



Township of Perry

Request for Proposal

2025-014

Supply and Deliver One (1) New TANKER FIRE APPARATUS

ISSUE DATE: August 21, 2025

SUBMISSION DEADLINE: 12:00pm, September 19, 2025

The Township is part of the Broader Public Sector of the Province of Ontario and as such is entitled to the concessions (discounts) on vehicles included in arrangements made by the Ministry of Government Services.

**The Township of Perry
1695 Emsdale Road, Po Box 70
Emsdale, On P0A 1J0**

The lowest or any proposal not necessarily accepted.

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SECTION A

PROPOSAL

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TOWNSHIP OF PERRY

PROPOSAL

PART I PROPOSAL CALL

The Corporation of the Township of Perry (after this called the "Owner") invites Proposals for:

Contract Number: 2025-014

Described as Supply and Deliver One (1) New

TANKER FIRE APPARATUS

Proposals shall be addressed and delivered to:

Fire Chief Douglas Holland
The Corporation of the Township of Perry
1695 Emsdale Road
Emsdale, Ontario P0A 1J0

One (1) original copy of the Proposal properly signed and sealed shall arrive at the municipal office of the Township of Perry, 1695 Emsdale Road, Emsdale, Ontario P0A 1J0.

Emailed submissions will only be accepted through the online bidding platform www.biddingo.com.

Proposals shall be received until: 12:00 p.m. Friday, September 19, 2025

Proposals received by the time and date specified above shall be opened and read in public as soon as possible after that time. Public reading of a Proposal does not imply any decision by the Owner as to whether a Proposal is or is not irregular.

PART II PROPOSAL CONDITIONS

TC-1 Completion and Submissions of Proposals

- 1.1 The Proponent shall complete all documents pertaining to this Contract in ink or in type.
- 1.2 If the Proponent is a Corporation, an authorized officer of the Corporation shall sign and seal the Form of Proposal.
- 1.3 If the Proponent is a partnership, a minimum of two partners shall sign the Form of Proposal and signatures shall be witnessed.
- 1.4 If the Proponent is a sole proprietorship, the sole proprietor shall sign the Form of Proposal, and the signature shall be witnessed.
- 1.5 The Proponent shall submit its Proposal by the date and time specified in Part I of the Proposal.
- 1.6 The Proponent shall submit to the Owner:
 - a) Part III – Form of Agreement
 - FT-1 Contract Documents
 - FT-2 Schedule of Specifications
 - FT-3 Proponent's Declarations
 - FT-4 Proponent's Offer
 - FT-5 Schedule of Prices
 - b) Company Profile
 - c) References
- 1.7 Proposal irregularities will be dealt with in accordance with the Township of Perry's Procurement By-Law 2020-07, as amended.
- 1.8 **All inquiries** concerning this RFP including scope of work, process and results must be made in writing (e-mail) by Monday, September 8, 2025 at 12:00 p.m. to:
Kim Seguin
Treasurer, Township of Perry
kim.seguin@townshipofperry.ca
Inquiries shall not be directed to any other Township of Perry employees. No clarification requests will be accepted by telephone.

TC-2 Basis of Award – Evaluation Criteria

- 2.1 The Township intends to award the contract to the proponent that best meets the operational needs of the Township and represents the best value for the Township. This will be determined through an examination of the conformance to specifications balanced with Total Proposal Price. As such, lowest Proposal price may not necessarily be accepted.

2.2 Proposals shall be evaluated based on

Evaluation of each proposal relative to the others shall give due consideration to:

	Weight
A) Company Profile	20%
B) Proponents capability to perform this Contract shall be based on the firm's prior experience in supplying the proposed equipment with information provided including references	20%
C) Delivery, warranties, and service provisions after sale	20%
D) Meet or exceed required specifications in FT-2.7	25%
E) Purchase Price	15%

Method of Evaluating Cost

cost of lowest proper proposal
 _____ x full weight of cost criteria cost of proposal being evaluated

5	Excellent	Exceeds the requirements of the criterion in ways which are beneficial to the Township's needs
4	Very Good	Exceeds the requirements of the criterion but in a manner, which is not completely beneficial to the Township's needs
3	Good	Fully meets all requirements of the criterion.
2	Average	Adequately meets most of the requirements of the criterion. Addresses most, but not all, of the requirements of the criterion to minimal acceptable level. May be lacking in some areas which are not critical.
1	Poor	Minimally addresses some, but not all, of the requirements of the criterion. Lacking in critical areas.

TC-3 Addenda

- 3.1 Addenda will be posted on the Township website www.townshipofperry.ca and on the electronic bidding platform www.biddingo.com for viewing and shall be located in the same area of the webpage that the Proposal documents are downloaded from.
- 3.2 The Township will not notify Proponents of addenda; it is the responsibility of the Proponent to monitor the webpage and retrieve posted addendums prior to submitting their bid.
- 3.3 The Proponent shall ensure that all addenda that are issued are acknowledged and listed under Section FT-1 of the Proposal.
- 3.4 The deadline for the posting of the addenda is no later than five (5) Business Days prior to the Proposal submission deadline as specified in Part I of the Proposal, or as amended by addendum.

TC-4 Irregular Proposals

- 4.1 The Owner shall be the sole judge of whether or not a Proposal is irregular.

TC-5 Unbalanced Proposals

- 5.1 The Proponent shall not submit an unbalanced Proposal.
- 5.2 The Owner shall have the right to:
- a) deem a Proposal to be unbalanced; and
 - b) reject a Proposal which it deems to be unbalanced.

TC-6 Collusion

- 6.1 The Proponent shall not engage in collusion of any sort and, in particular, shall:
- a) ensure that no person or other legal entity, other than the Proponent, has any undisclosed interest in the Proponent's Proposal; and
 - b) prepare its Proposal without any knowledge of, comparison of figures with or arrangement with any other person or firm preparing a Proposal for the same work.

TC-7 Right to Accept or Reject Proposals

- 7.1 Notwithstanding any other provision in this Contract, the Owner shall have the right to:
- a) accept any Proposal;
 - b) reject any Proposal; and
 - c) reject all Proposals.

- 7.2 Without limiting the generality of Section TC-7.1, the Owner shall have the right to:
- a) accept an irregular Proposal;
 - b) accept a Proposal which is not the lowest Proposal; and
 - c) reject a Proposal even if it is the only Proposal received by the Owner.
- 7.3 Acceptance of the Proposal shall occur at the time the Owner awards the Proposal and not necessarily at the time the award is communicated to the successful Proponent.

TC-8 Contract Documents

- 8.1 The Proponent shall obtain and review all Contract Documents as listed in the Form of Proposal including all Addenda issued by the Owner pertaining to this Contract.

TC-9 Errors, Omissions and Discrepancies in the Contract Documents

- 9.1 If the Proponent finds any errors or omissions in or discrepancies among the Contract Documents, it shall immediately notify the Owner at the address specified in Part I of the Proposal.
- 9.2 No oral explanation or interpretation by any person shall modify any of the Contract Documents.

TC-10 Irrevocability of Offer

- 10.1 The Proponent shall not revoke its offer until after the expiration of ninety (90) days after the opening of Proposals by the Owner.

TC-11 Successful Proponent – Insurance & WSIB Certificate of Clearance

- 11.1 The successful bidder shall deliver a certified copy of the Firm's Public Liability and Property Damage Insurance, and where applicable the bidder shall carry standard automobile and non-owned automobile liability insurance Policy for the works, within ten (10) working days of receiving the Acceptance Notice. Coverage shall be at least \$5,000,000.00 per incident, with the Township of Perry named as insured. Additional coverage may be required.

The successful Proponent shall provide the Owner with a valid Workplace Safety & Insurance Board Certificate of Clearance to the satisfaction of the Owner.

TC-12 Successful Proponent - Execution of Form of Agreement

- 12.1 The successful Proponent shall execute in accordance with TC-1, in triplicate, the Form of Agreement provided in the Contract Documents.
- 12.2 The successful Proponent shall forward the executed Form of Agreement to the Owner.

TC-13 Successful Proponent - Time for Completion

- 13.1 The successful Proponent shall provide the product by **December 15, 2025**.
- 13.2 The successful Proponent acknowledges that time shall be deemed to be of the essence of the Contract. For the Proponent's purpose of establishing a schedule for the Work, it is anticipated that contract award will be complete within 30 calendar days after the opening of proposals by the Owner. Upon notice of award, the successful Proponent will be required to complete submissions to the Owner as per TC-14.1. Upon receipt of all required submissions from the successful Proponent, the Owner will return an executed Form of Agreement to the Proponent within ten (10) calendar days.
- 13.3 Milestone dates associated with the Contract will be adjusted, when possible, due to any delays to the anticipated award schedule caused by the Owner during the contract award and/or issuance of the authorization to commence work.

TC-14 Successful Proponent - Submission of Documentation

- 14.1 The successful Proponent shall submit the documentation required by Sections TC-11 and TC-12 within ten (10) calendar days of the day the Owner notifies the successful Proponent that the documentation should be sent to the Owner.
- 14.2 If the successful Proponent fails to comply with Section TC-14.1 the Owner may, in its sole discretion, withdraw its acceptance of the Proposal and the Proponent shall have no recourse whatsoever against the Owner.

TC-15 Successful Proponent - Commencement of the Work

- 15.1 The successful Proponent shall not commence the Work until it has received authority to proceed with the work from the Owner as well as the fully executed Form of Agreement signed by both parties (Proponent and Owner) and a Purchase Order issued by the Owner.

TC-16 Successful Proponent - Vendor Performance Management Notice

- 16.1 The contract resulting from this Proposal may be subject to performance evaluation conducted by the Owner. The Owner reserves the right to consider the results of this performance evaluation in the award of future contracts and/or in the selection of vendors for future work. (reference section 16 of Township of Perry Procurement By-law 2020-07)

TC-17 Substitutes and Alternates

- 17.1 Unless qualified by the provision "No Substitute", the use of the name of a manufacturer, brand, make or catalogue designation in specifying an item does not restrict bidders to that manufacturer, brand, make or catalogue

designation identification. This is used simply to indicate the character, quality and/or performance of the goods and/or services desired, but the goods and/or services on which bids are submitted must be of such character, quality and/or performance that it will serve the purpose for which it is to be used as well as that specified.

In submitting a bid on goods and/or services other than as specified, the bidder must furnish complete data and identification with respect to the alternate goods and/or services they propose to furnish.

Consideration will be given to bids submitted on alternate goods and/or services to the extent that such action is deemed to serve the best interests of the Township.

If the bidder does not indicate that the goods and/or services they propose to furnish is other than specified, it will be construed to mean that the bidder proposes to furnish the exact goods and/or services as described in the bid document.

TC-18 Inspections and Tests

- 18.1 Throughout the vehicle manufacturing process, the contracting authority reserves the right to visit the supplier's facilities to make inspections as deemed necessary.
The defects or faults found during those visits shall be corrected at the successful bidder's expense and to the contracting authority's satisfaction.

The Township reserves the right to send an independent inspector of its choice.

SECTION B

FORM OF

AGREEMENT

TOWNSHIP OF PERRY

PART III - FORM OF AGREEMENT

Proposal by:

NAME OF PROPONENT

ADDRESS OF PROPONENT

TELEPHONE NUMBER

FAX NUMBER

E-MAIL

herein after called the "Proponent".

