall be mounted to the front fenders just behind the front tires. The mud flaps shall be ¼" thick natural rubber material. Each mud flap shall be sandwiched between the wheel well liner and a torque distribution plate. The torque distribution plate shall be at least .100 thick aluminum plate. Each mud flap shall be through bolted to the fender with at least three (3) fasteners.

Mud Flaps Rear: Modular, Rubber Y___N___
REAR MUD FLAPS: Mud flaps behind both sets of rear tires shall be supplied and installed. The mud flaps shall be ¼" thick natural rubber material. Each mud flap shall be

sandwiched between the wheel well liner and a torque distribution plate. The torque distribution plate shall be at least .100 thick aluminum plate. Each mud flap shall be through bolted to the wheel well liner with at least three (3) one-quarter inch (1/4") diameter stainless steel bolt.

Dock Bumpers: Rubber 2 1/4" H x 8" W x 2" Thick

Y___N___

DOCKING BUMPERS: The rear bumper shall be equipped with natural, black rubber dock bumpers. The bumpers shall measure 2 ¼ inches high by 8 inches long by 2 inches thick. The bumpers shall be through bolted to each pontoon with two (2) 3/8 diameter, grade 8 bolts. The bolts shall be counter bored into each dock bumper. Each mounting hole shall be reinforced with a counter bore diameter, thick flat washer. Each bolt shall be threaded into a spirallock flanged nut or approved equal.

Running Boards, Diamond Plate, w/ Grip strut inserts(Type1)

Y___N___

RUNNING BOARDS: Running boards (An auxiliary step) shall be constructed of .100 diamond plate with an aggressive traction "Grip strut" insert. The aggressive traction shall be part of the running board and not a welded in section. One running board shall be provided on each side of the cab. Built in diamond plate mud flaps shall keep front tire splash and road grime off the step.

Shelf, Fixed, Ext: .125 Aluminum, 2" Upward Lips (Std)

Y___N___

FIXED SHELF: A standard duty aluminum adjustable shelf shall be provided. The shelf shall be formed of .125 (1/8") thick aluminum, with 2 inch upward turned lips on all four sides. The shelf height location shall be set at the post award conference.

Strap: 2" Webb, w/quick release buckle.

Y___N___

RETAINER STRAP: One two inch wide webbed restraint strap shall be supplied in the compartment. The strap shall employ a buckle with a push button release. The strap is to be fastened to the compartment walls with a two inch footman's loop. The fastener is not to be fastened through the webbing material.

EXT LIGHTING / AC / INSULATION - Station No 2

Y___N___

CORROSION: The anti-electrolysis procedure for any holes that are drilled for application of materials is to be as follows, After the hole is drilled, the opening(s) are to be treated with Tectyl 517 prior to installation of any fasteners to guard against any future corrosion.

EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into to isolate the dissimilar metals. Additionally each hole shall be treated with an Electrolysis Corrosion Control compound (Tectyl 517) prior to installation of the nylon inserts. All exterior screws shall be stainless steel.

Flanges: (6) Chrome for above Tail lights - INCL

Y___N___

BRIGHT CHROME-LIKE FLANGES: The aforementioned tail light group shall be embellished by bright trim flanges.

Flanges: (2) Chrome for above Scene lights Y__N__
BRIGHT CHROME-LIKE FLANGES: The scene light group shall each have bright chrome trim flanges.

Flanges: (2) Chrome for above Scene lights Y__N__
BRIGHT CHROME-LIKE FLANGES: The scene light group shall each have bright chrome trim flanges.

Flanges: (2) Chrome for above Rear load lights Y__N__
BRIGHT CHROME-LIKE FLANGES: The Rear load light group shall each have bright chrome trim flanges.

Front ICC Lts: (5) AMBER Kinnequip LED No 112401A Y__N__
FRONT I.C.C. LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, the width and define the vehicle center line. Five (amber) lights shall be provided on the front of the module and be populated with at least two LED's.

Rear ICC Lts: (5) RED Kinnequip LED No 112401R Y__N__
REAR I.C.C. LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, the width and define the vehicle centerline. Five red lights shall be provided on the rear of the module and be populated with at least two LED's.

Side Marker Lights: (2) RED Kinnequip LED No 112401RD Y__N__
SIDE MARKER LIGHTS: Side marker lights shall be Kinnequip Model 112401RD (Red) and shall flash alternately with the rear turn lights. All lights shall be LED.

Tail Lights, Whelen LED Combinations , ILOS (CabChassis) Y__N__
TAIL LIGHT GROUP: Highly conspicuous, Whelen, Package shall be provided as follows.
Whelen 600 Series, Tail Lights Y__N__
LIGHT SIZE: The light style shall be Whelen 600 series and shall be provided as follows.

Stop/Tail, Whelen 600 Series, LED, Pair, Full Populated Y__N__
STOP/TAIL LIGHT: The stop/tail light fixtures on the rear of the body shall be Whelen Brand series 600, Fully Populated Light Emitting Diode to operate as both tail and stop modes and shall be red when illuminated.

Turn, Whelen 600 Series, LED, Pair Y__N__
TURN SIGNAL LIGHT: The turn signal light fixtures on the rear of the body shall be Whelen Brand series 600, Light Emitting Diode to operate as left and right turn signal lights and shall be amber arrow when illuminated.

Back up, Whelen 600 Series, Halogen, Pair Y__N__
BACK UP SIGNAL LIGHT: The back up signal light fixtures on the rear of the body shall be Whelen Brand series 600, halogen light to operate as left and right back up signal lights and shall be clear when illuminated.

Lights, Fog: Hella Amber 550 Y__N__
AUXILIARY FOG LIGHTS: A pair of fog lights shall be supplied and installed on the front bumper and center aligned with the front head lights. Each light head shall have a parabolic reflector, a 55 watt H3 Halogen bulb, and a Amber lens. The light lens shall offer a wide spread intense light with minimal stray light beams. The 3 3/4 inch high by 7 11/16" wide light housings shall be rustproof and come with detachable stone shields. The switch shall be mounted in the cab console with the input of the switch powered with the ignition switch. The current draw for the lights shall not flow through the switch itself, but through a relay system. Vendors' proposed light shall be confirmed and approved by the agency prior to vehicle production.

Light, Compt, M-1 (LF): Intertek Model No ZY-156-921 Y__N__
COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-1" compartment. The light shall be surface mount and shall utilize standard 1156 bulb.

Light, Compt, M-2 (LFM): Intertek Model No ZY-156-921 Y__N__
COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-2" compartment. The light shall be surface mount and shall utilize standard 1156 bulb.

Light, Compt, M-3 (LR): Intertek Model No ZY-156-921 Y__N__
COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-3" compartment. The light shall be surface mount and shall utilize standard 1156 bulb.

Light, Compt, M-5 (RR): 4" Flush, T/L No 40003 Y__N__
COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-5" compartment. The light in this compartment shall be recessed flush utilizing the same 1156 bulb.

Light, Compt, M-6 (RRF): Intertek Model No ZY-156-921 Y__N__
COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-6" compartment. The light shall be surface mount and shall utilize standard 1156 bulb.

Third (3rd) Brake Light: Sierra Model 403BE2-7C77 Y__N__
THIRD BRAKE LIGHT: A third brake light shall be located centered above the rear access doors. The light/lens shall measure at least 7.5 square inches. The light is to be a Sierra, model 403BE2-7C77 fixture.

SCENE/FLOOD LIGHTS (LED-24 Series) Y__N__
EXTERIOR FLOOD and LOAD LIGHTING:

Left Scene Lights: (2) LED-24, Whelen 900 Y__N__
LEFT SCENE LIGHTS: Two scene lights shall be provided on the left side of the module. The lights shall be Whelen LED-24, 900 series. The scene light group shall meet or exceed the present revision of the Federal specification KKK-A-1822.

Right Scene Lights: (2) LED-24, Whelen 900 Y__N__
RIGHT SCENE LIGHTS: Two scene lights shall be provided on the right side of the module. The lights shall be Whelen LED-24, 900 series. The scene light group shall meet or exceed current revision of the Federal specification KKK-A-1822.

Rear Load Lights: (2) LED-24, Whelen 900 Y__N__
REAR LOAD LIGHTS: Two rear load lights shall be provided on the rear of the module, above the rear access doors. The lights shall be Whelen LED-24, 900 series. The scene light group shall meet or exceed current Federal specification KKK-A-1822.

Flasher: Whelen AFM1660 for Super LED Y__N__
FLASHER UNIT: The flasher unit shall be a Whelen Engineering, AFM1660 and be capable of flashing LED or Halogen Lights. It shall be capable of up to 22 LED lights. The flasher shall be a 60 watt unit with 16 outputs. The flasher shall be capable of up to 4 KKK approved flash patterns.

Flash Pattern: KKK-A-1822 Y__N__
FLASH PATTERN: The warning lights shall flash in the sequence described in the present revision of the Federal specification KKK-A-1822.

Condensation Drain Pan: Internal ABS Y__N__
CONDENSATION DRAIN PAN: A condensation pan shall be provided to collect water condensation from the evaporator coil. The drain pan shall be formed from 1/8 ABS plastic sheet and shall be listed (tilted) toward the drain fitting. The Evaporator unit shall be mounted so that the weight of the coil, case and blower assembly does not rest on the pan. Additionally the entire evaporator shall list toward the condensation drain fitting to enhance water flow to the drain hose. The drain hose shall be ½ I.D., collapse resistant and fiber reinforced polytubing. The hose shall be routed from the condensation pan to the street.

A/C Condenser: O.E.M. Y__N__
A/C CONDENSER: Air Conditioning is hereinafter referred to as A/C. The module A/C system shall employ the O.E.M. Condenser.

AC (HVAC): Mstr Air, **Ducted in Ceiling** - Vert - TIFord Y__N__

A/C UNIT LOCATION: On the floor behind the attendant seat. A/C Unit will have a ducted delivery system in the ceiling with eight (8) adjustable vents. And Two additional adjustable vents above and behind the attendant seat

Heater Hoses: EPDM - Nomex Rubber (per Ford QVM) Y___N___
HEATER HOSES: Heater hoses for the cab shall remain O.E.M.. 5/8 inside diameter, E.P.D.M. Nomex rubber hoses shall route from the O.E.M tie in point to the rear heater core.

AC Hoses: Carrier "Quick Click" hose and fitting system Y___N___
AIR CONDITIONING HOSES: All A/C Hoses shall meet Society of Automotive Engineers (SAE) J-2064. The discharge (High side) hoses shall not be less than 5/16 inside diameter (Size 6). The suction (Low side) hoses shall not be less than 1/2 inside diameter (Size 10). All hoses shall be A.S.T.M. Type D, with a thermoplastic inner liner (Nylon) that is protected by two textile reinforced braided elastomeric outer jacket. The hose shall be qualified for use with R-134A, R-404 and R-407. The hose specified herein shall be subjected to a battery of tests per A.S.T.M. D-380. The results shall be supplied by the hose manufacturer.

GRILLE, Return Air: Stamped Powder Coated Steel Y___N___
RETURN AIR GRILLE: Installed around the Heat/AC unit shall be a perforated 13 gauge steel grille. The grille shall allow 156 inches of return air flow to the Heat/AC unit. The grille shall provide complete access to the Heat/AC unit. The grille to have a black powder coat finish. There shall be two quarter turn locks supplied and installed on the grille. The locks shall have a black powder coated finish. Lock pawl activation shall be enabled with a round bitted key.

FILTER: Washable Carbon Pre-Filter Y___N___
PRE CARBON FILTER: The return air grille shall be supplied with a pre carbon filter that is designed to fit the slot within the grille. It shall be installed and shall not rattle. The filter shall be replaceable and/or cleanable by this department's fleet maintenance in the field.

Ducted A/C Delivery: Insulated foil wrap, 10 registers Y___N___
DUCTED AIR CONDITIONING DELIVERY: One duct shall route over the primary patient and attendant, and one shall run over the top area of the squad bench. Each duct shall contain four spherical and adjustable registers, evenly spaced. Two registers are located directly behind the attendant seat.