FT-1 Contract Documents

1.1 The Contract Documents for Contract Number **2025-014** are:

a) Proposal

 i) Part I - Proposal Call

 ii) Part II - Proposal Conditions

 iii) Part III - Form of Agreement

b) Special Provisions

c) All Addenda issued pertaining to the Contract as acknowledged
 below:

 Addendum No.____dated _____, 20____, No. of Pages ____

 Addendum No.____dated _____, 20____, No. of Pages ____

 Addendum No.____dated _____, 20____, No. of Pages ____

 Addendum No.____dated _____, 20____, No. of Pages ____

 Addendum No.____dated _____, 20____, No. of Pages ____

FT-2 Schedule of Specifications

- 2.1 The Schedule of Specifications attached is Section FT-2.7 of the Proposal. The Schedule of Specifications shall form an integral part of the proposal submission and must be completed in its entirety.
- 2.2 All equipment shall conform to the latest laws, rules and regulations in the Province of Ontario. The vehicle shall meet or surpass all relevant requirements of the Canadian Motor Vehicle Safety Standards at the date of the vehicle and equipment manufacture.
- 2.3 Only standard factory approved makes and models shall be included in this proposal. The vehicle shall be equipped with all standard features for the quoted make and model plus anything outlined in this specification if not standard. Vehicles shall be supplied only with the standard or advertised optional engine for the vehicle being bid. Vehicles with non-advertised or altered engine horsepower settings will not be accepted. Only currently advertised and factory approved engine and drive train combinations are acceptable. Only the major details of the vehicle are listed. It is the supplier's responsibility to deliver a fully equipped vehicle with compatible components to provide dependable efficient service. Where minimums are given, the vehicle must meet or exceed the capacity, size, or performance specified. All components of the vehicle must be new including any related attachments.
- 2.4 For each of the specific requirements, please indicate if the equipment supplied conforms to the Township of Perry actual specification by circling "yes" or "no" in each column as provided. If prompted, please specify the details of the vehicle in the space provided. For any specific requirements that do not conform to the specifications provided, please circle "no" in the column provided and indicate the manufacturer's actual specification in the space provided on the Specification Sheet. For any specific requirements that do not conform to the specifications provided, please provide additional supporting information on a separate sheet of paper and/or supply product specification information and pamphlets supporting the deviation for review. If a particular manufacturer does not offer a model or option that meets a particular specification in this proposal, deviation will be considered at the discretion of the Fire Chief. The Township reserves the right to review all stated deviations to determine acceptance or non-acceptance as best meets the needs of the Township, without penalty.
- 2.5 The Proponent must include the following information with specific reference to the following:
- a) The Proponent must include a company profile outlining the years of experience and the provisions of service and support offered by the company.
 - b) The Proponent must include examples of the Company's capability to perform the contract by demonstrating prior experience in supplying the proposed equipment.

- c) The Proponent must outline the anticipated delivery date, training provided upon delivery, all warranties provided and the service provisions after sale.
- d) The Proponent must provide a list of a minimum of three references where your company has provided similar goods or services within the last three years and indicate the goods/services provided.

2.6 Prices shall be in Canadian Funds, quoted separately for each item stipulated F.O.B. the point specified therein.

FT-2.7 SCHEDULE OF SPECIFICATIONS

TANKER FIRE APPARATUS				
1.	VEHICLE INFORMATION			
	Specify year, make, model and estimated date of delivery of the vehicle being proposed. Must be a new vehicle in model year that it is delivered.	YEAR: _____ MAKE: _____ MODEL: _____ DELIVERY DATE: _____		
2.	COMMERCIAL MOTOR VEHICLE SAFETY ACT COMPLIANCE:			
	Vehicles shall meet or surpass the mandatory requirements of the Canada Motor Vehicle Safety Act and its Regulations in effect on the date of manufacture and the vehicle must bear the National Safety Mark.	YES	NO	
3.	MINIMUM VEHICLE SPECIFICATIONS:			
	INTENT OF SPECIFICATIONS It shall be the intent of these specifications to provide a complete apparatus equipped as hereinafter and as specified. With a view to obtaining the best results and the most acceptable apparatus for service in the fire department, these specifications cover only the general requirements as to the type of construction and tests to which the apparatus must conform, together with certain details as to finish, equipment and appliances with which the successful bidder shall conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the contractor, who shall be solely responsible for the design and construction for all features. The bidder shall state the location of the manufacturing facility where the apparatus is to be built and the location of the parent company if a subsidiary of a manufacturer. The bidder shall provide satisfactory evidence of their ability to construct the apparatus specified in the bidders manufacturing facilities.			

	BUILDING STANDARDS The fire apparatus shall be built according to the following building standards: CAN/ULC-S515-13 (or most current edition at time of bid submission), National Standard of Canada, Standard for Automobile Fire Fighting Apparatus, Third Edition (2013) NFPA 1901 2016 Edition, National Fire Protection Association, Standard for Automotive Fire Apparatus 2016 Edition, where possible and not in conflict with CAN/ULC-S515-13 Transport Canada current regulations and requirements for commercial vehicles, including CMVSS Ontario Highway Traffic Act current regulations and requirements for commercial vehicles	YES	NO	
	PRE-DELIVERY The complete vehicle shall be full interior detailed and exterior cleaned prior to final delivery to the fire department. The vehicle shall be fully fueled prior to final delivery to the fire department. The vehicle shall have a full DEF tank prior to final delivery to the fire department. The vehicle shall have an Ontario Periodic Mandatory Commercial Vehicle Inspection and include all paperwork prior to final delivery to the fire department. The vehicle shall include an emissions test prior to ownership transfer to the fire department, as may be required for Ontario ownership transfer. The vehicle shall include Ontario permanent emergency vehicle license plates prior to delivery to the fire department. The license plates shall include the municipal fire truck "MFT" code for ownership/license plate purposes.	YES	NO	

	RUST PROOFING A rust proofing system application shall be applied to the completed fire apparatus prior to delivery to the fire department. The rust proofing system creates a barrier of protection for metals and neutralizes the harmful effects of salt and moisture. The rust proofing system must be compatible with other manufacturer rust controls products, either applied annually before or after this treatment.	YES	NO	
	WARNING EQUIPMENT Whelen Engineering Co. warning equipment as stated with associated warranties shall be provided, no exception.	YES	NO	
	FINAL DELIVERY The vehicle shall be delivered to the end-user by dealer staff. Final delivery shall be coordinated ahead of the delivery date, establishing a date/time for estimated arrival. The final delivery shall include a brief overview of all aspects of the fire apparatus, unless prior arrangements have been made for more involved familiarization. The final delivery shall include ownership transfer with full payment provided by the end-user, either at the time of delivery, ahead of delivery or another previously arranged agreement. All agreed upon loose equipment shall be reviewed and confirmed present at final delivery.	YES	NO	

	ANGLE OF APPROACH The angle of approach for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.	YES	NO	
	ANGLE OF DEPARTURE The angle of departure for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.	YES	NO	
	NFPA 1901 TANKER EQUIPMENT ALLOWANCE In compliance with the current NFPA 1901 guidelines, the apparatus shall be engineered to provide and allow for a minimum of 10 ft ³ of enclosed weather-resistant compartmentation for storage of equipment. Allow for up to 1800 lbs of Firefighting Equipment	YES	NO	
	ELECTRONIC STABILITY CONTROL Electronic stability control shall be supplied on the chassis.	YES	NO	
	ENGINEERING BLUEPRINTS The manufacturer must submit "proposal" blueprints, which are representative of the vehicle being proposed, and these have been generated on computer-aided-design (CAD) equipment. The blueprints are provided as follows: Left side exterior view Right side exterior view Rear exterior view Front exterior view	YES	NO	
	ISO COMPLIANCE The manufacturer shall operate a Quality Management System under the requirements of ISO 9001. These standards sponsored by the "International Organization for Standardization (ISO)"	YES	NO	

	specify the quality systems that shall be established by the manufacturer for design, manufacture, installation and service. A copy of the certificate of compliance shall be included with the bid.			
	BODY WARRANTY The manufacturer will warrant each new motorized fire apparatus manufactured by the manufacturer for a period of ONE YEAR from the date of delivery, except for chassis and other components noted herein. Under this warranty the manufacturer will agree to furnish any parts to replace those that have failed due to defective material or workmanship where there is no indication of abuse, neglect, unusual or other than normal service providing that such parts are, at the option of the manufacturer, made available for our inspection at our request, returned to our location designated by us with transportation prepaid within thirty days after the date of failure or within one year from the date of delivery of the apparatus to the original purchaser, whichever occurs first, and inspection indicates the failure was attributed to defective material or workmanship. The warranty on the chassis and chassis supplied components, storage batteries, generators, electrical lamps and other devices subject to deterioration is limited to the warranty of the manufacturer thereof and adjustments for the same are to be made directly with the manufacturer by the customer. This warranty shall not apply to those items that are usually considered normal maintenance and upkeep services: including, but not limited to, normal lubrication or proper adjustment of minor auxiliary pumps or reels.	YES	NO	

	This warranty is in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on the manufacturers part.			
	ALUMINUM BODY WARRANTY - FIVE YEAR The manufacturer will warrant to the original purchaser only, that the all-aluminum body, fabricated by The manufacturer, under normal use and with reasonable maintenance, be structurally sound and will remain free from corrosion perforation for a period of FIVE (5) years. The manufacturer will replace without charge, repair or make a fair allowance for any defect in material or workmanship demonstrated to its satisfaction to have existed at the time of delivery or not due to misuse, negligence, or accident. If The manufacturer elects to repair this body, the extent of such repair shall be determined solely by The manufacturer, and shall be performed solely at the manufacturer factory, or at an approved facility. The expense of any transportation to or from such repair facility shall be borne by the purchaser and is not an item covered under this warranty.	YES	NO	
	GALVANIZED SUBFRAME WARRANTY Subject to the provisions, limitations and conditions set forth in this warranty, The manufacturer (hereby referred to as "seller"), hereby warrants to each original purchaser only that each new hot dip galvanized body subframe (exclusive of paint finish and hardware) is structurally sound and free of all structural defects of both material and workmanship and further warrants that it will maintain such structural integrity for the duration of ownership by the original purchaser. This warranty terminates upon transfer of possession or ownership by the original	YES	NO	

	purchaser.			
	PAINT WARRANTY - FIVE YEAR The manufacturer paint performance guarantee will cover the vehicle for a period of FIVE (5) years beginning the day the vehicle is delivered to the purchaser. The full apparatus body, manufactured and painted by The manufacturer, shall be covered for the following paint failures as outlined on the guarantee certificate: •Peeling or delaminating of the topcoat and/or other layers of paint. •Cracking or checking. • Loss of gloss caused by cracking, checking, or hazing.	YES	NO	
	FIRE PUMP WARRANTY A ten (10) year warranty for the fire pump shall be provided.	YES	NO	NO EXCEPTION ALLOWED
	STAINLESS-STEEL PLUMBING WARRANTY The manufacturer shall provide a ten (10) year warranty on the stainless-steel plumbing components and installation. The manufacturer shall supply details of their warranty information with their bid submission.	YES	NO	
	WATER TANK WARRANTY The Manufacturer warrants tank to be free from manufacturing defects in material and workmanship for the life of the vehicle (vehicle must be actively used in fire suppression).	YES	NO	
	BODY MANUAL - PRINTED WITH DIGITAL COPY The manufacturer shall provide with the vehicle upon delivery, one (1) complete delivery manual. This manual shall be in a notebook type binder, with reference tabs for each section of the vehicle. Within each section shall be:	YES	NO	

	•Individual component manufacturer instruction and parts manuals •Warranty forms for the body •Warranty forms for all major components •Warranty instructions and format to be used in compliance with warranty obligations •Wiring diagrams •Installation instruction and drawings for major parts •Visual graphics and electronic photos for the installation of major parts •Necessary normal routine service forms, publications and components of the body portion of the apparatus •Technical publications for training and instruction on major body components •Warning and safety related notices for personnel protection •Cab and chassis manuals on parts, service and maintenance shall be provided			
	FREIGHTLINER CHASSIS A Freightliner 4-door chassis per the following specifications shall be furnished:	YES	NO	

FREIGHTLINER CHASSIS

Vehicle Configuration

M2 106 PLUS CONVENTIONAL CHASSIS
2025 MODEL YEAR SPECIFIED
SET BACK AXLE - TRUCK
STRAIGHT TRUCK PROVISION, NON-TOWING
LH PRIMARY STEERING LOCATION

General Service

TRUCK CONFIGURATION
DOMICILED, CANADA (OTHER THAN QUEBEC)
FIXED CANADIAN EXCHANGE
FIRE SERVICE
EMERGENCY VEHICLES BUSINESS SEGMENT
LIQUID BULK COMMODITY
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON
PAVED ROADS
MAXIMUM 8% EXPECTED GRADE
SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-
TRANSIT (BETWEEN SITES) ROAD SURFACE
MEDIUM TRUCK WARRANTY
EXPECTED FRONT AXLE(S) LOAD : 16000.0 lbs
EXPECTED REAR DRIVE AXLE(S) LOAD : 30000.0 lbs
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 46000.0 lbs

Truck Service

FIRE TANK - MAIN DRIVELINE DRIVEN SPLIT-SHAFT PTO/PUMP
EXPECTED BODY/PAYLOAD CG HEIGHT ABOVE FRAME "XX"
INCHES : 32.0 in

Engine

DD8 7.7L 6 CYL DUAL STAGE 375 HP @ 2200 RPM, 2600 GOV RPM,
1050 LB-FT @ 1200 RPM

Electronic Parameters

68 MPH ROAD SPEED LIMIT
CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT
FLEET MANAGEMENT - DAILY ENGINE USAGE ENABLED
PTO MODE ENGINE RPM LIMIT - 1200 RPM
PTO RPM CONTROL WITH STEERING WHEEL SWITCHES
PTO MODE CANCEL VEHICLE SPEED - 15 MPH
PTO MODE RPM INCREMENT - 50 RPM
PTO GOVERNOR RAMP RATE - 500 RPM PER SECOND
FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-
CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY
ONE DASH MOUNTED PTO SPEED WITH PTO SWITCH
ENGAGEMENT
PTO SPEED 1 SETTING - 1200 RPM
PTO MINIMUM RPM - 700
ENABLE AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE
PTO 1, DASH SWITCH, ROLLING OPERATION (ENGAGE WHILE
PARKED, ROLL IN NEUTRAL AFTER ENGAGEMENT)

Engine Equipment

2010 EPA/CARB/GHG2024 CONFIGURATION
NO 2008 CARB EMISSION CERTIFICATION
STANDARD OIL PAN
ENGINE MOUNTED OIL CHECK AND FILL
SIDE OF HOOD AIR INTAKE WITH NFPA COMPLIANT EMBER
SCREEN AND FIRE RETARDANT DONALDSON AIR CLEANER
DR 12V 275 AMP 40-SI BRUSHLESS PAD ALTERNATOR WITH
REMOTE BATTERY VOLTAGE SENSE
(3) DTNA GENUINE, FLOODED STARTING, MIN 2850CCA, 525RC,
THREADED STUD BATTERIES
BATTERY BOX FRAME MOUNTED
STANDARD BATTERY JUMPERS
SINGLE BATTERY BOX FRAME MOUNTED LH SIDE UNDER CAB
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL
FRAME GROUND RETURN
NON-POLISHED BATTERY BOX COVER
POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL
SWITCH WITH LOCKING PROVISION MOUNTED OUTBOARD DRIVER
SEAT
POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON
FRAME NEXT TO STARTER
PROGRESSIVE LOW VOLTAGE DISCONNECT AT 12.3 VOLTS FOR
DESIGNATED CIRCUITS
WABCO 20.0 CFM SINGLE CYLINDER AIR COMPRESSOR
STANDARD MECHANICAL AIR COMPRESSOR GOVERNOR
AIR COMPRESSOR DISCHARGE LINE
GVG, FIRE AND EMERGENCY SERVICE VEHICLES ENGINE
WARNING

DETROIT MD COMPRESSION BRAKE WITH ON/OFF SWITCH
 RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL
 AFTERTREATMENT SYSTEM ASSEMBLY WITH RH HORIZONTAL
 TAILPIPE EXITING FORWARD OF REAR TIRES
 ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD
 REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH
 IN CLUSTER
 STANDARD EXHAUST SYSTEM LENGTH
 RH HORIZONTAL TAILPIPE, EXIT FORWARD OF REAR TIRES
 6 GALLON DIESEL EXHAUST FLUID TANK
 100 PERCENT DIESEL EXHAUST FLUID FILL
 LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK
 LOCATION
 STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING
 STANDARD DIESEL EXHAUST FLUID TANK CAP
 ELECTRONICALLY CONTROLLED VARIABLE SPEED VISCOUS FAN
 DRIVE
 AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR
 LIGHT, NON ENGINE MOUNTED
 DETROIT ENGINE MOUNTED FUEL/WATER SEPARATOR WITH
 WATER-IN-FUEL SENSOR AND ESOC
 FULL FLOW OIL FILTER
 1100 SQUARE INCH ALUMINUM RADIATOR
 ANTIFREEZE TO -60F, OAT (NITRITE AND SILCATE FREE)
 EXTENDED LIFE COOLANT
 GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT
 CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES
 RADIATOR DRAIN VALVE
 LOWER RADIATOR GUARD
 ALUMINUM FLYWHEEL HOUSING
 DELCO 12V 35MT STARTER WITH INTEGRATED MAGNETIC SWITCH
 AND SOLENOID

Transmission

ALLISON 3000 EVS AUTOMATIC TRANSMISSION WITH PTO
 PROVISION

Transmission Equipment

ALLISON VOCATIONAL PACKAGE 198 - AVAILABLE ON 3000/4000
 PRODUCT FAMILIES WITH VOCATIONAL MODEL EVS
 ALLISON VOCATIONAL RATING FOR FIRE TRUCK/EMERGENCY
 VEHICLE APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES
 PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1,
 HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES
 ONLY
 SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1,
 HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES
 ONLY
 PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND
 ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
 SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND
 ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
 PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON,
 THIS DEFINED BY ENGINE AND VOCATIONAL USAGE

SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
ENGINE BRAKE RANGE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
ENGINE BRAKE RANGE ALTERNATE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED
DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES
QUICKFIT BODY LIGHTING CONNECTOR AT END OF FRAME, WITH CAP
ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR
CUSTOMER INSTALLED CHELSEA 280 SERIES PTO
PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION ALLISON
MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN
HEAVY DUTY PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED
TRANSMISSION PROGNOSTICS - ENABLED 2013
WATER TO OIL TRANSMISSION COOLER, IN RADIATOR END TANK
TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK
SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)

Front Axle and Equipment

DETROIT DA-F-16.0-5 16,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
MERITOR 16.5X5 Q+ CAST SPIDER HEAVY DUTY CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
FIRE AND EMERGENCY SEVERE SERVICE, NON-ASBESTOS FRONT LINING
CAST IRON OUTBOARD FRONT BRAKE DRUMS
FRONT BRAKE DUST SHIELDS
FRONT OIL SEALS
VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL
STANDARD SPINDLE NUTS FOR ALL AXLES
MERITOR AUTOMATIC FRONT SLACK ADJUSTERS
TRW TAS-85 POWER STEERING
POWER STEERING PUMP
2 QUART SEE THROUGH POWER STEERING RESERVOIR
CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE

Front Suspension

16,000# TAPERLEAF FRONT SUSPENSION
MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION
FRONT SHOCK ABSORBERS

Rear Axle and Equipment

CUMMINS-MERITOR RS-30-185 30,000# USERIES SINGLE REAR AXLE
5.63 REAR AXLE RATIO
IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING
MXL 17T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES

DRIVER CONTROLLED TRACTION DIFFERENTIAL - SINGLE REAR AXLE
MERITOR 16.5X7 P CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR HEAVY DUTY BRAKE AND SHOES
FIRE AND EMERGENCY SEVERE SERVICE NON-ASBESTOS REAR BRAKE LINING
BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S)
WEBB HEAVY WEIGHT CAST IRON REAR BRAKE DRUMS
REAR BRAKE DUST SHIELDS
REAR OIL SEALS
BENDIX EVERSURE LONGSTROKE 1-DRIVE AXLE SPRING PARKING CHAMBERS
HALDEX AUTOMATIC REAR SLACK ADJUSTERS
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE

Rear Suspension

30,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD
SPRING SUSPENSION - NO AXLE SPACERS
STANDARD AXLE SEATS IN AXLE CLAMP GROUP
FORE/AFT CONTROL RODS

Brake System

AIR BRAKE PACKAGE
WABCO 4S/4M ABS WITH TRACTION CONTROL
REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES
FIBER BRAID PARKING BRAKE HOSE
STANDARD BRAKE SYSTEM VALVES
STANDARD AIR SYSTEM PRESSURE PROTECTION SYSTEM
STD U.S. FRONT BRAKE VALVE
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE
BW AD-9SI BRAKE LINE AIR DRYER WITH HEATER
AIR DRYER MOUNTED INBOARD ON LH RAIL
STEEL AIR TANKS MOUNTED AFT INSIDE AND/OR BELOW FRAME JUST FORWARD OF REAR SUSPENSION
BW DV-2 AUTO DRAIN VALVE WITHOUT HEATER ON ALL TANK(S)

Wheelbase & Frame

5325MM (210 INCH) WHEELBASE
7/16X3-9/16X11-1/8 INCH STEEL FRAME
(11.11MMX282.6MM/0.437X11.13 INCH) 120KSI
1/4 INCH (6.35MM) C-CHANNEL INNER FRAME REINFORCEMENT
2200MM (87 INCH) REAR FRAME OVERHANG
FRAME OVERHANG RANGE: 81 INCH TO 90 INCH
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 144.09 in
CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 141.09 in
CALC'D FRAME LENGTH - OVERALL : 325.64 in
CALCULATED FRAME SPACE LH SIDE : 109.38 in
CALCULATED FRAME SPACE RH SIDE : 111.47 in
SQUARE END OF FRAME
FRONT CLOSING CROSSMEMBER
LIGHT WEIGHT HEAVY DUTY ENGINE CROSSMEMBER

STANDARD CROSSMEMBER BACK OF TRANSMISSION
STANDARD MIDSHIP #1 CROSSMEMBER(S)
STANDARD REARMOST CROSSMEMBER
STANDARD SUSPENSION CROSSMEMBER

Chassis Equipment

THREE-PIECE 14 INCH CHROMED STEEL BUMPER WITH
COLLAPSIBLE ENDS
FRONT TOW HOOKS - FRAME MOUNTED
BUMPER MOUNTING FOR SINGLE LICENSE PLATE
FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS
GRADE 8 THREADED HEX HEADED FRAME FASTENERS
EXTERIOR HARNESSSES WRAPPED IN ABRASION TAPE
LEVEL FRAME RAILS (+/- 1%) WHEN CHASSIS IS LOADED TO FRONT
AND REAR SUSP RATINGS AND D15-28195-000 CENTER PUNCH TO
MARK CL OF REAR SUSP ON FRAME FLANGE
TANK BODY 1501 TO 3000 GALLONS
CLEAR FRAME RAILS FROM BACK OF CAB TO FRONT REAR
SUSPENSION BRACKET, BOTH RAILS OUTBOARD

Fuel Tanks

50 GALLON/189 LITER ALUMINUM RECTANGULAR FUEL TANK - LH
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH
PAINTED BANDS
FUEL TANK(S) FORWARD
PLAIN STEP FINISH
FUEL TANK CAP(S)
DETROIT FUEL/WATER SEPARATOR WITH BYPASS
EQUIFLO INBOARD FUEL SYSTEM
HIGH TEMPERATURE REINFORCED NYLON FUEL LINE

Tires

MICHELIN X WORKS Z 315/80R22.5 20 PLY RADIAL FRONT TIRES
MICHELIN X WORKS XDY 315/80R22.5 20 PLY RADIAL REAR TIRES

Hubs

CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
WEBB IRON REAR HUBS

Wheels

ALCOA ULTRA ONE 89U64X 22.5X9.00 10-HUB PILOT 5.99 INSET
ALUMINUM FRONT WHEELS
ALCOA ULTRA ONE 89U64X 22.5X9.00 10-HUB PILOT 5.99 INSET
ALUMINUM REAR WHEELS
POLISHED FRONT WHEELS; OUTSIDE ONLY
POLISHED REAR WHEELS; OUTSIDE AND INSIDE (BOTH SIDES)
FRONT WHEEL MOUNTING NUTS
REAR WHEEL MOUNTING NUTS

Cab Exterior

106 INCH BBC HIGH-ROOF ALUMINUM CONVENTIONAL CREW CAB
AIR CAB MOUNTING
NONREMOVABLE BUGSCREEN MOUNTED BEHIND GRILLE
LH AND RH EXTERIOR GRAB HANDLES WITH SINGLE RUBBER
INSERT
HOOD MOUNTED CHROMED PLASTIC GRILLE
CHROME HOOD MOUNTED AIR INTAKE GRILLE

CAB ROOF REINFORCEMENTS FOR ROOF MOUNTED
 COMPONENTS
 2-1/2 INCH FENDER EXTENSIONS
 FIBERGLASS HOOD
 HOOD LINER, ADDED FIREWALL AND FLOOR HEAT INSULATION
 DUAL 25 INCH ROUND STUTTER TONE HOOD MOUNTED AIR
 HORNS
 DUAL ELECTRIC HORNS
 DUAL HORN SHIELDS
 REAR LICENSE PLATE MOUNT END OF FRAME
 INTEGRAL HEADLIGHT/MARKER ASSEMBLY WITH CHROME BEZEL
 LED AERODYNAMIC MARKER LIGHTS
 DAYTIME RUNNING LIGHTS
 OMIT STOP/TAIL/BACKUP LIGHTS AND PROVIDE WIRING WITH
 SEPARATE STOP/TURN WIRES TO 4 FEET BEYOND END OF FRAME
 STANDARD FRONT TURN SIGNAL LAMPS
 DUAL WEST COAST BRIGHT FINISH HEATED MIRRORS WITH LH
 AND RH REMOTE
 DOOR MOUNTED MIRRORS
 102 INCH EQUIPMENT WIDTH
 LH AND RH 8 INCH BRIGHT FINISH CONVEX MIRRORS MOUNTED
 UNDER PRIMARY MIRRORS
 STANDARD SIDE/REAR REFLECTORS
 RH AFTERTREATMENT SYSTEM CAB ACCESS WITH POLISHED
 DIAMOND PLATE COVER
 TINTED DOOR GLASS LH AND RH WITH TINTED NON-OPERATING
 WING WINDOWS
 RH AND LH ELECTRIC POWERED WINDOWS
 1-PIECE SOLAR GREEN GLASS WINDSHIELD
 2 GALLON WINDSHIELD WASHER RESERVOIR WITHOUT FLUID
 LEVEL INDICATOR, FRAME MOUNTED