AC Evaporator: Master Air (AC/Heat) w/ dual cyl fans - Std Y___N___
REAR AIR CONDITIONING EVAPORATOR: Air Conditioning is hereinafter referred to as A/C. The module shall have an additional, self contained A/C evaporator unit complete with a dual blower motor driven, high output fan. The fan shall be three speed and shall move 580 cubic feet of air per minute on high. The A/C unit shall also incorporate a hot water heater core for heat. The valves shall operate with the heater/defrost controls. The unit shall be rated at least 34,500 British Thermal Units (BTU) in A/C Mode and 48,000

BTU in Heater Mode. The Vehicle A/C Heater system must meet or exceed current Federal specification KKK-A-1822.

HEATER HOSES: Heater hoses for the cab shall remain O.E.M.. 5/8 inside diameter, E.P.D.M. rubber hoses shall route from the O.E.M. tie in point to the rear heater core. Hose made from other materials shall not be used because they do not meet Ford Qualified Vehicle Modifiers Program (Q.V.M.).

CEILING PANELS : Gloss Mica over 1/4" hard plywood Y___N___

LINER PANELS: The patient cabin head liner substrate material shall be one quarter inch thick, hardwood plywood. The substrate shall be covered with a minimum 28 mil thick gloss white laminate. An upholstered center panels shall provide access to ceiling wiring and be covered in the same upholstery type as the seat and back rest pads found on the squad bench and/or CPR seat. There will be eight (8) spherical adjustable vents for the AC/Heat ducted delivery system.

Dome Lts, LED: Kinnequip, (4) Streetside, (4) Curbside Y___N___
INTERIOR LIGHTING

PATIENT CABIN DOME LIGHTS: The patient cabin shall have eight dual intensity, Kinnequip LED dome lights in the ceiling. The domes centers shall be aligned along two, four light banks. The left bank shall provide light directly over the patient; the right bank shall provide light directly over the aisle/squad bench. The dome lights and configuration shall meet current Federal Specifications KKK-A-1822.

Light, Step Well: 3" Weldon, White, Y___N___
STEP WELL ILLUMINATION: A 3" clear interior light shall illuminate the curbside step well per the current revision of Federal specification KKK-A-1822.

Insulation: Circumferential PKG, Reflective w/ Air cell core Y___N___

MODULE INSULATION: The module insulation material shall be 8mm thick nonabsorbent, reflective and shall have an air cell core. The air cell core shall consist of one layer of polyethylene bubble film that is sandwiched between one (1) layer of 99 percent pure aluminum foil and white colored polyethylene film. The insulation shall be installed with at least 1/2 air space from exterior skins, exposed to direct sun light. The insulation thermal rate testing shall be conducted in accordance with A.S.T.M. E84-89A, A.N.S.I. 2.5, N.F.P.A. 255, U.B.C. 42-1, and U.L. 723. The walls shall not be less than R-15.0 down, R-7.31 Horizontally and R5.4 up. The insulation shall have a N.F.P.A. Class A and a U.B.C. Class 1 fire rating with a flame spread index of 20 and a smoke developed index of 30. The application shall include a single layer of the insulation on all four walls, doors, compartments, ceiling and floor.

Light Bar Whelen LED

Configuration: LED/LED/LED/LED/LED/LED/LED Y___N___

LIGHT BAR CONFIGURATION: The aforementioned light bar shall comply to the following device configuration. The devices listed are represented IN ORDER of installation. The configuration is:

LED / LED / LED / LED / LED / LED / LED

"LED" represents a Light Emitting Diode.

Light Colors: Red/Clr/Red/Clr/Red/Clr/Red

Y___N___

LIGHT BAR LIGHT COLORS: The aforementioned light bar shall comply to the following light color configuration. The color selections listed are represented IN ORDER of installation. The light output colors are as follows:

Red / Clear / Red / Clear / Red / Clear / Red

Lens Colors: Clr/Clr/Clr/Clr/Clr/Clr/Clr

Y___N___

LIGHT BAR LENS COLORS: The aforementioned light bar shall comply to the following lens color configuration. The color selections listed are represented IN ORDER of installation. The lens colors are as follows:

Clear / Clear / Clear / Clear / Clear / Clear / Clear

The end cap colors are the same color as the end lenses.

Light Bar LOCATION: Box FRONT / Surface mount

Y___N___

LIGHT BAR LOCATION: The aforementioned light bar shall be through bolted to the face of the module front. T-slot bolts shall be supplied by the light bar manufacturer and shall slide along a T-shaped feature that is extruded into the main light bar body. All attachment nuts shall be nyloc type to preclude loosening due to vibration. All fastener sites shall be sealed with silicone to prevent water intrusion.

The body skin shall be reinforced by 0.250 inch (1/4") thick aluminum plate to prevent skin pull through should the light bar be struck by low height tree branches.

Select ALL light head type(s) used on this vehicle.(LED=dft)

Y___N___

WARNING LIGHT SPECIFICATIONS:

FR Light Bar: Whelen, Advantedge+Plus 4500KKFH, 86" L

Y___N___

FRONT LIGHT BAR: The front light bar shall be a Whelen Edge+Plus 4500 series surface mounted light bar, located directly under the module drip rail. The universally designed bar shall feature an aluminum extrusion body designed to mount the bar, accommodate lenses and accommodate interchangeable light heads. All devices specified herein shall operate from 12.8 volts direct current, supplied by the vehicle's charging/battery system. The light bar shall measure 4-1/8" high by 86" Long and protrude out from the body 5-1/8". The bar shall accommodate up to nine devices. The exact configuration and lens colors are specified below. Current draw shall not exceed 3.50 amperes for each rotator, 3.90 amperes for each halogen flashing light or 1.75 input amperes for each strobe.

Red LED Y__N__
The LED (Light Emitting Diode) shall be red in color.

Flange Package: All Warning Lights Y__N__
LIGHT HEAD FLANGE: Whelen bright, chrome (Flange), on all Whelen 9 x 7 light head(s).

Location: REAR, (1) in EACH Upper outer corner. Y__N__
LOCATION: On the rear of the module, one in each upper outer corner inside of the structural corner post.

(2) Grille Lights: Whelen 5TIR6, LED, Cast Housing Y__N__
(2) Grille Lights: A pair of 5TIR-6 LED lights shall be mounted in a Cast Aluminum flanged housings on the grille supports and mounted in such a way as not to block air flow.

(2) Front Intersection Red Lts: Whelen 400, LED (Super LED) Y__N__
(2) Intersection Lights - Front Fenders: 400 Series L.E.D. These light heads shall be Super LED with RED light emitting diodes. Whelen's optional bright, chrome like trim bezel (Flange), Part No 4EFLANGE shall embellish both light heads.

(4) Side RED Warning Lts: Whelen 900, (Super LED) Y__N__
(4) Side Facing, Upper Body Lights: 900 Series L.E.D. These light heads shall be Super LED with RED light emitting diodes.

(2) Rear RED Warning Lts: Whelen 900, (Super LED) Y__N__
(2) Rear Upper Body Lights: 900 Series L.E.D. These light heads shall be Super LED with RED light emitting diodes.

(1) Rear Center AMBER Warning Lt: Whelen 600, (Super LED) Y__N__
(1) Rear Center Upper Body Light: 600 Series L.E.D. This light head shall be Super LED with AMBER light emitting diodes.

Lens Color for Above Super LED Light to be: Clear Y__N__
Lens color of above light to be clear.

Lens Color for Above Super LED Light to be: Clear Y__N__
Lens color of above light to be clear.

Lens Color for Above Super LED Light to be: Clear Y__N__
Lens color of above light to be clear.

Lens Color for Above Super LED Light to be: Clear Y__N__
Lens color of above light to be clear.

Lens Color for Above Super LED Light to be: Clear
Lens color of above light to be clear.

Y__N__

LED WARNING LIGHT SYSTEM - F-series LTD
PUBLIC ADDRESS (Visual) WARNING LIGHTS

Y__N__

ELECTRICAL - Station No 3
ELECTRICAL SYSTEM 12 Volt - General

Y__N__

MODULE GROUNDING: A minimum of (2) two braided ground straps shall be through bolted to the chassis frame and the floor structure of the modular body. The bolts shall be at least 3/8 diameter. A flat washer shall be provided under the head of the bolt, over the strap lug. Additionally an internal tooth lock washer shall preclude loosening. Conventional stranded copper cables are not acceptable because they do not suppress RFI and does not meet SAE J551.

GENERAL GROUNDS: To comply with current Federal specification KKK-A-1822 plus enhance ground quality and reduce trouble shooting time, all devices wired within the ambulance conversion shall be centrally grounded. Each device shall have a separate ground wire routed to a central buss bar then grounded via fine strand cable to the module body. Local grounds are acceptable only when the device is drawing at or less than 100 milliamps (0.1 amps).

12 VOLT WIRE: All wires within the ambulance harnesses shall meet current Federal specification KKK-A-1822. All wire insulation shall be GXL cross-linked polyethylene. Permanent wire identification and wire function shall be printed on 4 centers along the full length of the wire. Wire conductors shall be stranded copper.

WIRE PROTECTION: All wire within the conversion shall be protected and run in split convoluted loom with a melting temperature of 300 degrees, Fahrenheit. All wire harnesses shall be clamped and routed to eliminate possibility of damage due to cut/chaffed wire. Grommets made of rubber or plastic shall be used where harnesses pass through metal or wood. Large holes and irregular shaped wire passages shall use automotive edge trim to protect the wire conduit/loom. Wire harnesses shall be neatly clamped into protective routing areas away from heat sources, unfriendly edges or moving devices.

Battery Switch: Cole Hersee 2484-16 Paddle, T1 ctr console

Y__N__

BATTERY SWITCH: A conversion disconnect switch shall be supplied to remove positive polarity from the ambulance conversion circuits. Constant battery power shall be supplied for device memories. None of the chassis functions shall be effected by this switch per Fords Qualified Vehicle Modifiers program, bulletin No 63. The switch shall be a Cole Hersee Model M2484-16 with a legend bezel that defines the ON and OFF position. Additionally, an indicator light shall illuminate on the cab console panel.

Tire Valve Extensions, S/S Braided, PR, Dual Rear Wheel Y__N__
TIRE VALVE EXTENDERS: One pair of tire valve extenders shall supplied and installed for each inside rear wheel. The tire valve extenders shall permit the user to check tire pressure and fill the inside rear tires without removing the outer tire. The extenders shall have a braided stainless steel outer jacket to resist abrasions and cuts. The filler end shall be supported by a valve bracket.

Radio Power No 1: 30A, Pos and Neg, 10 awg Wires Y__N__
POWER SOURCE FOR COMMUNICATION RADIO(S) No 1: Positive and Negative polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker.

Radio Power No 2: 30A, Pos and Neg, 10 awg Wires Y__N__
POWER SOURCE FOR COMMUNICATION RADIO(S) No 2: Positive and Negative polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker.

PREWIRE LOCATION: (1)Cab Console, (1) Behind A/A Y__N__
LOCATIONS: The power sources shall be located (1) console, in the cab and (1) behind the A/A panel.

Portable Equip Charging Circuits: 10A, Pos and Neg Y__N__
POWER SOURCE FOR PORTABLE EQUIPMENT No 1: Positive and Negative polarity fourteen gauge wires shall be supplied and installed for subsequent storage of portable equipment. The wires shall have 36" tails and be barreled off and protected by a tem (10) ampere automatic reset circuit breaker.

Radio Power Source: Battery Switch Hot Y__N__
POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.

Radio Power Source: Battery Switch Hot Y__N__
POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.

Portable Equip Pwr Source: Ignition and/or Converter Y__N__
POWER SOURCE: The aforementioned power provision shall be fed off of the output of the ignition switch or when the battery charger/conditioner is connected to the shoreline.

LOCATION: Behind Action Area Board Y__N__
LOCATION: The power source shall be located behind the Action area control panel in the patient cabin.

LOCATION: Behind Passenger's Seat Y__N__
LOCATION: The power source shall be located behind the passenger's seat, in the cab.

Location: Front Grille/Bumper Area
Located in the OEM grille area.