Cab Interior

RUGGED TRIM PACKAGE
 GRAY & CARBON VINYL INTERIOR "RUGGED"
 CARBON WITH PREMIUM GUNMETAL ACCENT (RUGGED)
 MOLDED PLASTIC DOOR PANEL
 MOLDED PLASTIC DOOR PANEL
 BLACK MATS WITH SINGLE INSULATION
 (1)DASH MOUNTED 12V POWER OUTLET (1)DASH MOUNTED DUAL
 2.1 AMP USB-C CHARGER
 FORWARD ROOF MOUNTED CONSOLE
 LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED
 DOOR PANELS
 DIGITAL ALARM CLOCK IN DRIVER DISPLAY
 (2) CUP HOLDERS LH AND RH DASH
 M2/SD DASH
 HEATER, DEFROSTER, AND AIR CONDITIONER
 5LB PORTABLE FIRE EXTINGUISHER MOUNTED IN CAB
 STANDARD HVAC DUCTING
 MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH
 PREP KIT FOR CUSTOMER INSTALLED AUXILIARY HEATER,
 PLUMBING FROM ENGINE TO BACK OF CAB WITH SHUTOFF
 VALVES
 STANDARD HEATER PLUMBING

VALEO HEAVY DUTY A/C REFRIGERANT COMPRESSOR
BINARY CONTROL, R-134A
PREMIUM INSULATION
SOLID-STATE CIRCUIT PROTECTION AND FUSES
12V NEGATIVE GROUND ELECTRICAL SYSTEM
PREMIUM LED CAB LIGHTING
DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME
KEY QUANTITY OF 4
LH AND RH ELECTRIC DOOR LOCKS
TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE
IN CAB
SEATS INC 911 UNIVERSAL SERIES HIGH BACK AIR SUSPENSION
DRIVER SEAT WITH NFPA 1901-2009/2016 COMPLIANT SEAT
SENSOR
SEATS INC 911 UNIVERSAL SERIES SCBA NON SUSPENSION
PASSENGER SEAT WITH UNDERSEAT STORAGE AND NFPA 1901-
2009/2016 COMPLIANT SEAT SENSOR
LH AND RH INTEGRAL DOOR PANEL ARMRESTS
VINYL WITH VINYL INSERT DRIVER SEAT
VINYL WITH VINYL INSERT PASSENGER SEAT
NFPA 1901-2009 HIGH VISIBILITY ORANGE SEAT BELTS
ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN
4-SPOKE 18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL
WITH BLACK SWITCH BEZELS
DRIVER AND PASSENGER INTERIOR SUN VISORS

Instruments & Controls

CONFIGURABLE LOWER PANEL WITH INTEGRATED UPPER
STORAGE
BLACK GAUGE BEZELS
LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE
ELECTRONIC AIR RESTRICTION INDICATOR DISPLAYED IN DRIVER
DISPLAY
97 DB BACKUP ALARM
ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING
WHEEL SPOKES
IGNITION SWITCH WITH NON REMOVABLE KEY
PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH COLOUR DISPLAY
HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR
LOCATED BELOW LH DASH
2 INCH ELECTRIC FUEL GAUGE
ENGINE REMOTE INTERFACE FOR REMOTE THROTTLE
QUICKFIT POWERTRAIN INTERFACE CONNECTOR UNDER CAB
WITH CAPS
QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) UNDER
CAB WITH CAP
ENGINE REMOTE INTERFACE CONNECTOR AT POWERTRAIN
INTERFACE CONNECTOR
ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE
DIGITAL ENGINE OIL TEMPERATURE IN DRIVER DISPLAY
DIGITAL TRANSMISSION OIL TEMPERATURE GAUGE
ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN
DRIVER MESSAGE CENTER

ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER
 DISPLAY
 PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC
 ARCHITECTURE
 ELECTRONIC STABILITY CONTROL, 4X2 W/SAFETY MIN BODY
 WEIGHT EXCEEDS 4,000LBS REQ
 ELECTRIC ENGINE OIL PRESSURE GAUGE
 NO OVERHEAD INSTRUMENT PANEL
 QUICKFIT PROGRAMMABLE INTERFACE MODULE (4) 20 AMP
 FUSED RELAYS
 NFPA VEHICLE DATA RECORDER AND SEATBELT DISPLAY
 ELECTRONIC KPH SPEEDOMETER WITH SECONDARY MPH SCALE,
 WITHOUT ODOMETER
 STANDARD VEHICLE SPEED SENSOR
 ELECTRONIC 3000 RPM TACHOMETER
 DETROIT CONNECT PLATFORM HARDWARE
 3 YEARS DETROIT CONNECT BASE PACKAGE (FEATURES VARY BY
 MODEL) DETROIT CONNECT PLATFORM
 TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND
 PASSENGER SIDE REMOVEABLE DASH PANEL
 IGNITION SWITCH CONTROLLED ENGINE STOP
 PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS AND
 SERVICE BRAKES
 (2) OVERHEAD MOUNTED LANYARD CONTROLS: (1) OFFICER AIR
 HORN AND (1) DRIVER AIR HORN
 DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY
 SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY
 ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS
 SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS
 ALTERNATING FLASHING HEADLAMP SYSTEM WITH BODY
 BUILDER CONTROLLED ENGAGEMENT
 ONE VALVE PARKING BRAKE SYSTEM WITH DASH VALVE
 CONTROL AUTONEUTRAL AND WARNING INDICATOR
 SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER,
 HEADLAMP FLASH, WASH/WIPE/INTERMITTENT
 INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH 40 AMP (20
 AMP PER SIDE) TRAILER LAMP CAPACITY

Design

PAINT: ONE SOLID COLOUR

Colour

CAB COLOUR A: L0762EY MED RED ELITE EY
 BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT
 STANDARD E COAT/UNDERCOATING

Certification / Compliance

CANADA CMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS

	FLUID DATA PLAQUE- METRIC One (1) fluid data plaque containing required information shall be provided based on the applicable components for this apparatus, compliant with NFPA Standards and stated in metric volumes: •Engine oil •Engine coolant •Chassis transmission fluid •Drive axle lubricant •Power steering fluid •Pump transmission lubrication fluid •Other NFPA applicable fluid levels or data as required Location shall be in the driver's compartment or on driver's door.	YES	NO	
	DATA AND WARNING LABELS HEIGHT LENGTH & WEIGHT A highly visible label indicating the overall height, length, and weight of the vehicle shall be installed in the cab dash area. The measurements shall be stated in metres and kilograms. NO RIDE LABEL One (1) "NO RIDERS" label shall be applied on the vehicle at the rear step area or other applicable areas. The label shall warn personnel that riding in or on these areas, while the vehicle is in motion is prohibited. TIRE PRESSURE LABEL A label shall be placed in a visible area that indicates the front and rear tire pressure. (continues below..) CAB SEATING POSITION LIMITS One (1) label shall be installed in the cab to indicate seating positions for firefighters. A weight allowance of 250 pounds for each shall be factored into the gross vehicle weight rating of the chassis.	YES	NO	

	HELMET WARNING TAG One (1) label shall be installed in the cab, visible from each seating position. The label shall read "CAUTION: DO NOT WEAR HELMET WHILE SEATED." Helmets must be properly stowed while the vehicle is in motion according to the current edition of NFPA 1901.			
	REAR TOWING PROVISIONS There shall be two tow eyes furnished under the rear of the body and attached directly to the chassis frame rails. There shall be a reinforcement spreader bar connecting the two tow eyes. Tow eyes are to be constructed of 3/8" plate steel with a 4" I.D. hole, large enough for passing through a tow chain end hook. The tow plates shall be painted black.	YES	NO	
	HUB AND LUG NUT COVERS The apparatus shall have chrome or stainless-steel hub and lug nut covers on the front and single rear axles.	YES	NO	
	TIRE PRESSURE INDICATOR There shall be a tire pressure indicator, p/n RWTG1235, at each tire's valve stem on the vehicle that shall indicate if there is insufficient pressure in the specific tire.	YES	NO	
	REAR MUD FLAPS One (1) pair of black mud flaps shall be installed behind the rear wheels.	YES	NO	
	CAB STEPS The driver's side cab step area shall be covered with slip resistant aluminum tread plate for compliance to applicable NFPA standards. The passenger's side cab step area shall be covered with slip resistant aluminum tread plate for compliance to applicable NFPA standards.	YES	NO	

	LOW VOLTAGE ELECTRICAL SYSTEM SPECIFICATIONS The electrical system shall include all panels, electrical components, switches and relays, wiring harnesses and other electrical components. The electrical equipment installed by the apparatus manufacturer shall conform to current automotive electrical system standards, the latest federal standards, and the requirements of the applicable NFPA standards. All wiring shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for the protected circuit. Voltage drops in all wiring from the power source to the using device shall not exceed 10 percent. The wiring and wiring harness and insulation shall be in conformance to applicable SAE and NFPA standards. The wiring harness shall conform to SAE J-1128 with GXL temperature properties. All exposed wiring shall be protected in a loom with a minimum 289 degree Fahrenheit rating. All wiring looms shall be properly supported and attached to body members. The electrical conductors shall be constructed in accordance with applicable SAE standards, except when good engineering practice requires special construction. The wiring connections and terminations shall use a method that provides a positive mechanical and electrical connection and shall be installed in accordance with the device manufacturer's instructions. Electrical connections shall be with mechanical type fasteners and large rubber grommets where wiring passes through metal panels. The wiring between the cab and body shall be joined using Deutsche type connectors or an enclosed in a terminal junction panel area.	YES	NO	
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	All connections shall be crimp-type with insulated shanks to resist moisture and foreign debris such as grease and road grime. Weather-resistant connectors shall be provided throughout to ensure the integrity of the electrical system.	YES	NO	
	There shall be no exposed electrical cabling, harnesses, or terminal connections located in compartments, unless they are enclosed in a junction box or covered with a removable electrical panel. The wiring shall be secured in place and protected against heat, liquid contaminants and damage. Wiring shall be uniquely identified every three-inches (3") by colour coding or permanent marking with a circuit function code and identified on a reference chart or electrical wiring schematic per requirements of applicable NFPA #1901 standards. The electrical circuits shall be provided with low voltage overcurrent protective devices. Such devices shall be accessible and located in required terminal connection locations or weather resistant enclosures. The overcurrent protection shall be suitable for electrical equipment and shall be automatic reset type and meet SAE standards. All electrical equipment, switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. The system shall have electro-magnetic interference suppression provided as required in applicable SAE standards.	YES	NO	
	The electrical system shall include the following: •Electrical terminals in weather exposed areas shall have a non-conductive grease or spray applied. A corrosion preventative compound shall be applicable to all terminal plugs located outside of the cab or body. •The electrical wiring shall be harnessed or be placed in a protective loom. •Holes made in the roof shall be caulked	YES	NO	

	with silicone. Large fender washers shall be used when fastening equipment to the underside of the cab roof. •Any electrical component that is installed in an exposed area shall be mounted in a manner that will not allow moisture to accumulate in it. •A coil of wire must be provided behind an electrical appliance to allow them to be pulled away from mounting area for inspection and service work. •All lights that have their sockets in a weather exposed area shall have corrosion preventative compound added to the socket terminal area.			
	The warning lights shall be switched in the chassis cab with labeled switches in an accessible location. Individual rocker switches shall be provided only for warning lights provided over the minimum level of warning lights in either the stationary or moving modes. All electrical equipment switches shall be mounted on a switch panel mounted in the cab convenient to the operator. The warning light switches shall be of the rocker type. For easy nighttime operation, an integral indicator light shall be provided to indicate when the circuit is energized.	YES	NO	
	All switches shall be appropriately identified as to their function. A single warning light switch shall activate all required warning lights. This switch will allow the vehicle to respond to an emergency and "call for the right of way". When the parking brake is applied, a "blocking right of way" system shall automatically activate per requirements of the applicable NFPA standards. All "clear" warning lights shall be automatically turned off upon application of the parking brake.	YES	NO	