Y___N___

Timer, Constant Hot, Check out, 15 Minute

Y___N___

15 MINUTE TIMER: A variable 0 to 15 minute, spring wound, mechanical timer switch shall provide temporary illumination of the patient cabin for check out purposes. The switch input shall be wired directly to the vehicle batteries. The switch shall be located on the curbside wall, by the C/S access doors over the squad bench lid. The timer circuit shall comply with the latest revision of KKK-A-1822.

Timer to Power: Street side DOMES, High intensity

Y___N___

LIGHTS POWERED BY TIMER: The aforementioned timer shall power the street side (Left side) bank of dome lights on the high intensity setting. The duration of the light shall vary with the setting of the timer.

Location: M-2 Compartment

Y___N___

Located in the M2, second back street side compartment.

Converter : 15A IOTA, 125VAC to 15A @ 12 VDC

Y___N___

125 VAC to 12 VDC CONVERTER/BATTERY CHARGER No 1: A IOTA Engineering, L.L.C., Model DLS-30 Converter with a 30 ampere output capacity shall be supplied and installed. The device shall convert a 125 Volt, 60 Hertz Alternating current input into 13.4 to 13.6 Volt Direct current. The device shall provide clean, constant D.C. Power. When specified below this device shall be capable of serving as a battery charger that charges up to it's full output capacity and tapers back the output to a maintenance mode depending upon the need of the batteries.

This DLS series battery charger/power supply shall be designed with high quality components that have life span ratings of up to ten years of continuous use. This device shall feature self protection features including:

- 1) A.C. Input Protection: protects against damaging spikes (up to 190 Volts) A.C. That may come from the line or generator.
- 2) Reverse Battery Polarity Protection: protects against incorrect wiring hook up with fuses that can be easily replaced.
- 3) Brown Out Input Protection: protects against input spikes created by temporary or intermittent loss of input power.
- 4) Over Current Protection: protects against supplying too much output current
- 5) Over Temperature Protection: protects against thermal damage with a unique proportional fan control circuit that turns on a whisper quiet when the unit reaches 35 degrees Fahrenheit (35 degrees Celsius).

Warranty: The device shall be covered by the manufacturer for a period of two years against defects in materials or workmanship from the date of retail delivery.

An alternate charger / Converter may be supplied provided the alternate is equal in function, warranty and the alternate device has been approved by the agency prior to production.

Converter to power: Equipment Prewire Only Y__N__
CONVERTER TO POWER: The aforementioned converter/charger shall power the Portable Equipment Prewire within these specifications when the shoreline is connected and the aforementioned converter/charger has 110vac power.

Door Unlock Switch, Momentary, Exterior, hidden Y__N__
HIDDEN DOOR LOCK SWITCH: A weather proof momentary switch shall be installed, concealed from view.

Circuit Board: RMR Rail System, W/ LED Diag - Type I Y__N__
CIRCUIT BOARD: The single relay control board is a fully integrated relay control board designed and built to IPC Class 3* guidelines. The VF4 style socketed relay is rated at 20A at 24 VDC with built-in on-board diode suppression. Three status indicators for Blown Fuse, Coil Power and Load allow for intuitive operation and troubleshooting. Also included is a medium sized ATO blade style fuse / circuit breaker holder that is rated for 20A. Wiring connections are made via a WAGO Cage Clamp removable lockable connector, which provides a secure, vibration proof and corrosion resistant wire termination. Installation time is reduced by as much as 75%. All of these features are mounted in a 2"x2" DIN Rail mountable package. Clearly, the Single Relay Control Board is a best-in-class solution for Emergency Vehicle relay applications.

Master Switch: Front Only Y__N__
MASTER SWITCH: The patient area master switch shall be located in the cab switch console.

Back-up Alarm: Standard Y__N__
BACK UP ALARM: The apparatus shall include a 97 to 107 decibel back up alarm, activated by shifting into reverse.

Cut Off Switch: Auto reset ,momentary style Y__N__
CUT-OFF SWITCH, BACK UP ALARM: The back up alarm shall include a momentary type cut off switch to silence the alarm. The alarm enable circuit shall automatically reset when the transmission is shifted out of REVERSE, hence the back up alarm will sound when the vehicle is placed in REVERSE again.

Circuit Protection, 12V: Blade Breaker - Manual-reset Y__N__
CIRCUIT BREAKERS: All conversion related circuits shall be protected with manual reset blade breakers. The value of the breaker for each circuit shall not exceed 75% of the rated capacity of the weakest component in the circuit.

Ground Straps, Module to Frame: (Qty 4) Braided Y__N__
GROUND STRAPS: Four (4) 7/8" wide by 1/8" thick, fine strand, woven straps shall provide a ground path from the module body to the chassis frame. Woven straps filter out RFI noise originating from alternators, strobe power supplies and other devices, that may find their way into intercom, stereo and two way communication radios. Each end of the

ground straps shall be through bolted with 3/8" diameter, grade 5 or 8, hex head bolts and lock nuts. Each connection site shall be cleaned to the bare metal prior to fastening the strap. The connections shall have a dielectric anti corrosion spray applied.

Activate: Left Flood Switch Y___N___

SCENE LIGHT SWITCHING: The scene lights shall come on with two separate rocker switches labeled Right Flood and Left Flood, located in the center cab console controlled by the master switch. The right (curb side) scene lights shall also come on when the side entry door is opened.

Activate: Rear Flood Switch, Reverse and Lead RA Door Y___N___

REAR LOAD LIGHT SWITCHING: The rear load lights shall come on with a separate rocker switch located in the cab console controlled by a master switch. The switch shall be labeled "Rear Flood" and shall control both rear load lights on the rear of the body and above the rear access doors. The rear load lights will come on when rear doors are opened.

LOCATION: Located over A/A, in rear of Cabinet F Y___N___
Located over the action area, in the rear of Cabinet "F".

Built-in Battery Charger: Enable - Wire to Batteries Y___N___

BUILT-IN BATTERY CHARGER: The aforementioned built in battery charger shall be wired to the vehicle batteries to allow charging/conditioning when the shoreline is energized.

Inverter : Vanner 20-1050 CULW - Full Mod Y___N___

12 VOLT POWER INVERTER: A highly reliable Vanner 1050CUL electronic power conversion unit that utilizes MOSFET power semiconductors and a microprocessor controller shall be supplied, installed and wired to the outlets specified herein. A Built in 30A automatic transfer switch shall transfer all loads from the inverter to the shore line, when the shore line cord is plugged into 125 vac shoreline power. The device shall convert 12 volt DC battery power into 1,050 watts of precisely regulated modified sine wave 125 volt AC power. The device shall hold output power between 114 volts and 126 volts AT a frequency of 59.9 to 60.1 Hertz.

The device shall not consume more than 105 amperes at 12 volts direct current (DC). The device shall be certified by Underwriters Laboratories to the present revision of the Federal Specification KKK-A-1822. The location of the inverter is specified below.

Battery Charger/Conditioner: 55A - Built into Inverter Y___N___

BATTERY CHARGER/CONDITIONER: When the system is connected to shore/utility power, the battery charger (built into the aforementioned inverter) will automatically charge the batteries, then keep them fully charged. The system's microprocessor controls the charging sequence, starting with the high charger (55 Amp) mode. When the batteries are fully charged, it switches to the ready/maintenance mode to keep the battery "topped up".

The battery charger shall be designed to charge either lead acid flooded (wet) or gel type batteries.

Lexan Cover: Over Inverter Y__N__
COVER: There shall be a Lexan Cover over the inverter for protection.

Inverter Location: M-2 (LFM) Compartment Y__N__
The power inverter shall reside in the left front middle compartment.

On Floor near wall #1 Y__N__
The power inverter shall reside in the left front middle compartment.

Low Voltage Indicator: Amber with Buzzer Y__N__
LOW VOLTAGE INDICATOR: There will be an amber indicator light located in the cab console to illuminate if the vehicle voltage drops below 11.8 volts DC. If the voltage remains under 11.8 volts DC in excess of 120 seconds, there shall be a warning buzzer in addition to the light.

Coaxial Cable, No 1: Type RG-58U, No connectors Y__N__
COMMUNICATIONS

COMMUNICATIONS RADIO ANTENNA PRE-COAX No 1: This coaxial cable shall be RG58-U type. Leave an 18 service loop at the mod roof and a 36 tail at the interior termination point. A tag shall specify the other termination point for each coax provided.

ORIGINATION POINT: Roof Port No 1 Y__N__
ORIGINATION POINT: The Coaxial cable shall originate on the module roof. The port location shall be centered side to side and approximately 36" back from the front edge of the module roof.

TERMINATION POINT: Behind Passenger's seat w/ 36" Tail Y__N__
TERMINATION POINT: The Coaxial cable shall terminate in the cab / drivers' cabin behind the passenger seat.

CONDUIT ORIGINATION POINT: M-2 compartment Y__N__
ORIGINATION POINT: The aforementioned conduit shall originate in the left front middle, exterior compartment.

CONDUIT TERMINATION POINT: Behind A/A Board (Panel) Y__N__
TERMINATION POINT: The aforementioned conduit shall terminate in the patient cabin behind the main action area control panel.

Standard Conduit: 1-1/2", with pull wire Y__N__

CONDUIT No 1: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied and installed. The conduit shall be have semirigid, non conductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run.

Ind Light Flasher: Thru 14S Flasher Unit Y__N__
FLASHER UNIT: There shall be a 14S flasher unit installed to allow the indicator lights to flash in the cab console.

Indicator Light: AMBER Compt Open" light Y__N__
COMPARTMENT AJAR INDICATOR LIGHT: A back lighted "Compt Open" light shall be engraved in the cab console's main switch panel. This light color shall be AMBER. The light shall meet current Federal Specification KKK-A-1822.

Flashing light: Activate w/ ANY compt door switch. Y__N__
INDICATOR LIGHT FUNCTION: The door ajar indicator light shall flash when two conditions are met:
1) The main conversion power switch is turned to the ON position.
2) Any compartment or entry door is opened.
The door ajar light shall come ON with a door that is not COMPLETELY latched.

Indicator Light: GREEN "Amb Pwr" light Y__N__
BATTERY POWER "ON" INDICATOR LIGHT: An indicator light, labeled "Amb Pwr" shall be engraved in the cab console's main switch panel. The light color shall be GREEN. The light shall meet current Federal Specification KKK-A-1822.

Steady burn light: Activate with Conversion pwr switch Y__N__
INDICATOR LIGHT FUNCTION: The "Amb Pwr" indicator light shall burn steady when the main conversion power switch is turned to the ON position.

Indicator Light: RED "Door Ajar" light Y__N__
DOOR AJAR INDICATOR LIGHT: A back lighted "Door Ajar" light shall be engraved in the cab console's main switch panel. This light color shall be RED. The light shall meet current Federal Specification KKK-A-1822.

Type I - CAB Console: Pass Thru - 12 1/2" OAW Y__N__
CAB CONSOLE: A ergonomically designed console with a A-A plywood substraste shall be contour matched to the cab floor. The console shall be a parallel wall design with a twelve and one half inch over all width. End panels and center console bulkhead panels shall add rigidity and squareness to the console. The substrate shall be laminated per the following finish specification.

Cab Console SWITCH PANEL: Type I Y__N__
SWITCH PANEL, CAB CONSOLE: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The

Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The switches shall be organized in two rows. The top row shall start with an Emergency Master, followed by all of the emergency related switches. The bottom row shall start with a Master Switch, followed by all of the nonemergency related switches.

125V SHORE LINE AND OUTLETS
125 VOLT - SHORE-LINE SYSTEM

Y__N__

Block Heater: Wire to shore line w/ Female plug

Y__N__

BLOCK HEATER WIRING: The O.E.M. Block heater shall be wired to the shoreline. A 20 ampere, 125 volt female cord type plug shall be supplied so that the block heater can be disabled during warmer months.

Shore Line Inlet: 30A, Twistloc, ILOS

Y__N__

SHORE LINE INLET: The primary 125 Volt shore line inlet, rated at 30 Amperes shall be supplied. The plug style shall be a twist-lock style (NEMA L5-30) with a ground. This will The inlet shall be protected with a weather proof, gray colored cover.