	NFPA REQUIRED TESTING OF ELECTRICAL SYSTEM The apparatus shall be electrically tested upon completion of the vehicle and prior to delivery. The electrical testing, certifications, and test results shall be submitted with delivery documentation per requirements of the applicable NFPA standards.	YES	NO	
	NFPA REQUIRED DOCUMENTATION The following documentation shall be provided on delivery of the apparatus: a. Documentation of the electrical system performance tests required above. b. A written load analysis, including: 1. The nameplate rating of the alternator. 2. The alternator rating under the conditions. 3. Each specified component load. 4. Individual intermittent loads.	YES	NO	
	WEATHER RESISTANT ELECTRICAL JUNCTION BOX The electrical junction or terminal boxes shall be weather resistant and located away from water spray conditions. In addition, the main body junction panel shall house the automatic reset breakers and relays where required. The panel shall be accessible without relocation of equipment.	YES	NO	
	HIGH IDLE SYSTEM There shall be a high idle system furnished and installed on the apparatus. The high idle system shall have an on/off switch located in the chassis on the switch console. The system shall have an interlock that will disable the solenoid if the parking brake is not completely set.	YES	NO	
	ELECTRICAL CONSOLE WITH EMERGENCY LIGHT SWITCH PANEL – THERMAL COATED Console shall be designed and installed between the driver and passenger seats. The top face of the console shall be	YES	NO	

	designed as the switch panel for all emergency light switches. The panel shall be hinged for access to the connections. All emergency light switches shall be lighted, rocker style. Switches shall be internally lit when the switch circuit is in the on position. A plug-in identification label is to be provided and installed adjacent to each rocker switch with backlighting provided behind the label.			
	SWITCHES A rocker style internally lighted switch shall be provided and wired through a heavy-duty relay to activate power to the emergency lights. The emergency lights shall be activated by a single "MASTER SWITCH" on the electrical console.	YES	NO	
	BINDER STORAGE MODULE One (1) cab storage module shall be provided at the rearward area of the engine enclosure to accommodate a minimum of three (3) 2" three ring binders. The binders shall be stored one (1) wide and three (3) high in the module. The module shall include a nylon safety belt for retaining the binder when not in use. The compartment shall be fabricated of smooth aluminum. The cabinet's exterior finish shall match the interior finish of the chassis cab. The cabinet's interior shall have a natural finish. Two (2) cup holders shall be provided and installed.	YES	NO	
	MASTER ELECTRIC SWITCH One (1) battery disconnect switch shall be located on the driver side of the apparatus. The switch shall disconnect the 12 volt power supply from the battery system.	YES	NO	
	BATTERY CHARGER & AIR COMPRESSOR One (1) Kussmaul Pump Plus minimum 1200 model 52-05-1100 battery charger (or equal) and air compressor system shall be installed. The 120 volt compressor	YES	NO	

	system shall be designed to maintain the air pressure in the chassis brake system. The battery charger shall be supplied from a 120 volt shore power receptacle and be a fully automatic high output charging system. The unit shall be mounted in a clean dry area and will be accessible for service.			
	BATTERY CHARGER DISPLAY One (1) Kussmaul 091-199-001 single battery bank voltage display shall be supplied with the charger.	YES	NO	
	AUTO-EJECT A Kussmaul "Super Auto-Eject" 20-amp automatic disconnect device shall be provided and installed on the 110 volt shoreline connection complete with weatherproof cover and matching plug. The Auto-Eject shall be activated by the chassis starter switch to disconnect the plug. The Super Auto-Eject shall be completely sealed to prevent contamination of the mechanism by inclement weather and road conditions. The Super Auto-Eject shall have an internal switch to open and close the AC circuit after the mating connector is inserted and before the connector is removed.	YES	NO	
	SHORE POWER PLUG The shore power plug shall be located in the step area below the left front cab door of the commercial chassis.	YES	NO	
	12 VOLT POWER SOURCE One (1) 12 volt power and ground connection rated at 30 amps shall be provided on the apparatus for the installation of a mobile two-way radio. The power source shall be run through the chassis master battery switch and shall be deactivated when the master switch is in the "OFF" position.	YES	NO	

	ENGINE COMPARTMENT LIGHT One (1) 12 volt LED light with switch shall be mounted in the engine enclosure. The control switch shall be mounted on the light head.	YES	NO	
	PUMP ENCLOSURE LIGHTS One (1) LED work light shall be provided in the pump enclosure. The control switch shall be mounted on the light head.	YES	NO	
	RADIO ANTENNA BASE One (1) radio antenna base shall be supplied and installed on the apparatus, the antenna coax terminating in the cab console.	YES	NO	
	MARKER LIGHTS LED marker lights shall be installed on the vehicle in conformance to the Canadian Motor Vehicle Safety Standard requirements.	YES	NO	
	LICENSE PLATE BRACKET One (1) stainless-steel license plate bracket shall be provided at the rear of the apparatus.	YES	NO	
	TAIL LIGHTS One (1) pair of Whelen M62BTT LED tail/brake lights shall be provided. The rectangular 4"x6" lights shall be red.	YES	NO	
	TURN SIGNALS One (1) pair of Whelen M62T LED turn signals with populated sequential chevron arrow shall be provided.	YES	NO	

	BACKUP LIGHTS One (1) pair of Whelen Series M62BU LED backup lights shall be installed on the rear of the apparatus body. The dimensions shall be 4" x 6" and the lens colour shall be clear.	YES	NO	
	FOUR LIGHT HOUSING One (1) pair of chrome plated tail light housings shall be supplied. Each housing shall be designed to hold four (4) Whelen M6 rear lights located at the lower rear corners of the body.	YES	NO	
	MID BODY LED TURN SIGNALS One (1) pair of mid body LED turn signals shall be provided. The location of the turn lights shall be at mid-body near the rear wheel axle.	YES	NO	
	GROUND LIGHTS Each door shall include a Whelen NFPA compliant ground light mounted to the underside of the cab step below each door. There shall be LED cab step lights supplied below the chassis cab doors. The lights shall be mounted below the cab doors and illuminate the chassis cab steps. There shall be four (4) LED lights located on each side of the chassis cab. There shall be two (2), one each side, Whelen 3SC0CDCR LED NFPA compliant ground light mounted to the underside of the rub rail of the pump house. There shall be two (2), one each side, Whelen 3SC0CDCR LED NFPA compliant ground light mounted to the underside of the rub rail, mid body. There shall be two (2) Whelen 3SC0CDCR LED NFPA compliant ground light mounted to the underside of the compartments, behind the rear wheels. (cont...)	YES	NO	

	There shall be two (2) Whelen 3SC0CDCR LED NFPA compliant ground light mounted to the underside of the rear step. Each light shall include a polycarbonate lens, a housing which is vibration welded and a bulb which shall be shock mounted for extended life. The ground lighting shall be activated when the parking brake is set. The ground lights shall automatically activate when the parking brake is applied and when the vehicle is in reverse.			
	OPEN DOOR HAZARD WARNING LIGHT & ALARM One (1) red flashing, warning light shall be provided and installed in the driver's compartment to indicate an open passenger or apparatus compartment door. The warning light shall also be attached to folding equipment racks and light towers as specified. The light shall be a flashing rectangular incandescent marker light with a red lens and shall be properly marked and identified. A door open/hazard warning alarm shall be installed. The audible alarm shall activate when an open door is detected upon release of the parking brake. The alarm shall have a distinct noise to avoid conflict with other cab mounted alarms.	YES	NO	
	ELECTRIC SIREN AND CONTROL One (1) Whelen model #295SL101 electronic siren shall be mounted in the cab. This unit shall feature an electronic air horn, wail, yelp, hi-lo and shall have a hard wired PA microphone. An Electronic or fixed Q Siren.	YES	NO	
	SPEAKER One (1) Cast Products Model #SA4301 100 watt speaker shall be installed on the apparatus, "Through-the-bumper", with flat mounting flange.	YES	NO	

	The siren speaker shall be installed in the left side of the apparatus bumper.			
	LIGHTBAR One (1) Justice 62" Red/Blue/White light bar shall be included with the apparatus cab. The light bar shall be mounted on the roof of the cab, towards the front, above the windshield. The light bar shall feature: •A 60" light bar designed for high performance •Four (4) red or blue Linear Super LED corner modules •Two (2) red or blue 400 series Linear Super LED lights •Two (2) white 400 series Linear Super LED lights with clear optic lenses •Two (2) clear optic collimators •Clear hard coated lenses to provide extended life/luster protection against UV & chemical stresses •Designed in accordance with NFPA Zone A requirements The front upper light bar shall be activated through the master warning switch.			
	UPPER REAR WARNING LIGHTS One (1) pair of Whelen Super LED Micro Freedom light bars shall be installed, one each side on the upper rear of the apparatus body. The unit shall have dimensions of 4" high x 7-9/16" deep. The driver side warning light shall be a Whelen Micro Freedom LED light, model MCFLED25 with red LED's and a clear lens. The officer side warning light shall be a Whelen Micro Freedom LED light, model MCFLED22 with blue LED's and a clear lens.	YES	NO	

	REAR WARNING LIGHT MOUNTING The upper rear lights shall be mounted on the upper corners of the apparatus body, one on each side.	YES	NO	
	LOWER FRONT WARNING LIGHTS One (1) pair of Whelen model M6 LED warning lights shall be installed, one each side one the front of the chassis cab. The dimensions of the lights shall be 4-5/16" x 6-3/4". The driver side warning light shall be a Whelen Model M6J split red/blue Super-LED™ with clear lens. The officer side warning light shall be a Whelen Model M6J split red/blue Super-LED™ with clear lens. Each light shall be mounted with a Whelen Model M6FC chrome flange.	YES	NO	
	INTERSECTION WARNING LIGHTS One (1) pair of Whelen model M6 LED warning lights shall be installed one each side of the chassis cab. The dimensions of the lights shall be 4-5/16" x 6-3/4". The driver side warning light shall be a Whelen Model M6J split red/blue Super-LED™ with clear lens. The officer side warning light shall be a Whelen Model M6J split red/blue Super-LED™ with clear lens. Each light shall be mounted with a Whelen Model M6FC chrome flange.	YES	NO	
	LOWER MID-BODY WARNING LIGHTS One (1) pair of Whelen model M2 LED warning lights, model M2WJ, shall be installed , one each side of the apparatus, mid-body in the rub rail. The dimensions of the lights shall be 4-1/4" x 2-11/16". The driver side warning light shall be a	YES	NO	

	Whelen Model M2WJ wide-angle split red/blue Super-LED™ with clear lens. The officer side warning light shall be a Whelen Model M2WJ wide-angle split red/blue Super-LED™ with clear lens.			
	LOWER REAR WARNING LIGHTS One (1) pair of Whelen model M6 LED warning lights shall be installed, one each side on the lower rear of the apparatus body. The dimensions of the lights shall be 4-5/16" x 6-3/4". The driver side warning light shall be a Whelen Model M6J split red/blue Super-LED™ with clear lens. The officer side warning light shall be a Whelen Model M6J split red/blue Super-LED™ with clear lens.	YES	NO	
	TRAFFIC ARROW LIGHT One (1) Whelen Model TAN65 Traffic Advisor shall be installed. The light shall be equipped with six (6) LED lights measuring 34" in length. The unit shall be mounted at the rear of the apparatus body. The Traffic Advisor control head shall be mounted inside the cab and be accessible by the driver and officer. The traffic arrow light shall be surface mounted below the rear intermediate step of the apparatus body.	YES	NO	
	SHORELINE RECEPTACLES The following receptacles shall be wired to the shoreline power. One (1) 120-volt 15-amp straight blade, 3-prong duplex receptacle with spring loaded weatherproof cover shall be provided, located in the cab/rear of console. One (1) 120-volt 15-amp straight blade, 3-prong duplex receptacle with spring loaded weatherproof cover shall be provided, located L3 compartment on the forward wall 12" from the ceiling.	YES	NO	