****INTERIOR 12 Volt OUTLETS****

Y__N__

INTERIOR 12 Volt Direct Current (DC) OUTLETS:

12V Outlet, No 1: Cigar Style - Wire thru Med Isolator

Y__N__

12 VOLT OUTLET No 1: This outlet shall be a, 12 volt, direct current, 20 Ampere, automotive "cigar" lighter size commercial outlet. This outlet shall be located and wired as specified below. The outlet shall be separately protected and shall be electrically isolated from other electrical functions on the vehicle. This outlet shall be wired per current Federal specification KKK-A-1822.

12V Outlet, No 2: Cigar Style - Wire thru Med Isolator

Y__N__

12 VOLT OUTLET No 2: This outlet shall be wired the same as outlet #1.

LOCATION: Action Area, standard location

Y__N__

OUTLET LOCATION: This 12 Volt outlet shall be located in the patient cabin's, main "Action Area", on the back wall.

LOCATION: Action Area, standard location

Y__N__

OUTLET LOCATION: This 12 Volt outlet shall be located in the patient cabin's, main "Action Area", on the back wall.

****125 Volt OUTLETS****

Y__N__

INTERIOR 125 Volt Alternating Current (AC) OUTLETS:

125 VAC Outlet, No 1: 15A, Hospital Grade, IVORY

Y__N__

125 VAC OUTLETS: The following outlets shall be UL listed, 125 Volt, Hospital grade, Straight blade NEMA 5-15R outlets. Each outlet shall be installed in a UL listed, recessed, galvanized steel back box with a minimum of one and three quarter inch of box depth. The outlet cover shall be stainless steel. The outlet and Back Box must be grounded and protected by a G.F.I. (Ground Fault Interrupted) Breaker. Additionally each outlet body must illuminate when power is applied to the outlet. Each Outlet shall be clearly labeled with a permanent RED colored decal defining the outlet voltage.

125 VAC OUTLET No. 1:

125 VAC Outlet, No 2: 15A, Hospital Grade, IVORY
125 VAC OUTLET No. 2:

Y___N___

LOCATION: Action Area, standard location

Y___N___

OUTLET LOCATION: This 125 Volt outlet shall be located in the patient cabin's, main "Action Area", on the back wall.

LOCATION: RF ALS, (See Drawing)

Y___N___

OUTLET LOCATION: This 125 Volt outlet shall be located inside of the right front A.L.S. Cabinet. The outlet shall be mounted on the back wall of the cabinet (related to inside access) in the upper right corner. The location of the outlet shall be defined on the proposal drawings.

Outlet mounting ORIENTATION: Vertical

Y___N___

OUTLET ORIENTATION: The outlet shall be oriented Vertically in the location defined above. The U-shaped ground connector socket shall be at the TOP of the outlet.

Outlet mounting ORIENTATION: Vertical

Y___N___

OUTLET ORIENTATION: The outlet shall be oriented Vertically in the location defined above. The U-shaped ground connector socket shall be at the TOP of the outlet.

Outlet mounting ORIENTATION: Vertical

Y___N___

OUTLET ORIENTATION: The outlet shall be oriented Vertically in the location defined above. The U-shaped ground connector socket shall be at the TOP of the outlet.

Outlet mounting ORIENTATION: Vertical

Y___N___

OUTLET ORIENTATION: The outlet shall be oriented Vertically in the location defined above. The U-shaped ground connector socket shall be at the TOP of the outlet.

Power Source: Medical Isolator No 1, Ignition Hot

Y___N___

POWER SOURCE: The input for the outlet shall be wired to the output of the chassis ignition.

Power Source: The SAME as outlet No 1

Y___N___

POWER SOURCE: The input for the outlet shall be wired exactly like outlet Number One.

Siren: Whelen, WS295HFS2, Standard F-Series

Y___N___

ELECTRONIC SIREN: The siren hardware shall consist of an amplifier and a remote mounted control head, Whelen WS295HFS2. The two channel siren amplifier shall operate two 100 watt RMS speaker drivers and the following functions: RAD, PA, MAN, HF, WAIL, YELP, PIER.

The siren control head shall feature a rocker type power switch, rotary function/Mode switch, a Manual momentary button switch, Diagnostic indicator lights a hardwired microphone and a microphone volume control potentiometer.

Speaker, Bumper, (SA315FKD&P) FSeries

Y___N___

SIREN SPEAKERS: The speakers shall each have a 100 watt driver and shall emit through an horn body located directly behind the O.E.M. fog light location in the bumper area, one on left side and one on right side. The siren and speakers shall meet or exceed current KKK-A-1822 Specifications.

Siren / Horn Switch: In Cab Console

Y___N___

SIREN OR HORN SELECTOR SWITCH: The O.E.M. horn ring shall control the O.E.M. electric horn and the siren's manual momentary input controls. A switch shall connect the horn ring to either the O.E.M. HORN or to the SIREN. The switch shall be located in the cab console's switch panel. The switch legend, that clearly defines the switch function shall be engraved in the switch panel. The legend shall be illuminated when the head light switch is on.

Outer Flashing Lights: Switched PRIMARY / SECONDARY

Y___N___

SWITCH FOR OUTER FLASHING LIGHTS: The outer flashing lights shall be switched to the Primary AND to the secondary output legs of the PRIMARY / SECONDARY Switch. The flash sequence of these lights shall comply to the Federal Specification KKK-A-1822*. The revision level is specified under the flasher specification within this document.

Center Flashing Light: Switched PRIMARY ONLY

Y___N___

SWITCH FOR CENTER FLASHING LIGHT: The center flashing light shall be switched to the PRIMARY output leg of the PRIMARY / SECONDARY switch. The flash sequence of these lights shall comply to the Federal Specification KKK-A-1822*. The revision level is specified under the flasher specification within this document. This light shall NOT flash in "SECONDARY" mode.

Non KKK Flashing Lights: Switched PRIM/SECONDARY

Y___N___

SWITCH FOR CENTER FLASHING LIGHT: The center flashing light shall be switched to the PRIMARY output leg of the PRIMARY / SECONDARY switch. The flash sequence of these lights shall comply to the Federal Specification KKK-A-1822*. The revision level is specified under the flasher specification within this document. This light shall NOT flash in "SECONDARY" mode.

Switches Light bar:

Y___N___

FRONT LIGHT BAR SWITCH: The aforementioned light bar shall be controlled by the following light bar switches. All switches shall be located in the cab console per the vehicle switch configuration specified in the cab console section of this specification.

Warning Light SWITCH: ctr console, Primary / Secondary

Y___N___

PRIMARY / SECONDARY SWITCH: The warning light system shall be controlled with a switch(es) located in the cab console. The switch(es) shall allow for "Off" position, "Primary" position, and "Secondary" position. Each output of the switch shall be indicated with a small red lamp, integrated in the switch legend area. The switch shall have an engraved, illuminated legend that clearly defines the function of the switch.

Heater, 125V, Ceramic

Y__N__

HEATER 125 VOLT: A 115 volt ceramic 5200 BTU., 1500 Watt heater shall be provided. The heater shall be mounted in the attendant seat base, facing the curb side wall. Heater installations facing rearward is unacceptable due to fire hazards related with cot linens.

CABINET SHOP - Modular

Y__N__

GENERAL CABINET CONSTRUCTION

SUBSTRATES: The interior cabinets and components shall be constructed of Formaldehyde free, exterior grade, A-A plywood. The glue line between the layers shall be phenolic based. The glue shall be of similar chemical make up to the phenolic glue used in Marine grade plywood, as designated by the A.P.A. (American Plywood Association). The exposed layers shall be hard wood on both sides of the sheet. The layers shall be 99% void free. Cabinet cases shall be made from at least (1/2) thick, 5-ply plywood. Bench lids and doors shall be made from at least (3/4) thick, 7-ply plywood.

CABINET INTERIOR FINISH: Cabinet interior shall be laminated with white colored, high impact, abrasion resistant laminate. The contact adhesive shall be a high bond contact adhesive, specifically designed to bond plywood to laminate. The laminate shall be at least 28 mills thick.

FLOOR AND SUBSTRATE: The floor of the module shall be (3/4) thick 7-Ply, Formaldehyde free, exterior grade, A-C plywood. The glue line between the layers shall be phenolic based. The glue shall be of similar chemical make up to the phenolic glue used in Marine grade plywood, as designated by the A.P.A. (American Plywood Association).

LAMINATE: A high impact, phenolic backed, high impact, and abrasion resistant laminate shall be used. The laminate shall be at least 45 mills thick. This material as well as all interior components shall meet or exceed F.M.V.S.S. #302 (Burn rate of interior components). Color selection shall be specified at the pre-build conference. Laminate Color shall be gloss white.

CABINET ASSEMBLY: To maximize fastener bite, cabinet substrate parts shall be stapled with pneumatic fired equipment. The length of the fastener shall be at least 2.25 times the thickness of the material being pierced through. In addition to staples, the entire cabinet assembly must be screwed together with a minimum #8 screw size and a length not less than 2.25 times the thickness of the pierced substrate. Screw heads shall be countersink type and driven flush.

Reinforcement cleats shall be bonded to the inside corners where the backside of the face of the cabinet meets the case of the cabinet. The glue used shall be, yellow colored water proof resin type.

CABINET TRIM: All trim through out the interior conversion shall be anodized aluminum or formed stainless steel. All exposed corners within the patient compartment shall have padded or rounded corners. Rounded corners shall be at least .250 inch radius. Additionally rounded corners shall not compromise maximum cabinet assembly strength. The trim shall be bonded with a high strength adhesive.

FIT AND FINISH: Mitered joints through out the interior conversion shall have a gapless, hairline fit. Sliding polycarbonate door assemblies shall be scratch free and all edges shall be smooth and free of saw marks and sharp edges. Cabinet to cabinet joints shall not require more than 7/32 diameter welting to created a finished/well-fit look. Cabinets shall fit tightly against the ceiling as well.

FUNCTION: Doors and drawers shall fit the opening. When specified, flush fitting doors shall have even door to opening gaps. All doors shall open and close bind free. Drawers shall slide in and out freely, without drag. All drawers shall be mounted on side mounted, full extension drawer slides, rated no less than 75 pounds per pair. All hinged wood core doors shall have positive latches. Additionally, high traffic, high cycle doors shall have adjustable tension, brass bodied catches. All hinged polycarbonate doors shall have adjustable tension, brass bodied catches.

CABINET DOORS

SLIDING POLYCARBONATE DOORS: Polycarbonate shall hereinafter be identified as Lexan. Unless specified otherwise, all cabinets along the street and curb side of the vehicle shall have a mitered framed, sliding transparent Lexan door assembly. The polycarbonate shall be at least 3/16 inch thick. Each door shall be fitted with a full length, extruded aluminum door handle. The door pull extrusion shall also add bend resistance to the door. The door track/Frame extrusion shall incorporate a flocked natural rubber track insert to prevent the doors from sliding free during transit. Additionally the corners of the assembly shall have drive-in corner splines. Each spline shall be riveted into place. All extrusions shall be anodized.

Mica Color: Gloss Gray

Y___N___

MICA COLOR: The mica color selection shall be Light Gray with a Glossy finish. A sample of the subject mica color shall be supplied at the post award conference.

Polycarbonate Type/Color: Lexan - GRAY

Y___N___

POLYCARBONATE COLOR: The polycarbonate through out the vehicle shall be transparent with a gray medium tint. All doors shall be at least three sixteenths of one inch thick (3/16"), shatter proof and scratch resistant. The edges of the door shall be worked

and burned smooth. The material shall be flexible enough to be cold formed (Bent) at ninety degrees, without fracturing the material.

Polycarbonate Handles: Full Length Extruded Y___N___
HANDLES, POLYCARBONATE DOORS: Full height, anodized aluminum, extruded drive on handles shall be supplied on each 3/16" door. The handle shall wrap around the leading edge of each door and mount with one way angular, blind mounting teeth designed to be driven on.

Polycarbonate Handles: Full Length Extruded Y___N___
HANDLES, POLYCARBONATE DOORS: Full height, anodized aluminum, extruded drive on handles shall be supplied on each 3/16" door. The handle shall wrap around the leading edge of each door and mount with one way angular, blind mounting teeth designed to be driven on.