	One (1) 120-volt 15-amp straight blade, 3-prong duplex receptacle with spring loaded weatherproof cover shall be provided, located R3 compartment on the forward wall 12" from the ceiling.			
	SIDE MOUNT PUMP ENCLOSURE The side mount pump enclosure shall be removable and supported from the chassis frame rails. This enclosure will allow independent flexing of the pump enclosure from the body and allow for quick removal. The support structure shall be constructed of extruded aluminum tubing and angle. All pump suction and discharge controls are to be mounted on the driver side pump operator's panel so as to permit operation of the pump from a central location. The fire pump, valves and controls shall be accessible for service and maintenance as required by applicable sections of NFPA standards. The "master" gauges shall be suitably enclosed and mounted on a full pump compartment width "hinged" gauge panel constructed of the same material as the pump operators control panel, allowing access to the backside of all gauges and gauge lines. The individual gauges shall be mounted inline with the control handle or adjacent to the control handle. Panel is to include a stainless-steel piano hinge, flush mounted chrome plated trigger latch, and stainless-steel cable end stops. Electrical wiring and all gauge lines shall be properly tie wrapped to prevent kinking or cutting of the lines when the panel is opened. The following controls and equipment as specified in the specifications, shall be provided on the pump panel or within the pump enclosure: •Primer. •Pump and plumbing area service lights. •Pressure control device and throttle control. •Fire pump and engine instruments. •Pump intakes and discharge controls. •Master intake and discharge gauges. •Tank fill control.	YES	NO	

	•Tank suction control. •Water tank level gauge. • Pump panel lights.			
	CROSSLAY INSTALLATION The area atop the pump enclosure shall be notched for the installation of a crosslay hose bed. The hosebed shall have smooth sides and a perforated floor to allow for drainage. Provisions shall be provided to secure hose and equipment per requirements of applicable NFPA standards.	YES	NO	
	PUMP ENCLOSURE ACCESS DOOR -- RIGHT SIDE UPPER A pump panel access door shall be provided on the upper right side of the side mount pump enclosure. The door shall be constructed of 14 gauge #304 brushed stainless-steel with push button type latches. There shall be an upper step above the access panel.	YES	NO	
	FRONT ACCESS PUMP PANEL A removable front access panel shall be installed on the front of the pump enclosure of the apparatus. The panel shall be constructed of aluminum tread plate and be fastened to the pump enclosure with stainless-steel bolts and nut-serts. (no sheet metal screws)	YES	NO	
	PUMP PANELS -- SIDE MOUNT The pump operator's panel, along with the lower left hand and right hand pump panels shall be constructed of 14 gauge #304 brushed stainless-steel and be fastened to the pump enclosure with 1/4" stainless-steel bolts. The instrument area shall have a stainless-steel continuous hinge that shall swing for easy access to gauges.	YES	NO	
	HINGED PUMP PANEL -- LEFT SIDE The pump panel installed on the on the left hand side of the pump enclosure shall be hinged with push-button latches.	YES	NO	

	HINGED PUMP PANEL -- RIGHT SIDE The pump panel installed on the on the right hand side of the pump enclosure shall be hinged with push-button latches.	YES	NO	
	PUMP COMPARTMENT HEATER SYSTEM The interior of the pump enclosure shall be equipped with a <i>minimum</i> 30,000 BTU hot water heater system. The unit shall be piped to the chassis radiator system with standard heater hose. The hose shall be properly clamped and secured in place, and be properly protected from engine exhaust or mechanical damage. The heater unit shall be equipped with a 12-volt blower fan with control located on the pump operator's panel.	YES	NO	
	PUMP ENCLOSURE HEAT PAN A removable casing constructed of aluminum or galvanized steel, completely enclosing the underside of the pump compartment and heated by the engine exhaust shall be provided. The heat pan assembly shall include individual panels that can be easily removed from their mounting locations. The two outer slide-out panels shall be bolted in place.	YES	NO	
	BODY AND PUMP HOUSE FLEX JOINT RUBBER GASKET A flexible rubber gasket shall be installed between the pump compartment and the apparatus body. This gasket will be designed to seal the pump compartment to the apparatus body as tightly as practical. This gasket is necessary for winter operation in extremely cold climates.	YES	NO	
	LABELS Safety, information, data, and instruction labels for apparatus shall be provided and installed at the operator's instrument panel. The labels shall include rated capacities, pressure ratings, and engine speeds as determined by the certification tests. The no-load governed speed of the engine, as stated by the engine manufacturer, shall also be included.	YES	NO	

	The labels shall be provided with all information and be attached to the apparatus prior to delivery.			
	COLOUR CODED PUMP PANEL LABELING AND NAMEPLATES Discharge and intake valve controls shall be colour coded in compliance to guidelines of applicable sections of NFPA standards. Innovative Controls permanent type nameplates and instruction panels shall be installed on the pump panel for safe operation of the pumping equipment and controls.	YES	NO	
	MIDSHIP PUMP PANEL LIGHTS -- LEFT SIDE Three (3) Techiq E10-W0001-1 or equal LED lights with clear lenses shall be installed under an instrument panel light hood on the left side pump panel. The lights shall be controlled by a switch located on the operator's instrument panel.	YES	NO	
	MIDSHIP PUMP PANEL LIGHTS -- RIGHT SIDE Two (2) Tecniq E10-W0001-1 or equal LED lights with clear lenses shall be installed under an instrument panel light hood on the right side pump panel. The lights shall be controlled by a switch located on the operator's instrument panel.	YES	NO	
	PUMP ENGAGED LIGHT One (1) pump panel light shall be illuminated at the time the fire pump is engaged into operation. The remaining lights shall be controlled by a switch located on the operator's instrument panel.	YES	NO	
	MASTER GAUGES Two (2) 4-1/2" diameter IC master gauges with (Dual Scale PSI/kPa) (0-400) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located on the pump instrument panel.	YES	NO	

	TEST TAPS Test taps for pump intake and pump pressure shall be provided on the pump instrument panel and be properly labeled.	YES	NO	
	WATER TANK GAUGE One (1) Fire Research TankVision Pro model WLA300-A00 or equal tank indicator kit shall be installed on the pump panel. The kit shall include an electronic indicator module, a pressure sensor, and a 10' sensor cable. The indicator shall show the volume of water in the tank on nine (9) easy to see super bright RGB LEDs. A wide view lens over the LEDs shall provide for a viewing angle of 180 degrees. The indicator case shall be waterproof, manufactured of Polycarbonate/Nylon material, and have a distinctive blue label. The program features shall be accessed from the front of the indicator module. The program shall support self-diagnostics capabilities, self-calibration, six (6) programmable coloured light patterns to display tank volume, adjustable brightness control levels and a datalink to connect remote indicators. Low water warnings shall include flashing LEDs at 1/4 tank, down chasing LEDs when the tank is almost empty, and an output for an audio alarm. The indicator shall receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the water tank near the bottom. No probe shall place on the interior of the tank. Wiring shall be weather resistant and have automotive type plug-in connectors.	YES	NO	
	AIR HORN PUSH-BUTTON One (1) push button with a label shall be installed on the pump instrument panel to operate the air horns.	YES	NO	

	DARLEY PSM SINGLE STAGE PUMP A single stage split-drive shaft driven fire pump shall be provided and installed. (Specify pump manufacture and mount including GPM) The pump shall be designed to operate through an integral transmission, including a means for power selectivity to the driving axle or to the pump. The pump shall be driven by a driveline from the chassis transmission. The engine, transmission and driveline components shall provide sufficient horsepower and RPM to enable the pump to meet and exceed its rated performance. The pump shall contain a cored heating jacket feature that, if selected, can be connected into the vehicle antifreeze system to protect the pump from freezing in cold climates, and to help reject engine heat from engine coolant, providing longer life for the engine. PUMP SHAFT The pump shaft shall be precision ground stainless-steel with long wearing Chromium Oxide hard coating under the packing glands with a hardness level of Rockwell C72. The shaft shall be splined to receive broached impeller hubs, for greater resistance to wear, torsion vibration, and torque imposed by engine, as well as ease of maintenance and repair. The bearings provided shall be heavy duty, deep groove, radial type ball bearings. Sleeve bearings on any portion of the pump or transmission shall be prohibited due to wear, deflection, and alignment concerns. The bearings shall be protected at all openings from road dirt and water splash with oil seals and water slingers. IMPELLER The impeller shall be a high strength bronze alloy of mixed flow design, splined to the pump shaft for precision fit, durability, and ease of maintenance. Impeller shall be vacuum cast designed for maximum lift and highest capacity. The seal rings shall be renewable, double labyrinth, wrap around	YES	NO	
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	bronze type. Impeller shaft oil seals shall be constructed to be free from steel components except for the internal lip spring. The impeller shaft oil seals shall carry a lifetime warranty against damage from corrosion from water and other fire-fighting fluids. PUMP TRANSMISSION The transmission case shall be heavy duty cast iron. A magnetic drain plug shall be provided. Transmission case shall include a dip stick for checking oil level. Transmission case interior shall be powder coated to reduce oil contamination. Transmission case shall be equipped with a removable plate for quick inspection of gears, shafts, and bearings inside the transmission. The pump drive shaft shall be precision ground, heat treated alloy steel, with a minimum 2-1/2" x 10" spline. The net through-torque rating of the gearbox shall exceed 19,000 foot pounds. Gears shall be helical design, and shall be precision ground for quiet operation and extended life. The gears shall be manufactured from alloy steel and carburized for surface hardness and strength. The pump clutch gear shall be a heat treated alloy-steel splined spur gear to engage either the pump drive gear or the truck drive shaft gear, and shall have bullet-nosed teeth to reduce the possibility of a butt-tooth condition. The pump clutch gear shall be separate from the main drive gear in order to maintain the greatest precision for driving the pump gear train. The pump transmission shall require no further lubrication beyond that provided by the intrinsic action of the gears, to reduce the likelihood of failure due to loss of auxiliary lubrication. DRIVELINE INSTALLATION The chassis drivelines shall be sized for intended application and torque requirements. The installation shall comply with driveline manufacturer's guidelines. MANUALS			
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	Two (2) manuals covering the fire pump transmission and fire pump shall be provided with the apparatus.			
	FIRE PUMP SPECIFICATIONS The pump shall meet current ULC-S515 requirements.	YES	NO	
	LEFT SIDE -- 6" UNGATED INTAKE One (1) 6" ungated suction intake shall be installed on the left side pump panel to supply the fire pump from an external water supply. The threads shall be 6" NST. The intake shall be provided with a removable screen. One (1) 6" aluminum plated cap shall be provided. The threads shall be NST and the cap shall be equipped long handles.	YES	NO	
	RIGHT SIDE -- 6" UNGATED INTAKE One (1) 6" ungated suction intake shall be installed on the right side pump panel to supply the fire pump from an external water supply. The intake shall be provided with a removable screen. One (1) 6" aluminum plated cap shall be provided. The threads shall be NST and the cap shall be equipped long handles.	YES	NO	
	MECHANICAL SEAL SPECIFICATIONS The mechanical seal shall be formed from silicon carbide with welded springs. The stationary face of the mechanical seals shall be made from silicon carbide, an extremely hard and heat dissipative material, which resists wear and dry running damage.	YES	NO	
	ELECTRIC/PNEUMATIC PUMP SHIFT SPECIFICATIONS An air powered pump shift shall be installed in the cab driver's area where not subject to accidental engagement. The pump shift shall be air operated and shall incorporate an air cylinder with an electric actuated switch to	YES	NO	

	shift from road to pump and back. The apparatus pump shift shall be engaged only when apparatus is in a stationary position and the parking brake is engaged. The following indicator lights shall be included with pump shift. 1. A green indicator light, labeled "PUMP ENGAGED" shall indicate pump shift has successfully been completed. 2. A green indicator light, labeled "OK TO PUMP" shall indicate the chassis transmission is in pump gear and parking brake is engaged. 3. Pump shift and interlocks shall comply with applicable sections of NFPA standards. 4. The pump shift shall have an instruction label and nameplate to indicate function and proper operation.			
	TRIDENT PRIMER – AUTOMATIC An automatic fire pump priming system shall be provided and installed. The system shall be oil-less type and environmentally safe. Once engaged, the system shall be fully automatic and not require any action from the pump operator/engineer when pump draft is lost. This feature provides an additional safety margin by maintaining pump flow from the available water source automatically during drafting operations. When air is introduced during a drafting operation from conditions such as whirlpools or turbulence from porta-tank refill operations, the priming system shall automatically engage to remove the air and stabilize water flow and pump pressure. For additional safety, the entire system shall operate at less than 70dBA of ambient noise. The priming system shall engage automatically whenever the pump discharge falls below five (5) psi and shall remain engaged until a pump prime has been achieved. The priming system shall automatically disengage when a positive pump discharge pressure has been established. The electrical current draw from	YES	NO	

	the chassis batteries shall not exceed four (4) amps at any given time of operation and allow for unlimited run time without causing an overheat condition for of any of the system components. A single engagement switch shall be provided on the pump control panel that will allow the operator to engage the automatic pump priming system. There shall be a light provided on the pump control panel to indicate when the system is engaged. The pump shall be capable of taking suction and discharging water with a lift of 10 feet in not more than 30 seconds with the pump dry, through 20 feet of suction hose of appropriate size. The priming system shall comply with applicable sections of NFPA standards.			
	PRIMER CONTROL A rocker switch control shall be provided on the pump operator's panel, for the main pump primer control.	YES	NO	
	PRESSURE GOVERNOR AND ENGINE-PUMP MONITORING One (1) Fire Research InControl series TGA400 pressure governor and monitoring display kit shall be installed. The kit shall include a control module, intake pressure sensor, discharge pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 5 1/2" high by 10 1/2" wide by 2" deep. The control knob shall be 2" in diameter with no mechanical stops, have a serrated grip, and a red idle push button in the center. It shall not extend more than 1 3/4" from the front of the control module. Inputs for monitored information shall be from a J1939 databus or independent sensors. Outputs for engine control shall be on the J1939 databus or engine specific wiring. The following continuous displays shall be provided: •Pump discharge; shown with four daylight bright LED digits more than 1/2" high •Pump Intake; shown with four daylight	YES	NO	

bright LED digits more than 1/2" high •Pressure / RPM setting; shown on a dot matrix message display •Pressure and RPM operating mode LEDs •Throttle ready LED •Engine RPM; shown with four daylight bright LED digits more than 1/2" high •Check engine and stop engine warning LEDs •Oil pressure; shown on a dual colour (green/red) LED bar graph display •Engine coolant temperature; shown on a dual colour (green/red) LED bar graph display •Transmission Temperature: shown on a dual colour (green/red) LED bar graph display •Battery voltage; shown on a dual colour (green/red) LED bar graph display. The dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. All LED intensity shall be automatically adjusted for day and night time operation. The program shall store the accumulated operating hours for the pump and engine to be displayed with the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions: •High Battery Voltage •Low Battery Voltage (Engine Off) •Low Battery Voltage (Engine Running) •High Transmission Temperature •Low Engine Oil Pressure •High Engine Coolant Temperature •Out of Water (visual alarm only) •No Engine Response (visual alarm only). The program features shall be accessed via push buttons and a control knob located on the front of the control panel. There shall be a USB port located at the rear of the control module to upload future firmware enhancements. Inputs to the control panel from the pump discharge and intake pressure sensors shall be electrical. The discharge pressure display shall show pressures from 0 to 600 psi. The			
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	intake pressure display shall show pressures from -30 in. Hg to 600 psi. The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A throttle ready LED shall light when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle. The pressure governor, monitoring and master pressure display shall be programmed to interface with a specific engine.			
	PUMP ANODES There shall be sacrificial, zinc anodes in the pump steamer ports which shall protect the pump and piping from electrolysis. These anodes shall also act as screens.	YES	NO	
	PUMP PLUMBING SYSTEM The fire pump plumbing system shall be of rigid stainless-steel pipe or flexible piping with stainless-steel fittings. Mechanical grooved couplings shall be installed to permit flexing of the plumbing system and allow for quick removal of piping or valves for service. Flexible hose couplings shall be threaded stainless-steel or mechanical grooved coupling connections. The fire pump and plumbing shall be hydrostatically tested in compliance to applicable sections of NFPA standards. The test results shall be included in the delivery documentation.	YES	NO	

	FIRE PUMP MASTER DRAIN The fire pump plumbing system and fire pump shall be piped to a single pump panel mounted 'handwheel' type master pump drain assembly. The master drain valve shall be a bronze master drain with a rubber disc seal, a universal joint and a handwheel control on the pump panel. The master drain shall also provide for low point drainage of the fire pump and auxiliary devices.	YES	NO	
	ADDITIONAL LOW POINT DRAINS The plumbing system shall be equipped with additional low point manually operated drain valves to allow total draining of the fire pump plumbing system. These valves shall be accessible from the side of the vehicle and labeled for exact location.	YES	NO	
	STAINLESS-STEEL INTAKE MANIFOLD The suction manifold assembly shall be fabricated with Schedule #10 type 304 stainless-steel. All threaded fittings shall be a minimum of Schedule 10 stainless-steel. The suction manifold assembly shall have radiused sweep elbows to minimize water turbulence into the suction volute. The suction manifold shall be welded and pressure tested prior to installation. The stainless-steel manifold assembly shall be attached to the pump intake volute with a heavy-duty, flexible Victaulic coupling. The stainless-steel manifold assembly shall have a ten (10) year warranty.	YES	NO	
	STAINLESS-STEEL DISCHARGE MANIFOLD The discharge manifold assembly shall be fabricated with minimum of Schedule #10 Type 304 stainless-steel. All threaded fittings shall be a minimum of Schedule #40 stainless-steel. The discharge manifold assembly shall have radiused sweep elbows to minimize water turbulence. The manifold shall be welded and pressure tested prior to installation. The stainless-steel manifold inlet shall be attached to the pump discharge and have additional brackets as required to support the discharge manifold, valves and related components.	YES	NO	

	The stainless-steel manifold assembly shall have a ten (10) year warranty.			
	PLUMBING PAINTING The plumbing system shall be unpainted.	YES	NO	
	HOSE THREADS The hose threads shall be National Standard Thread (NST) on all base threads on the apparatus intakes and discharges.	YES	NO	
	WATER TANK TO PUMP LINE One (1) 3" water tank to the rear mounted fire pump line shall be provided with a full flow quarter turn ball valve, 4" piping, and with flex hose and stainless-steel hose clamps. The tank to pump line shall be equipped with a check valve to prevent pressurization of the water tank. The line shall be flow tested during the fire pump testing and shall meet applicable requirements of NFPA standards. The tank to pump valve shall be controlled at the pump operator's panel. The valve shall be an Elkhart three-inch (3") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. The valve shall be equipped with one (1) manually operated, pull rod with quarter-turn locking feature. The handle shall be equipped with a colour-coded name plate.	YES	NO	
	FIRE PUMP TO WATER TANK FILL LINE One (1) 2" fire pump to water tank refill and pump bypass cooler line shall be provided. The valve shall be a full flow quarter turn ball valve with 2" piping and flex hose to tank. The valve control handle shall have a nameplate located near the valve control.	YES	NO	

	The valve shall be an Elkhart two-inch (2") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. The valve shall be equipped with one (1) manually operated, pull rod with quarter-turn locking feature. The handle shall be equipped with a colour-coded name plate.			
	FIRE PUMP SPLIT SHAFT DRIVESHAFTS AND INSTALLATION The split shaft fire pump shall be installed and shall include installation of the fire pump, modification and/or fabrication of new drivelines and all pump-mounting brackets. The drive shaft(s) shall be spin balanced prior to final installation. (Specify mount style)	YES	NO	
	INTAKE RELIEF/DUMP VALVE One (1) Elkhart or TFT 40 or equal, 2-1/2" intake relief/dump valve preset at 125 psi shall be permanently installed on the suction side of the fire pump. The valve shall have an adjustment range of 75 psi to 250 psi, and shall be designed to automatically self-restore to a non-relieving position when excessive pressure is no longer present. Discharge side of the intake relief valve shall be plumbed away from the pump operator.	YES	NO	
	FIRE PUMP COOLING The fire pump shall be equipped with 3/8" cooling line from the pump to the water tank. This re-circulation line shall be controlled by a pump panel control valve with nameplate label noting it as the "fire pump bypass cooler". There shall be a check valve installed in the pump cooler line to prevent tank water from back flowing into the pump when it is not in use.	YES	NO	

	CHASSIS ENGINE HEAT EXCHANGER COOLING SYSTEM The apparatus shall be equipped with a heat exchanger for supplementary chassis engine cooling during fire pump operations. A manually opened valve, mounted at the operator's panel, shall direct water from the fire pump to the heat exchanger that is mounted in the engine radiator cooling hose. The system shall provide cooling water from the fire pump to circulate around the engine radiator coolant without mixing or coming in direct contact with the engine coolant. A nameplate label shall be installed on the pump panel noting "engine cooling system" with "on-off" opening directions noted.	YES	NO	
	CANADIAN UNDERWRITERS LABORATORIES CERTIFICATION The apparatus shall undergo a Canadian Underwriters Laboratories Incorporated inspection and test per current ULC standards, prior to delivery of the completed apparatus. These tests shall include pump, tank, weight, brake, and other applicable ULC inspection and testing. The test shall be performed on site by UL/ULC staff and shall include a listing of the apparatus as a fire fighting appliance. The manufacturer shall be ULC certified as a listed fire firefighting appliance manufacturer. The ULC acceptance certificate and listing label shall be furnished with the apparatus on delivery.	YES	NO	
	FIRE ULC PUMP TEST The pump shall tested in LPM (Liters per Minute).	YES	NO	
	LEFT SIDE -- 2-1/2" GATED INTAKE One (1) 2-1/2" gated suction intake shall be installed on left side pump panel to supply the fire pump from an external water supply. The control valve shall be a quarter turn ball valve and shall have 2-1/2" CSA female thread of chrome plated brass. The intake shall be equipped with a 3/4" drain and bleeder valve. A nameplate label and removable screen shall be installed.	YES	NO	

An Innovative Controls ¾" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift to open and push down to close. One (1) 2-1/2" plug shall be provided. The threads shall be CSA and the plug shall be equipped rocker lugs and chain or cable securement. The valve shall be an Elkhart two and one half-inch (2-1/2") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. The valve shall be equipped with one (1) manually operated, swing-type manual control located adjacent the intake. The control handle shall be equipped with self-locking feature. The valve shall be equipped with a colour-coded name plate.			
LEFT SIDE - 2-1/2" DISCHARGE One (1) 2-1/2" discharge shall be installed on the left side of the apparatus shall be controlled by a quarter turn ball valve. The discharge shall have 2-1/2" NST male hose threads. A colour coded nameplate label shall be provided adjacent the control handle. An Innovative Controls ¾" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift to open and push down to close. One (1) lightweight aluminum, white colour	YES	NO	

	coded, elbow with rocker lugs shall be provided with 2-1/2" NST swivel female x 2-1/2" CSA male hose threads. One (1) 2-1/2" CSA rocker lug white colour coded vented cap and cable or chain securement shall be provided. The specified valve shall be an Elkhart two and one half-inch (2-1/2") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. For valve actuation, the specified discharge shall be equipped with a side mount valve control. The ergonomically designed 1/4 turn push-pull T-handle shall be chrome plated zinc with recessed labels for colour coding and signage. The gear-control rod, double laminated locking clips, and rod housing shall be stainless-steel and provide true positive lock that will eliminate valve drift. Bronze and Teflon impregnated stainless-steel bushings in both ends of rod housing shall eliminate rod deflection, never need lubrication and ensure consistent long-term operation. The control assembly shall include a decorative chrome-plated zinc panel mounted bezel with recessed colour-coded label. One (1) 2-1/2" (65mm) diameter IC pressure gauge with (Dual Scale PSI/kPa) (0-400) shall be provided. The face of the gauge shall be a <u>WHITE</u> dial with black letters. The gauges will be located on the pump instrument panel.			
	RIGHT SIDE -- 2-1/2" DISCHARGE One (1) 2-1/2" discharge shall be installed on the right side pump panel area and shall be controlled by a quarter turn ball valve. The discharge shall have 2-1/2" NST male hose threads. A colour coded nameplate label shall be provided adjacent the control	YES	NO	

	handle. An Innovative Controls ¾" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift to open and push down to close. One (1) lightweight aluminum, black colour coded, elbow with rocker lugs shall be provided with 2-1/2" NST swivel female x 2-1/2" CSA male hose threads. One (1) 2-1/2" CSA rocker lug black colour coded vented cap and cable or chain securement shall be provided. The specified valve shall be an Elkhart two and one half-inch (2-1/2") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. For valve actuation, the specified discharge shall be equipped with a side mount valve control. The ergonomically designed 1/4 turn push-pull T-handle shall be chrome plated zinc with recessed labels for colour coding and signage. The gear-control rod, double laminated locking clips, and rod housing shall be stainless-steel and provide true positive lock that will eliminate valve drift. Bronze and Teflon impregnated stainless-steel bushings in both ends of rod housing shall eliminate rod deflection, never need lubrication and ensure consistent long-term operation. The control assembly shall include a decorative chrome-plated zinc panel mounted bezel with recessed colour-coded label. One (1) 2-1/2" (65mm) diameter IC pressure			
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	gauge with (Dual Scale PSI/kPa) (0-400) shall be provided. The face of the gauge shall be a <u>WHITE</u> dial with black letters. The gauges will be located on the pump instrument panel.			
	RIGHT SIDE PUMP PANEL -- 3" x 4" DISCHARGE One (1) 3" discharge shall be installed on the right side pump panel area and shall be controlled by a full flow 3" slow-close quarter turn ball valve. The discharge shall have 4" NST male hose threads. A colour coded nameplate label shall be provided adjacent the control handle. An Innovative Controls ¾" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift to open and push down to close. One (1) yellow colour coded elbow with 30 degree slant shall be provided. Threads shall be 4" Storz with lugs and manual locks x 4" female swivel NST with rocker lugs. One (1) 4" yellow colour coded Storz cap with cable or chain securement shall be provided. The specified valve shall be an Elkhart three-inch (3") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. One (1) Elkhart valve equipped with a manually operated pull rod, with quarter-turn locking feature and a manual slow-close device shall be provided on the specified discharge. The handle shall be equipped with a colour-coded name plate.	YES	NO	