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Polycarbonate Handles: Full Length Extruded Y___N___
HANDLES, POLYCARBONATE DOORS: Full height, anodized aluminum, extruded drive on handles shall be supplied on each 3/16" door. The handle shall wrap around the leading edge of each door and mount with one way angular, blind mounting teeth designed to be driven on.

Attendant Seat: Wise, Hi-back, 3-Point Seat Y___N___
ATTENDANT SEAT: There shall be a high back captain's seat mounted in the patient area. The seat shall be mounted per the requirements in the latest revision of KKK-A-1822. The seatbelt on the main part of the seat shall be an integrated, 3-point that is supplied and tested by the seat manufacturer as a complete package.

AC CABINET: Evaporator, Std Location Behind Att Seat Y___N___
AIR CONDITIONING EVAPORATOR CABINET: The patient cabin shall be equipped with a rear air conditioning and heat unit. The unit shall be wired, connected and installed per the environmental section of this specification. A cabinet, specifically designed to fit, form and function to the constrains set fourth in the surrounding cabinet design and air exchange

for cooling/heating performance requirements. The AC/Heat cabinet will be located behind the attendant seat on the floor. The AC/Heat delivery system will be ducted to the modular ceiling. It will have eight (8) spherical adjustable vents. In addition there will be two vents above and facing the attendant seat on cabinet H. The design shall provide adequate air return to meet or exceed current revision of the Federal specification KKK-A-1822.

LF Cabinet, Behind Att Seat: Cabinet "H"/(Elec Cab)

Y___N___

LEFT FRONT CABINET, "H": This cabinet shall be located behind the attendant seat and on top of the Air Conditioning unit. Access to the main circuit board shall be provided through the face of the cabinet facing the curbside. The access door shall be hinged along the right side with a non locking lever type latch at the top. The door shall open without interference with other cabinet doors or hardware. The cabinet will have two adjustable Air Conditioning vents behind and above the attendant seat.

(1) Shelf: Adjustable mica over wood with L Trim

Y___N___

ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be made of 1/2" thick, 5-ply plywood and finished in 28 mil white colored laminate. Both sides of the shelf shall be laminated. The shelf shall be secured to four shelf clips with phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.

(1) Shelf: Adjustable, Mica over wood, (Incl Std)

Y___N___

ADJUSTABLE SHELF: A shelf shall be supplied in the aforementioned cabinet. The shelf shall be made of 1/2" (13mm) thick, 5-ply plywood and finished in 28 mil white colored mica. Both sides of the shelf shall be laminated. The shelf shall be secured to four shelf clips with phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge to prevent storage items from shifting against the doors. The shelf shall be secured with four (4) shelf clips to the incrementally adjustable shelf standard tracking on the sides of the cabinet. There shall be two shelf standards are both left and right sides of the adjustable shelf.

(1) Shelf: Adjustable, Mica over wood, (Incl Std)

Y___N___

ADJUSTABLE SHELF: A shelf shall be supplied in the aforementioned cabinet. The shelf shall be made of 1/2" (13mm) thick, 5-ply plywood and finished in 28 mil white colored mica. Both sides of the shelf shall be laminated. The shelf shall be secured to four shelf clips with phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge to prevent storage items from shifting against the doors. The shelf shall be secured with four (4) shelf clips to the incrementally adjustable shelf standard tracking on the sides of the cabinet. There shall be two shelf standards are both left and right sides of the adjustable shelf.

(2) Shelves: Adjustable with J-trim

Y___N___

ALS ADJUSTABLE SHELF: A 20 mil, abrasion resistant, durable, textured plastic film shall be hereinafter referred to as Easy Grip. This adjustable shelf surfaces shall be covered in Easy Grip material to minimize the appearance of wear patterns.

Two adjustable shelves shall be supplied in the aforementioned cabinet. Each shelf shall be made of 1/2" (13mm) thick, 5-ply plywood with a 3/4" Lip on all edges facing an access opening. The top of each shelf and inside the aforementioned lips shall be finished in "Easy grip". The outwardly exposed edges and the bottom of the shelf shall be finished in white colored cabinet liner laminate. Additionally the shelf shall be trimmed in anodized aluminum "lip over" trim. The trim shall cover the top surface of the 3/4" lips and the perimeter of the shelf bottom.

Each shelf shall be secured with four (4) shelf clips to the incrementally adjustable shelf standard tracking on the sides of the cabinet. There shall be two shelf standards are both left and right sides of the adjustable shelf.

TRIM: U-shaped Door, J-trim opening Y___N___
DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be mitre cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.

TRIM: U-shaped Door, J-trim opening Y___N___
DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be mitre cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.

TRIM: U-shaped Door, J-trim opening Y___N___
DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be mitre cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.

TRIM: U-shaped Door, J-trim opening, DBL DRS Y___N___
DOOR EDGE FINISH: The edges of the aforementioned doors shall be covered with anodized aluminum, U-shaped trim. The trim shall be mitre cut and wrapped around the perimeter of each door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.

Plastic Vent: (2) Total, 1 column x 8 row, Vent 01 Y___N___
PLASTIC VENT: A fifteen square inch free air flow ventilation hole he cut into the above door. The edges of the cut out shall be banded. The hole shall be covered with an aesthetically appealing, molded plastic louver cover. The louver cover shall be black in color and secured with at least one No 8 screw in each corner.

Doors, Sliding Lexan, Mitered AL Assy: Standard Y___N___
SLIDING POLYCARBONATE DOORS: The cabinet shall be equipped with two sliding 3/16" polycarbonate doors within a closed anodized aluminum track/frame. The sliding polycarbonate door track shall be an extruded, anodized aluminum shape designed to accommodate a flocked, felt type track for the doors to slide in and lightly resist movement. The mitered corners shall be splined together and riveted. The extrusion shape shall cover one half of one inch of cabinet fascia around the perimeter of the track frame.

Doors, Sliding Lexan, Mitered AL Assy: Standard Y___N___
SLIDING POLYCARBONATE DOORS: The cabinet shall be equipped with two sliding 3/16" polycarbonate doors within a closed anodized aluminum track/frame. The sliding polycarbonate door track shall be an extruded, anodized aluminum shape designed to accommodate a flocked, felt type track for the doors to slide in and lightly resist movement. The mitered corners shall be splined together and riveted. The extrusion shape shall cover one half of one inch of cabinet fascia around the perimeter of the track frame.

Doors, Sliding Lexan, Mitered AL Assy: Standard Y___N___
SLIDING POLYCARBONATE DOORS: The cabinet shall be equipped with two sliding 3/16" polycarbonate doors within a closed anodized aluminum track/frame. The sliding polycarbonate door track shall be an extruded, anodized aluminum shape designed to accommodate a flocked, felt type track for the doors to slide in and lightly resist movement. The mitered corners shall be splined together and riveted. The extrusion shape shall cover one half of one inch of cabinet fascia around the perimeter of the track frame.

Doors, Sliding Lexan, Mitered AL Assy: Standard Y___N___
SLIDING POLYCARBONATE DOORS: The cabinet shall be equipped with two sliding 3/16" polycarbonate doors within a closed anodized aluminum track/frame. The sliding polycarbonate door track shall be an extruded, anodized aluminum shape designed to accommodate a flocked, felt type track for the doors to slide in and lightly resist movement. The mitered corners shall be splined together and riveted. The extrusion shape shall cover one half of one inch of cabinet fascia around the perimeter of the track frame.

Door: Single Flip Up 3/8" Lexan Y___N___
SINGLE FLIP UP POLYCARBONATE DOOR: Single 3/8" (0.375 in) thick, overlay flip up door shall be supplied on the cabinet.

Door: Single Flip Up 3/8" Lexan Y___N___

SINGLE FLIP UP POLYCARBONATE DOOR: Single 3/8" (0.375 in) thick, overlay flip up door shall be supplied on the cabinet.

Hinge Orientation: BOTTOM

Y___N___

HINGE ORIENTATION: The aforementioned door shall be hinged along the bottom edge of the door.

Hinge Orientation: BOTTOM

Y___N___

HINGE ORIENTATION: The aforementioned door shall be hinged along the bottom edge of the door.

Hinge Orientation: RIGHT

Y___N___

HINGE ORIENTATION: The aforementioned door shall be hinged along the right edge of the door.

Hinge Orientation: (1) RIGHT and (1) LEFT

Y___N___

HINGE ORIENTATION: The doors shall be hinged along the outside edge of each door. This will allow for the dual doors to be hinged open left and right for full cabinet access without the use of a large single door.

Door, Tambour Mica over Hi-density Masonite - up/down std

Y___N___

TAMBOUR ROLL DOOR: An Tambour style slatted door shall be supplied and installed in the cabinet opening. The Tambour roll style door shall operate smoothly sliding to the top and shall be inserted in a plastic track that is specially designed to accept the tambour door..

Door, Single Solid Wood, Flush Fitted

Y___N___

SOLID HINGED DOOR: A 3/4" (19mm) thick door shall be supplied on the aforementioned cabinet. The substrate shall be 7-ply, A-A (Cabinet grade), hardwood plywood. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge with mounting screws, spaced every two inches along the full length of the pre-punched hinge. The door shall be finished on both sides with white cabinet liner laminate on the inside and the same colored mica as the cabinet facia on the outside.

Doors, Double Solid Wood, Flush Fitted: W/ Lexan Insert

Y___N___

DOUBLE SOLID HINGED DOORS WITH POLYCARBONATE INSERT: Two oppositely hinged, 3/4" (19mm) thick door frames, with a 3/16" (0.188) thick transparent inserts shall be supplied on the aforementioned cabinet. The substrate of the door frames shall be 7-ply, A-A (Cabinet grade), hardwood plywood. The door frames shall be drop cut from one piece of plywood, laminated on both sides and mated to the transparent, polycarbonite inserts secured on the backside (inside) of the door. The doors shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the doors. Each door shall be hung on a continuous, stainless steel piano hinges with mounting screws, spaced every

two inches along the full length of each pre-punched hinge. Each door shall be finished on both sides with white cabinet liner laminate on the inside and the same colored mica as the cabinet facia on the outside.

Door, Single Solid Wood, Flush - Drug Locker Y___N___
SOLID HINGED DOOR: A 3/4" thick door shall be supplied on the cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge with mounting screws. The door shall be finished on both sides with the same colored laminate as the cabinet facia.

Door, Single Solid Wood, Flush Y___N___
SOLID HINGED DOOR: A 3/4" thick door shall be supplied on the cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge. The door shall be finished on both sides with the same colored laminate as the cabinet facia.

Handles: "C" Handle Y___N___
C-HANDLES: The door shall be fitted with a four inch wire pull with a brushed chrome finish.

Brass Grabbers; as needed on door(s). Y___N___
DOOR CATCH: An opposing ball bearing catch shall be supplied and installed on the cabinet door. The catch body shall be made of brass with Built in tension adjustment to relax or intensify the "grip" on the door.

Hinge: 1 1/2" Stainless Steel Piano Hinge Y___N___

Lever Latch: Locking - Black Finish Y___N___
LOCKING LATCH: A black positive locking latch shall be supplied and installed on the cabinet door.

Lever Latch: Locking - Black Finish Y___N___
LOCKING LATCH: A black positive locking latch shall be supplied and installed on the cabinet door.

Lever Latch: Non-locking - Black Finish Y___N___
NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door.

Outside Access: Thru M-7 (RF) Compartment door. Y___N___
OUTSIDE ACCESS: This cabinet shall have outside access through the right front compartment door.

Outside Access: Thru M-7 (RF) Compartment door. Y___N___
OUTSIDE ACCESS: This cabinet shall have outside access through the right front compartment door.

Interior MICA Color: White cabinet liner Y___N___
INTERIOR COLOR: The above cabinet interior surfaces shall be laminated with high impact, 28 mil, white colored laminate.

Interior MICA Color: White cabinet liner Y__N__

INTERIOR COLOR: The above cabinet interior surfaces shall be laminated with high impact, 28 mil, white colored laminate.

No Inside Access to Exterior Compartment Y__N__

CABINET ACCESS: The above cabinet shall not be accessible through the outside of the module.

No Inside Access to Exterior Compartment Y__N__

CABINET ACCESS: The above cabinet shall not be accessible through the outside of the module.

RF ALS Cabinet: Std T-1 Y__N__

RIGHT FRONT CABINET:

RIGHT FRONT CABINET: The right front cabinet is hereinafter known as ALS cabinet.

All fixed and adjustable shelf surfaces shall be covered in Easy Grip material. All cabinet interior walls and ceiling shall be finished in white laminate. All fixed and adjustable shelf lips shall be covered with anodized aluminum trim. All shelves shall have a 3/4 lip.

The ALS cabinet shall be provide at least 21.0 cubic feet of storage and Configured as follows.

Cabinet I-1: Standard Y__N__

Cabinet I-1: This cabinet is located on the top section of the right front patient area.

Cabinet I-2: Standard Y__N__

CABINET I-2: The middle section shall be 100% of the over all cabinet height. This cabinet shall meet current Federal specification KKK-A-1822. Access from the inside shall be as follows below.

Cabinet I-3: Standard Y__N__

CABINET I-3: The lower section shall be approximately 25% of the over all cabinet height. Must meet current Federal specification KKK-A-1822. Access from the inside shall be as follows below.

Right Rear Cabinet: Cover over M-5 Compartment Y__N__

RIGHT REAR CABINET:

RIGHT REAR CABINET: The right rear exterior compartment specified herein shall be completely concealed from interior view by a right rear cabinet. All exposed surfaces of this cabinet shall be fully laminated with color keyed laminate. The vertical outer corner shall feature a radiused anodized aluminum trim. The trim shall originate from the top of the mated squad bench and terminate into the ceiling.

UPHOLSTERY PAD: An upholstered pad covering the entire forward facing wall, over the squad bench shall be provided. The pad shall include at least 1/2" thick foam padding covered in the same heavy duty vinyl covering specified for the squad bench cushions and the remaining upholstery package.

Console Finish: Black, Textured "Easy Grip" Y__N__

CAB CONSOLE FINISH: The console body shall be finished with a 20 mil Easy Grip film. The Easy Grip shall be a self adhesive as well as bonded to the substrate with high bond

contact adhesive. The laminate shall bond tight to the radius corners and contours of the console body. All joints shall be inconspicuous and bonded along the edges.

Storage Under Lid - Configure to M-6 Compartment Size Y___N___
UNDER LID STOWAGE: The squad bench shall provide storage under the access lids. This multipurpose storage area shall be finished in high impact, white colored laminate. Must meet current Federal specification current KKK-A-1822.

SQUAD BENCH: Standard Y___N___
SQUAD BENCH

SQUAD BENCH: A squad bench shall be installed on the curbside of the patient compartment. Seating shall be installed as described withing these specifications. All seat belts and anchorage shall comply with F.M.V.S.S. 209 and 210. The Squad Bench shall comply with current KKK-A-1822. A back and head rest shall be supplied for all seated personnel along the squad bench.

Hinge, Squad Bench Lid(s): 1 1/2" S/S Piano Hinge Y___N___
HINGE, SQUAD BENCH LID(S): All squad bench lids shall be installed with Stainless Steel, 1 1/2" wide, continuous (Piano) hinge. Each leaf of the hinge shall have pre-punched holes for No 6 counter sink screws located on two inch centers.

Latch, Squad Bench Lid(s): Slam Action Paddle, Non-loc Y___N___
LID LATCH: One latch to hold each lid down shall be supplied. The lid latch shall be stamped stainless steel construction and latches automatically by simply closing the bench lid.

Lid Checks: Gas shock, Dual Action Y___N___
LID CHECKS: Each squad bench lid shall have a bi-directional gas spring lid check (Hold open). The force value selected and ball stud locations shall provide lift assistance after twenty degrees of bench lid lift angle. The ball stud mounts shall be at least 10 millimeter.

Squad Bench Lids: Split - 2-section Y___N___
SQUAD BENCH LIDS: Two (Split) squad bench lids shall be supplied over the squad bench storage area.

BASE: Metal, Mica Covered Base, Match Unit Interior Y___N___
SEAT BASE: There shall be a powder coated metal seat that is tested to be utilized with the integrated Child Safety 4-point harness that is hidden behind the removable back pad. The metal base shall be concealed behind a wood substrate with mica laminate to be color keyed to the patient area interior. There shall be a flush mounted wood door on a stainless steel hinge with a spring loaded lever latch.

TOP CABINETS, - (Standard 148/154) T-1 (68" HR) Y___N___

TOP (UPPER) CABINETS - Street side
Cabinet A: Standard (148-154) Y___N___

CABINET "A": An upper, interior cabinet shall be provided directly over the rearward section of the Base wall cabinet. This cabinet shall accommodate a power air exhaust blower with a removable service panel. This multipurpose cabinet interior shall be finished

in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

Cabinet B: Ergonomically angled toward the CPR seat Y___N___
CABINET "B": An upper, interior cabinet shall be provided directly over the "Action Area". This multipurpose cabinet interior shall be finished in high impact, white colored laminate. The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.

Edge Trim, Lids: Band w/ Laminate and J-Trim Protection Y___N___
EDGE TRIM: The edge of the squad bench lid shall be finished with aluminum anodized "J" trim. The trim is to be supplied with countersunk holes to allow for screws to be installed flush so the screw head does not catch anything.

Shelf Track: 1/2" Incremental, alum Y___N___
SHELF STANDARDS: The cabinet shall be equipped with four aluminum shelf standards. The shelf standards shall be adjustable in one-half inch increments.

Shelf Track: 1/2" Incremental, alum (1incl) Y___N___
SHELF STANDARDS: The cabinet shall be equipped with four aluminum shelf standards. The shelf standards shall be adjustable in one-half inch increments.

Shelf Track: 1/2" Incremental, alum (1incl) Y___N___
SHELF STANDARDS: The cabinet shall be equipped with four aluminum shelf standards. The shelf standards shall be adjustable in one-half inch increments.

WALL CABINET: CPR Seat w/Telemetry Y___N___
BASE WALL CABINET

BASE WALL CABINET: The base wall cabinet is located on the Street side (Left side) of the patient cabin. The over all height of the Base Wall Cabinet shall be approximately 75% of the over all head room. This cabinet shall be built in ONE piece. The laminate along the fascia shall be ONE piece on single color laminate selections.
A CPR Side Seat shall be provided on the street side aligned with the primary patient abdomen.

Action Area: Standard Y___N___
ACTION AREA: The action area is a work surface located on the forward end of the Base Wall Cabinet and adjacent to the attendant seat. The work surface shall be at least 5.5 square feet. The work area height shall be 24 inches to 29 inches. The work surface shall have a three quarter inch (3/4") high lip.

A/A Tray: Color Keyed Mica with ABS BioWaste Y___N___
A/A TRAY: There shall be a countertop action area forward at the wall cabinet. The countertop shall be color keyed high pressure laminate to match the remainder of the high pressure laminate in the patient area.

SHARPS AND TRASH: There shall be a bio waste receptacle at the rear of the action area. It shall consist of an ABS tray within the mica countertop. The ABS tray shall allow for

biological waste with separate needle disposal. The sharps and waste shall be molded into an ABS plastic tray. Access the bio-waste container and needle collection jar shall be done from the top of the action area in the patient compartment. The sharps container shall be a 3-Quart Bemis container with a spring located clip to hold it in place in the event of an accident.

Back Rest: Fixed to Back Wall of CPR Seat w/clips Y__N__
BACK REST: The CPR side seat shall feature a padded, fixed back rest with chamfered upper corners.

Cabinet C: Standard (148) Y__N__
CABINET "C": An interior cabinet shall be provided at the rearward end of the base cabinet on the street side. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

Cabinet D: Ergonomically Angled Cabinet Over Tele. Area Y__N__
CABINET "D": An interior cabinet shall be provided directly over the rearward "Telemetry Area just aft of the CPR side seat within the base cabinet on the street side. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.

Cabinet E: (Standard 148) Y__N__
CABINET "E": An interior cabinet shall be provided at the rearward end of the base cabinet on the street side. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

Cabinet F: Standard 148 Y__N__
CABINET "F": An interior cabinet shall be provided directly below the rearward "Telemetry" Area just aft of the CPR side seat within the base cabinet on the street side. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

CPR Side Seat: 24" inch - Single Position - Standard Y__N__
CPR SEAT: A left side "CPR" side seat shall be provided on the street side and aligned with the primary patient's abdomen. The seat shall be at least twenty four (24") inches wide and normal squad bench seat height. Upholstered seat pads shall be located within the seat area for the seat, back, both arms and hips. The CPR seat area shall have rounded corners.

Telemetry Area: with armrest pad Y__N__
TELEMETRY AREA: A four inch wide upholstery covered and padded arm rest shall be installed. The arm rest shall create a 3/4" to 1" lip on the leading edge of the telemetry area to keep items from falling off the work area.

Telemetry Area: Mica Finish, color keyed to interior Y__N__
TELEMETRY AREA SURFACE TYPE: The "Telemetry area" shall be finished with the primary color laminate.

Flooring Main Edge: 3" Recessed (1/2" deep) roll-up Y__N__

FLOORING MAIN EDGE: The one-piece patient cabin floor covering material shall run the full width of the aisle space plus roll up (3") three inches along the Base wall cabinet, squad bench and the right rear cabinet (when applicable). Both roll-up areas shall be recessed approximately 1/2" into the face of the cabinets.

Flooring: Optima - Dark Gray

Y___N___

FLOOR COVERING: The plywood substrate shall be 3/4" 7-ply exterior grade plywood. The substrate sheet shall be cut from a 60 inch wide by 144 inch long oversized sheet. No substrate seams are allowed in high foot traffic areas.

On longer bodies, ONE seam is permitted as long as the full length of the seam is located directly over the center of a 0.250 x 2 x 3 box tube floor member AND the seam does not fall in the "High Traffic" areas.

The floor covering shall be one piece through out the patient cabin regardless of the body length. The flooring material shall be commercial grade sheet floor. The floor covering shall be Tarkett Optima.

Stainless Rear Threshold, 6" Wide x Full Width at rear doors

Y___N___

REAR THRESHOLD: The rear threshold shall be made of 16 gauge brushed stainless steel sheet. The threshold shall conceal the end of the vapor sheet, sub floor, and flooring. The threshold shall mate to the top of the rear access door jamb and cover at least six inches of flooring. Installed over the stainless steel threshold shall be Two 2.5" wide "nonskid" tape, strips applied. The color of the tape shall be safety yellow with black diagonal stripes.

Cot Mount : Stryker, No 6377, Dual Position, Floor Mount

Y___N___

PRIMARY COT MOUNT: The main cot mount shall be a dual position, Stryker model No 6377. The mounts shall be set in the center of aisle and seven inches (7) left of center position.

COT FASTENER MOUNTING METHOD: All mounting bolts shall be 3/8" diameter, socket head cap screws with at least 16 threads per inch. All mounting blocks shall be supplied and manufactured by the cot mount manufacturer. The mounting blocks may protrude above the flooring surface by up to 3/16", as long as all of the edges are chamfered. The cap screws shall not protrude above the upper surface of the mounting block.

All cap screws shall be through bolted through 1/2 (.500) inch thick, 6061-T-6 Aluminum plate structure. All cot plate structure shall be continuously welded to the floor structure members. Bolt tapping is acceptable ONLY over blind areas, where through bolting would require removal of the rear fuel tank AND access has been blocked off by permanent, critical structure or components. Plate tapping shall not be done unless the plate is at least one (1") inch thick. Mounting bolts shall not point toward fuel filler or fuel vent hoses, in accordance with good engineering practices set forth by the Society of Automotive Engineers and Ford's Qualified Vehicle Modifiers' program.

Bidders shall meet or exceed mechanical strength described in the minimum fastening method. Material thickness and/or through bolt criteria is mandatory even if the vendor has current certification to A.M.D. Standard 004 utilizing lesser materials.