	One (1) 2-1/2" (65mm) diameter IC pressure gauge with (Dual Scale PSI/kPa) (0-400) shall be provided. The face of the gauge shall be a <u>WHITE</u> dial with black letters. The gauges will be located on the pump instrument panel.			
	REAR SIDE -- 2-1/2" DISCHARGE One (1) 2-1/2" discharge shall be installed on the right side rear panel of the apparatus body and shall be controlled by a quarter turn ball valve on the pump panel. The discharge shall have 2-1/2" NPT x 2-1/2" NST male hose threads. The outlet shall be equipped with an engraved nameplate label shall be installed adjacent the valve control handle. An Innovative Controls 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift to open and push down to close. One (1) lightweight aluminum, blue colour coded, elbow with rocker lugs shall be provided with 2-1/2" NST swivel female x 2-1/2" CSA male hose threads. One (1) 2-1/2" CSA rocker lug blue colour coded vented cap and cable or chain securement shall be provided. The specified valve shall be an Elkhart two and one half-inch (2-1/2") swing-out ball valve. The valve shall have an all brass body with flow optimizing stainless-steel ball and dual polymer seats. The valves shall be capable of bi-directional flow and incorporating a self-locking ball. The valve shall not require lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance. For valve actuation, the specified discharge shall be equipped with a side mount valve control. The ergonomically designed 1/4 turn push-pull T-handle shall be chrome plated	YES	NO	

	zinc with recessed labels for colour coding and signage. The gear-control rod, double laminated locking clips, and rod housing shall be stainless-steel and provide true positive lock that will eliminate valve drift. Bronze and Teflon impregnated stainless-steel bushings in both ends of rod housing shall eliminate rod deflection, never need lubrication and ensure consistent long-term operation. The control assembly shall include a decorative chrome-plated zinc panel mounted bezel with recessed colour-coded label. One (1) 2-1/2" (65mm) diameter IC pressure gauge with (Dual Scale PSI/kPa) (0-400) shall be provided. The face of the gauge shall be a <u>WHITE</u> dial with black letters. The gauges will be located on the pump instrument panel.			
	MANUAL REAR DUMP VALVE The apparatus shall be equipped with a manual rear dump valve with a 180 degree swivel extension, square construction,			
	WATER TANK - 2000 GALLON The apparatus shall be equipped with a 2000 US gallon polypropylene water tank. The tank shall be equipped with a four-inch (4") overflow pipe (a six-inch (6") overflow pipe shall be provided if required by dump valve installation).	YES	NO	
	WATER TANK The apparatus shall be equipped with a rectangular tank.	YES	NO	
	DROP TANK (Porta Tank) The apparatus shall be supplied with a 2500 us gallon portable drop tank.			

	HOSEBED - SINGLE AXLE TANKER The hose bed compartment deck shall be constructed entirely from maintenance-free, extruded aluminum slats. The slats shall have an anodized, radiused ribbed top surface. The slats shall be of widths approximately 3/4" high x 6" wide and shall be welded into a one-piece grid system to prevent the accumulation of water and allow ventilation to assist in drying hose. The apparatus hose body shall be properly reinforced without the use of angles or structural shapes and free from all projections that might injure the fire hose. The main apparatus hose body shall run the full length of the apparatus body from behind the pump panel area to the rear face of the body. The upper rear interior of the hose body on the right and left sides shall be overlaid with brushed stainless-steel to protect the painted surface from damage by hose couplings.	YES	NO	
	HOSE BED STORAGE CAPACITY The hose bed shall be designed to have a storage capacity for a minimum of 10 cubic feet of fire department supplied fire hose.	YES	NO	
	ALUMINUM HOSEBED DIVIDER One (1) adjustable hosebed divider constructed of .250" aluminum shall be installed on the apparatus.	YES	NO	
	ALUMINUM HOSEBED COVER The hosebed shall be equipped with a reinforced hinged .125" aluminum diamond plate cover. The covers shall be of the sloped design for proper water runoff. Positive hold-open devices shall be provided to hold the door in the open position. The cover, approximately 72" wide with a center opening, shall be installed the full length of the hose bed. The hosebed cover shall be labeled, "Not a	YES	NO	

	Standing or Walking Surface", per NFPA.			
	MAIN HOSEBED DIVIDER One (1) transverse divider shall be included to separate the hosebed and fill tower dunnage area. One (1) stationary hosebed divider shall be provided in the main hosebed. The hosebed divider shall be fabricated of 1/4" smooth aluminum sheet stock, pressed into a "T" shaped aluminum extrusion for added strength along the bottom and front edges of the divider. Divider shall be bolted in place, front and rear, to allow for ease of removal or relocation.	YES	NO	
	MANUALLY OPERATED ALUMINUM HOSEBED COVER The polished aluminum treadplate hosebed covers extending the full-length and width of the main hosebed shall have lift up handles installed on each hose cover to manually open the hosebed covers.	YES	NO	
	HOSEBED LED LIGHTS Two (2) 48" long OnScene Solutions Access LED light shall be installed and produce approximately 10050 lumens per light. The light stick shall be rated at 100,000 hours of service and shall be provided with a 5 year free replacement warranty. The light shall have a 5/8" LEXANTM polycarbonate tube enclosure for severe duty applications. The light stick shall be waterproof and be connectible via a jumper wire to add additional lights in series if required. The LED lights shall be recessed into the underside of the hinged aluminum hosebed covers to provide illumination for repacking of fire hose. The 12 volt LED lights shall be automatically controlled by a switch which activates upon opening of the door. The lights shall also be connected to the hazard light in the chassis cab to indicate when the hose bed covers are in the open position.	YES	NO	

	REAR VINYL FLAPS FOR ALUMINUM COVER There shall be a vinyl flaps attached to each aluminum hosebed cover. The vinyl flaps shall cover the area on the rear of the hosebed from top to bottom. The flaps shall be independent of each other but attachable with velcro in the center. The bottom edge of the flap shall be shall be secured utilizing a hook and loop fastening system. The vinyl cover shall be red in colour.	YES	NO	
	HOSEBED RISERS Hosebed risers shall be provided and installed at the front and along each side of the main hosebed for added depth to meet the hose storage requirement. Risers shall form the right and left side vertical hosebed sides. Hosebed risers shall be constructed of the same material as the body and painted to match body colour.	YES	NO	
	BODY CONSTRUCTION The apparatus body shall be designed and built using a computer aided drafting and three dimensional modeling program. This engineering program shall have finite element analysis capability, so the design can be studied and stress points identified. This will allow for a total design review to ensure the strongest and most durable body possible. The use of this engineering system will ensure accuracy and repeatability for service parts in the event of accidental damage. The body components shall be fabricated using CNC equipment to cut and bend the individual body parts.	YES	NO	
	BODY WIDTH The overall width of the pumper body shall not exceed 98"	YES	NO	
	3/16" ALUMINUM BODY The compartment modules shall be fabricated using .190 5052H32 aluminum sheets. The individual compartment pieces shall be cut using a CNC high definition plasma or large cutting equipment. This design will ensure that all parts fit accurately.	YES	NO	

	These compartment modules shall bolt to the subframe creating a completely independent modular body.			
	ELECTROLYSIS CORROSION CONTROL The apparatus shall be assembled using ECK or electrolysis corrosion control, on all high corrosion potential areas, such as door latches, door hinges, trim plates, fenderettes, etc. This coating is a high zinc compound that shall act as a sacrificial barrier to prevent electrolysis and corrosion between dissimilar metals. This shall be in addition to any other barrier material that may be used. All 1/4" diameter and smaller screws and bolts shall be stainless-steel. Due to the expected life of the vehicle, proposals will only be acceptable from manufacturers that include these corrosion features.	YES	NO	
	COMPARTMENT TOPS The compartment top shall be formed from .190 aluminum treadplate, meeting NFPA slip resistant standards and shall extend down the side.	YES	NO	
	SUB-FRAME The apparatus shall be designed using a structural subframe, designed as an independent assembly, separate of the chassis frame. This will allow for a totally modular body, capable of being remounted to a different chassis if the need arises. Designs which do not use a modular subframe assembly will not be allowed. This subframe shall be designed using heavy duty 7 gauge steel and 5/8" steel plates to form a subframe capable of carrying the loads designated by the fire department. The subframe shall be designed to carry a minimum of 500 lbs per compartment, distributed. The subframe shall be assembled with "Huck" bolts to ensure maximum tightening and clamping force at all joints. It shall be bolted securely at the rear with a minimum of	YES	NO	

	four (4) 5/8" grade 8 bolts on each side and mounted at the front using four (4) spring loaded assemblies and lateral guides to allow for maximum twist, yet keeping the body aligned on the chassis. The subframe shall consist of formed 7 gauge cross members, spaced no more than 16-inches apart, to adequately support the water tank. There shall be 1/4" thick hard rubber channel pads covering the cross members, which will help prevent tank damage due to road shock. The tank shall be held in place by four (4) formed angle brackets, at least 3" high. These four brackets will prevent fore and aft and lateral movement of the tank. These cross members shall be attached to two (2) longitudinal 3x3 angles. These angles shall be at the ends of the cross members to allow the compartment to be attached and supported by these pieces. There shall be at least two down and out compartment supports under each compartment, ahead of and behind the rear wheels. After fabrication the entire subframe assembly shall be hot dip galvanized to prevent corrosion. The hot dip galvanized subframe shall have a lifetime warranty against failure due to corrosion. No exception to galvanized construction.			
	SINGLE AXLE WHEEL WELL LINER For ease of accessibility and maintenance, wheel well module shall be painted smooth aluminum plate. To fully protect the wheel well area from road debris and to aid in cleaning, a full depth (minimum of 25") radius wheel well liner shall be provided.	YES	NO	
	FENDERETTES The rear wheel wells shall be radius cut for a streamlined appearance. A polished aluminum fenderette shall be furnished at each rear wheel well opening, held in place with concealed stainless-steel fasteners.	YES	NO	
	ROLL UP DOOR CONSTRUCTION The roll up door(s) shall be fabricated from aluminum extrusions and be manufactured by ROM, no exception.	YES	NO	

	The door slats shall be double-wall extrusions with dimensions of 1.366" high x .315" thick. The exterior surface shall be flat and the interior surface concave to deflect loose equipment to prevent the door from jamming. Each slat shall have interlocking end shoes to prevent the slat from moving side to side resulting in binding of the door. Each slat shall be separated by a co-extruded PVC and rubber inner seal to prevent metal to metal contact and minimize dirt and moisture from entering the compartment. The inner seal shall not be visible from the exterior to maintain a clean appearance of door. The slats shall have interlocking joints with a folding locking flange to provide security and prevent penetration by sharp objects. The track shall be a one (1) piece aluminum assembly that has an attaching flange and finishing flange incorporated into the design that facilitates installation and provides a finished look to the door without additional trim or caulking. A low profile side seal shall be utilized to maximize usable compartment space. A drip rail designed to prevent water from dripping into the compartment shall be provided. The drip rail shall have a built in replaceable non-contacting seal to eliminate scratching of the surface of the door. Bottom rail extrusion must have smooth back to prevent loose equipment from jamming the door and have "V" shaped double seal to prevent water and debris from entering the compartment. The door latch system shall be a full width one (1) piece lift bar that enables the user to operate with one hand. The roll mechanism shall have a clip system that connects the curtain slats to the operator drum to allow for easy tension adjustment without tools. A four (4) inch diameter counterbalanced operator drum to shall be incorporated to assist in lifting the door.			
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	BODY CONFIGURATION The aluminum apparatus body shall be 160"-170" long	YES	NO	
	LEFT SIDE COMPARTMENTS COMPARTMENT HEIGHT The body compartments shall be 72" in height.	YES	NO	
	HARD SUCTION MOUNTING Hard suction shall be mounted to the vehicle in a way that both sections are located in the same area of the apparatus. Hard suction shall be accessible in a way that will not cause strain or stress to the persons accessing it.	YES	NO	
	SUCTION HOSE Two (2) 6.0" x 10 foot length of PVC flexible suction hose