COT MOUNT HARDWARE: (Full Size Mod)

Y___N___

COT MOUNT HARDWARE

Cot Position No 1: CENTER POSITION

Y__N__

COT POSITION No 1: This cot position shall be set up for a primary wheeled cot set centered laterally (side to side) in the aisle. The longitudinal location shall be set 30 inches measured from the backrest of the attendant's seat (set all the way toward the front of the patient cabin) to the head of the primary cot frame, per current KKK-A-1822.

Cot Location No 2: SIDE POSITION, Left of center

Y__N__

COT LOCATION No 2: This cot position shall be set up for a primary wheeled cot set approximately eight inches left of center laterally (side to side) in the aisle or as close to the left side wall cabinet as practical. The longitudinal location shall be set 30 inches measured from the backrest of the attendant's seat (set all the way toward the front of the patient cabin) to the head of the primary cot frame, per current Federal KKK-A-1822.

Cot Stop, Block: Stryker

Y__N__

COT HOOK: A Stryker manufactured ramped hook derived of solid aluminum shall be through bolted to the threshold at the rear access doors. The design intent is to prevent accidental cot roll off during loading and unloading a one man cot. The hook shall snag a tubular drag bar that is built in to the cot frame. The cot hook shall be placed in a position where the under carriage of the cot can be erected and locked into place before release of the drag bar.

Stretcher to be included with unit:

Y__N__

New Stryker MX Pro with 2 stage IV pole/right, permanent oxygen cylinder holder at foot, and storage pouch at head.

Grab Handle, CS Entry: (1) Angled 45 deg, 3-pt "V"

Y__N__

CURB SIDE ENTRY DOOR GRAB HANDLES: The curbside side entry door shall be equipped with a three point, 1 ¼ diameter, stainless steel, handicap style grab handles to aid in door closure and entry assistance.

The grab handle shall run horizontally, directly above the inside door latch and bend one hundred thirty five degrees downward to create a banister (handrail) to aid in vehicle egress. The door handle shall be fastened directly to the horizontal door structure that is welded to the door assembly.

Grab Handles, Rear Access: (2) Angled 45 deg, 3-pt "V"

Y__N__

REAR ENTRY DOOR GRAB HANDLES: The rear access doors shall be equipped with a three point, 1 ¼ diameter, stainless steel, handicap style grab handles to aid in door closure and entry assistance.

The grab handle shall run horizontally, directly above the inside door latch and bend one hundred thirty five degrees downward to create a banister (handrail) to aid in vehicle egress. Each door handle shall be fastened directly to the horizontal door structure that is welded to the door assembly.

Restraint Net, Removable, at head of S/B

Y__N__

RESTRAINT NET: A detachable net shall be installed at the head of the squad bench. In the event of sudden stop or frontal accident, the design intent of the net is to minimize injuries to unbelted personnel seated on the squad bench. The net is a safety barrier between the occupant/personnel and the bulkhead cabinetry. The net shall be a grid of 2 wide safety web, spaced on maximum centers of 8 inches.

The net shall be secured at six points. The net shall be tightly stretched and attached at two points on each of the following surfaces:

- The floor at head of squad bench
- The curb side wall
- The ceiling.

All Restraint Net attachment devices shall be aviation quality and pull strength tested. A 2,000 pound force applied in shear (Horizontally). Detachment of the net shall be done without the need for a removal or installation tool(s). Each device shall feature a cadmium plated steel attachment ring that is forged in one continuous ring, without a split or seam. Each device shall be sewn onto the net webbing with a 1 3/4 inch square shaped thread path and diagonal X-shaped thread path to assure web to ring security.

Oxygen Outlet No 1: Amico Console - Ohio Diamond Style Y___N___

OXYGEN OUTLETS - GENERAL: Each outlet shall be comprised of an "Inlet Box" and a "Latch Plate" as defined herein. The "inlet box" shall be a universal inlet service box with a 165 mm type "K" (3/8") OD Copper inlet pipe stub which is silver brazed to a brass, one piece, (1 5/16") inlet body. The "inlet box" shall be designed specifically for positive pressure gas service and feature a primary and secondary check valve. Each check valve shall be rated at 1,379 kPa (200psi).

The "Latch Plate" shall insert into the universal "Inlet Box". The "Latch Plate" is comprised of the outer cover plate and latching mechanism that will define the adapter type/Brand that will ultimately connect the patient to the oxygen system. The outlet cover shall be color coded GREEN in addition to having a clear permanent legend that identifies the gas type. Dual gas specific safety pins shall be integrated in the face of the outlet "Latch Plate" for safety.

Outlet adapter types shall be easily changed by simply removing the "Latch plate" specifically designed for brand "A" to brand "B" without any further plumbing changes.

As with all medical gas outlets specified herein, all outlets shall be hydrostatically tested and cleaned for oxygen service. All medical gas outlets specified herein shall be UL (Underwriters Laboratory) listed and CSA approved. All outlets will be subject to a line pressure of 60 P.S.I. minimum. And shall be leak tested at 150 P.S.I. Per Federal specification KKK-A-1822. Pressure drop across the outlet shall be less than 2.0 P.S.I. At normal working pressure.

OXYGEN OUTLET No 1: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below. Y___N___

Oxygen Outlet No 2: Amico Console - Ohio Diamond Style Y___N___

OXYGEN OUTLET No 2: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.

Oxygen Outlet No 3: Amico Console - Ohio Diamond Style Y___N___

OXYGEN OUTLET No 3: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.

LOCATION: Action Area Y__N__

LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.

LOCATION: Action Area Y__N__

LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.

LOCATION: Curbside Wall, over the head of the S/B Y__N__

LOCATION: The aforementioned Oxygen outlet shall be located in curb side wall, over the squad bench and near the curbside entry door.

OXYGEN / AIR / VACUUM System: Y__N__

OXYGEN, AIR and VACUUM SYSTEMS

OXYGEN HOSES: All oxygen system service hoses, fittings and devices shall be made of nonferrous materials. Hoses used to pipe Medical Oxygen shall be electrically non-conductive, ¼ inside diameter with an abrasion resistant, green colored outer jacket. The hose manufacturers name, part number, inside dimension and working pressure rating shall be permanently marked along the entire length of the hose. All hoses shall have a working pressure rating of at least 250 pounds per square inch, withstand a system test pressure of 150 PSI / 1033 kPa test prescribed in current Federal specification KKK-A-1822. Each ambulance shall be tested.

Cylinder Type: OXYGEN - Green Colored Hose Y__N__

CYLINDER TYPE: This rack shall be for a MEDICAL OXYGEN cylinder. The oxygen system input hose shall be suspended over this rack. This input hose shall feature a nonferrous 9/16-18 RH bottle nut and regulator barb. This connection shall comply with the diameter index safety system (DISS) set fourth by the Compressed Gas Association (CGA) for safety.

Rack Location: Left Front, wall #2 near wall #3 Y__N__

CYLINDER RACK LOCATION: The main oxygen cylinder shall be stored in the left front compartment. The cylinder rack shall be through bolted on the back wall, near the right hand wall of the compartment. The cylinder neck shall be visible and accessible through the viewing window.

Rack No 1: M/H cylinder, Aluminum w/ 2 straps Y__N__

MAIN CYLINDER RESTRAINT No 1: One user supplied M-size compressed, medical gas cylinder shall be carried and secured, vertically inside the left front exterior compartment. Cylinder rack shall be through bolted to the back wall. A rust free cylinder rack with (2) heavy duty pull style, web straps with quick spring loaded release shall be type tested to AMD Test 003 Oxygen Tank Retention system Test. The cylinder valve shall also be visible and accessible from the inside through a clear polycarbonate door.

Regulator Wrench: Cast aluminum, OXYGEN w/ cable lanyard Y__N__

Cylinder Wrench: There shall be a cast aluminum main oxygen cylinder wrench installed in the compartment with the main oxygen cylinder rack. The wrench shall include a cable

lanyard that secures the wrench to the compartment wall allowing enough length of cable to loosen and tighten the regulator fitting on the customer installed main oxygen cylinder. The wrench shall be stored in place with either a hat channel bracket or velcro to keep it secured while the vehicle is in motion.

Collection Canister: Bemis, 1200 CC Capacity Y__N__

COLLECTION JAR: The suction system shall be equipped with a shatter proof, graduated, 1200cc, transparent collection container. The container shall be regulated through the Sscor panel and secured in a "boxed in" padded shelf.

VAC Plumbing: Direct from panel to canister - NO Outlet Y__N__

COLLECTION JAR PLUMBING: The collection jar shall be connected directly to the regulator panel in the action area console.

Vacuum Pump: Gast, 49 State Y__N__

SUCTION PUMP: The suction pump shall be installed in the left middle compartment, adjacent to the action area panel. The exhaust tube shall be routed to the out side of the vehicle. The pump shall be mounted on rubber vibration isolators to minimize any vibration noise emitted into the patient cabin. The pump shall provide a free air flow of at least 20 liters per minute and achieve a minimum of (11.81 in) Hg vacuum within four seconds after the suction tube is closed. This 49-state pump shall meet or exceed current Federal specification KKK-A-1822.

Location: M-2 Compartment Y__N__

SUCTION PUMP LOCATION: The suction pump shall be installed in the left front middle compartment. The pump shall be mounted to the ceiling of this compartment on rubber vibration isolators.

Vacuum System: SSCOR regulator/gauge panel in A/A Y__N__

VACUUM SYSTEM:

VACUUM (SUCTION) PANEL: A variable vacuum regulator and gauge panel shall be installed in the action area control panel. The vacuum regulator shall vary vacuum delivered to a 1200 cubic-centimeter collection jar specified below. The Vacuum gauge shall not be mounted on the collection jar itself.

P6 - 6-Point Restraint System - with CPR Seat Y__N__

RESTRAINT SYSTEM(S): The rear seating locations shall consist of either or the P-6 6-Point restraint system or a 2-point traditional lap belt. The P-6 Advanced Restraint System is a "Vehicle mounted" 6-Point restraint system dispersing loads to 6 points of reinforced structure within the vehicle as opposed to concentrating loads on the seat frame. It promotes a seated position with a wide range of mobility. The seated position, in conjunction with the seat system, has been proven to be safer than isolated standing positions in a moving vehicle. As well it is easy to use encouraging greater use in the field than more cumbersome systems involving additional latches, levers, and cables.

The Seat Belt System(s) shall be in the following locations:

(2) on Squad Bench, (1) CPR Side Seat Y__N__

There are to be two P-6 on the Squad Bench and one P-6 on the CPR Side Seat.

Squad Bench: (0) seating positions for 2-point, LAP, ALR
There are no to be and 2-point restraints on the Squad Bench. Y__N__

S/B: (3) Sec patient restraints - 9" Sleeves Face of Bench
SECONDARY PATIENT RESTRAINT SYSTEM: There shall be a location for a secondary patient on top of the squad bench located on the curbside interior of the patient area of the ambulance. To secure the patient there shall be three inertia style retractable straps that match up to three 9" sleeved buckles on the face of the squad bench and 5" sleeved retractors by the squad bench lid hinge. The straps and buckles shall be mounted to comply with the pull test requirements in the present revision of KKK-A-1822. Y__N__

Door Panels: Diamond Plate / Upholstery / Diamond Plate
DOOR PANELS: The inside door panels shall be made of .080 aluminum diamond plate. The edges of the diamond plate shall be recessed into the door frame extrusion. The panels shall be fastened to the door frame with stainless steel, #10-32 UNF machine screws threaded into aircraft quality blind fasteners. Each screw shall have an neoprene lock washer. Y__N__

Entry Door Panels, Windows and Hardware
ENTRY DOOR PANELS / WINDOWS / HARDWARE Y__N__

Talk Through Window: Sliding Lexan Doors - CLEAR
TALK THROUGH WINDOW: The Cab to Module communications window shall be provided. Y__N__

Sliding Window Locking Pin: 1/4" with Lanyard
LOCKING PIN: The sliding cab to patient area window shall have a locking pin consisting of metal 1/4" pin with a lanyard retainer to keep from losing the pin when not latched. The pin shall be from the driver's side of the window. The pin shall meet or exceed current Federal specification KKK-A-1822. Y__N__

Dri-Dek Compt Floors and shelves
PLASTIC VENTILATED COMPARTMENT TILE: A plastic color keyed, ventilated tile shall be installed on all compartment floors and shelves. The tile is to be designed to keep equipment off the floor or shelf to promote drying of wet equipment. Y__N__

LOCATION: Over head/chest area, primary patient on COT
Located of the Primary patient, in the close proximity to the Head/Chest area of the patient. Y__N__

LOCATION: Over head/chest area, secondary patient on S/B
Located of the Secondary patient, in the close proximity to the Head/Chest area of the patient. Y__N__

IV Hook No 1: CPI Rubber IV-2007-1 (Semi-Recessed Mt), ILOS Y__N__

I.V. BAG HANGING HARDWARE, No 1: A CPI Model No IV-2007-1, self contained semi-recessed I.V. Hook assembly shall be supplied and installed on the ceiling panel where specified below. The two bag, I.V. Hook assembly shall be made of cast aluminum with a spring loaded retaining button for each hook. The bags shall be stabilized with a firm durometer, rubber or synthetic rubber fold down anti-sway device. The anti-sway device shall be ergonomically designed to collapse if struck by an occupant's head. The device shall fold and stow against the ceiling panel when not in use.

IV Hook No 2: CPI Rubber IV-2007-1 (Semi-Recessed Mt), ILOS Y__N__

I.V. BAG HANGING HARDWARE, No 2: A CPI Model No IV-2007-1, self contained semi-recessed I.V. Hook assembly shall be supplied and installed on the ceiling panel where specified below. The two bag, I.V. Hook assembly shall be made of cast aluminum with a spring loaded retaining button for each hook. The bags shall be stabilized with a firm durometer, rubber or synthetic rubber fold down anti-sway device. The anti-sway device shall be ergonomically designed to collapse if struck by an occupant's head. The device shall fold and stow against the ceiling panel when not in use.

Recessed Curbside Grab Rail, ceiling: 1.25 Dia C/S, 3 pt, 72 Y__N__

RECESSED CURB SIDE OVER HEAD ASSIST RAIL: The rail shall exceed the current revision of current Federal specification KKK-A-1822. The rail shall be 1 ¼ diameter, 100% stainless steel and 72 inches long. All rail fittings shall be T.I.G. welded to the main rail. The rail shall be recessed in an ABS pan 1.5", located curbside of center pad.

UPPER Windows: RA Doors, Fixed Glass 17.3"W x 19.3"H (std) Y__N__

REAR ENTRY DOOR WINDOWS: Will have an automotive style window. The window will be recessed in a factory stamped opening. The windows will be near flush. They will be in a fixed position. Each window will have a nominal area of 320 square inches.

UPPER Window: CS Access, Fixed Glass, std tint Y__N__

SIDE ENTRY DOOR WINDOW: The curb side (Right) entry door shall be equipped with an automotive style window. The window will be recessed in a factory stamped opening. The window will be near flush. Window will be fixed position. All glass shall be tinted safety glass.

Thermostat, Rear A/C, Digital Y__N__

REAR AC CONTROL / THERMOSTAT: The air conditioning and heat for the patient cabin shall be controlled by a thermostatically sensitive panel located in the action area console. The panel shall feature a three speed fan control switch, a system "heat-off-cool" switch and a variable temperature control. L.E.D. lights shall indicate "cool" and "heat" modes. A digital display shall indicate the patient cabin temperature.

Light Location: Bottom of Cabinet B Y__N__

LOCATION: The aforementioned light shall be mounted to the bottom of the cabinet above the action area. The light shall illuminate the action area.

Action Area Light: 12V, 12", LED Kinequip, Surface Mount Y__N__

ACTION AREA LIGHTING: A 12 volt LED light shall be provided directly over the forward, street side work surface. A 12 inch swivel fixture shall be provided. The light shall have an on/off rocker switch on the body of the light housing.

UPHOLSTERY - Station No 7
UPHOLSTERY

Y___N___

UPHOLSTERY MATERIALS: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl. Sewn seams in the seat covers and cushions shall be minimized. Upon request, the manufacturer shall be capable of supplying vacuum formed, seamless vinyl covered upholstery. The color shall be color keyed to the laminate color selections made.

SEAT / BACKREST CORE MATERIAL: The vinyl covered foam shall meet current Federal Specification KKK-A-1822. Seat cushions shall be ergonomically contoured. All core material shall be open cell, high resilience foam.

Upholstery Color: Dark Gray

Y___N___

UPHOLSTERY COLOR: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl per the specification. The color of the vinyl shall be Dark Gray.

Center Trough Upholstery Color: Color Key to Rest of Truck

Y___N___

TROUGH COVER: All upholstered pad that is built to cover the trough running down the center line of the vehicle separating the curbside and streetside of the patient compartment shall be manufactured of 1/4" luan nonvoided plywood with padding and covered with 36 ounce vinyl. The color of the vinyl shall be the same as the remainder of the upholstery in the patient area.

The cover shall be fastened to the headliner using stainless steel screws with washers that will accept button covers that are color matched to the trough cover.

Upholstery Jointery Type: Minimized sewn seam - (Std Mod)

Y___N___

UPHOLSTERY JOINERY TYPE: All long runs of cushion corners shall be vinyl wrapped. Sewn seams are permitted only on the cushion corners. Sewn seam lengths shall be restricted to the cushion thickness. All vinyl surfaces shall be pulled tight against the foam, utilizing a hardwood plywood backing board.

Squad Bench seat cushion cut-outs: None

Y___N___

FULL CUSHIONS: The post and wheel cups normally placed on the squad bench for secondary stretchers shall be DELETED in favor of full seat cushions without cutouts. The seat cushions shall be the same size as the squad bench lid and WITHOUT cutouts. The user chooses to use a backboard in lieu of a stretcher for a secondary patient.

Head Protection: Pad over CS Entry Door

Y___N___

HEAD PROTECTION - CURB SIDE ACCESS DOOR: A seamless pad specifically designed to protect the head during egress is required. The pad shall consist of a two inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.

Head Protection: 2" Pad over Rear Access Doors, Full Width

Y___N___

HEAD PROTECTION - REAR ACCESS DOORS: A seamless pad specifically designed to protect the head during egress is required and shall comply with current Federal Specification KKK-A-1822. The pad shall consist of a two inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.

**PAINT - STRIPES - DECALS
PAINT**

Y___N___

100% PAINT FILM COVERAGE: All stages of primer and paint shall cover all surfaces. Hinge mating surfaces on the doors and jambs shall be painted. Bare aluminum and primer only preparation is not acceptable under door hinges. Doors shall be painted with out actuation handles installed and doors removed from body. Paint film thickness to be no less than 4.1 mil thickness.

PAINT SYSTEM TYPE: The paint shall be Poly-Urethane type electrostatic application process is required and without exception.

An electrostatic paint spray system is a highly efficient technology for the application of paint to specific workpieces. Negatively charged atomized paint particles and a grounded workpiece create an electrostatic field that draws the paint particle to the workpiece, minimizing overspray.

For this technology, an ionizing electrode, typically located at the paint gun atomizer tip, causes paint particles to pick up additional electrons and become negatively charged. As the coating is deposited on the workpiece, the charge dissipates through the ground and returns to the power supply, completing the circuit. The electrostatic field influences the path of the paint particles. Because the charged particles are attracted to the grounded workpiece, overspray is significantly reduced. Paint particles that pass a workpiece can be attracted to and deposited on the back of the piece. This phenomenon is known as "wrap."

MECHANICAL ADHESION PROMOTER: The entire module shall be degreased. Degreaser shall be applied to manufacturers recommendations. Body to be inspected for flaws and imperfections and to assure built to order specifications . All surfaces shall be sanded with 150 grit paper and all imperfections repaired.

CHEMICAL ADHESION PROMOTER: The module shall be hot-water washed at (140 degrees or greater). Then the aluminum Body shall be treated with Alumiprep 33 acid etching followed by a complete body rinse. To ensure all surfaces are cleaned, this step shall be repeated a second time. The entire unit shall be wet coated with Alodine 5700 conversion coating and deionized water mixed.

PRIMER: Apply 3 coats of BTLV HI Solids Polyurethane. The unit is then baked at 140 degree metal temperature for one hour. Assure minimum at 3 mil thickness. Primer shall be sanded with 360 grit paper to assure flat, orange peel free surface.

TOP COAT (PAINT): Entire module shall be degreased. Degreaser shall be applied to manufactures recommendations. Two coats of BTLV High Solids color shall be applied.

CLEAR COAT: The clear coat shall be manufactured by the same company as the primer and base coat. Three coats of "clear coat polyurethane shall be applied per the manufacturers instructions.

3M POLISHING SYSTEM: Prior to 100% paint cure, the paint on the ambulance body shall be sanded to 1200 grit and polished flat per 3Ms Perfect-It product program for smooth finish.

CORROSION: Anti-electrolysis procedures include, but are not limited to the following.

- 1) Ensure all bare substrate is dry and free from contamination.
- 2) If bare substrate is showing signs of corrosion/oxidation, sand and remove. Use 180 grit until area is removed.
- 3) Thoroughly blow off areas to remove sand dust and metal shavings.
- 4) Thoroughly degrease to be pre-primed using the wipe-on, wipe-off method with clean white rags. (Use good quality automotive degreaser)
- 5) Apply Washprimer CR using a brush to all mated surfaces. Allow to flash for 15 minutes at 70 deg Fah. Mix washprimer CR 1:1 with washhardner.
- 6) Apply Urethane caulk to all mated surfaces before assembly to reduce the possibility of corrosion.

EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into. This will isolate the dissimilar metals. Additionally each hole shall be treated with an Electrolysis Corrosion Control compound prior to installation of the nylon inserts. All exterior screws shall be stainless steel.

PAINT WARRANTY: The conversion paint shall be warranted to the original owner for a period of 7 years, 70,000 miles. The color shift shall be no greater than Delta E of 4.0 with a minimum gloss retention of 60 gloss units at twenty-degree angle. Warranty to include a 36 month Corrosion coverage with no exclusions.

Reflective Tape: On painted edges of Exterior Door Frame Y___N___

REFLECTIVE TAPE: The door frame shall have a three quarter inch (3/4") wide white reflective tape applied to the door frame. The tape shall illuminate the outline shape of the door when the door is opened.

Primary (Over All) Color: Ford White (YZ) Y___N___

PAINT SCHEME AND LETTERING

MAIN BODY COLOR: The main body color shall be oxford white (Ford YZ). The paint finish shall be laid onto the body in a flat, orange peel free, mirror like shine on all four sides.

Paint: Custom to match current fleet Y___N___

Pin Stripe: Custom to match current fleet Y___N___

Graphics: None

Drip Rails: Bright Aluminum, De-burred and rounded corners Y__N__
DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.

Roof Paint: Color and finish quality to be GLOSSY Y__N__
Roof Paint: Color match to sides, top finish to exceed industry standard of 5 plus mill thickness.

Fire Extinguisher, 5 pound, shipped loose, Std. Y__N__
FIRE EXTINGUISHER: One (5) five pound A-B-C type fire extinguisher shall be supplied loose with the vehicle on delivery.

Reflector Pkg: Body - 2ea, Side Fr Amber, Side Re Red, Rear Y__N__
REFLECTOR PACKAGE: Six reflectors shall be supplied on the outside of the module body. The reflectors shall be located at skirt line level and the area size shall be at least 3.75 square inches. Each side shall have one AMBER forward reflector and one RED rearward reflector. The rear of the body shall have one RED reflector, located just above the diamond plate kick plate.

Regulator, Oxygen, Fixed output @ 60 psi, CGA 540 Y__N__
REGULATOR: A fixed output medical regulator shall be supplied with the apparatus. The output shall be fixed a 60 psi. The regulator shall have a CGA 540 thread for the bottle and a 9/16- 18 tpi threaded male connector for the input hose to the system.

148 x 95 T-1 Ford

2010** F-350 4 x 2
CONVERSION WARRANTY

7 Year, 70,000 mile Mechanical & Electrical including Workmanship.

7 Year, 70,000 mile Standard Paint Warranty.

36 Month Paint Coatings Corrosion Warranty.

20 Year Body Structure Warranty.

Additional Requirements: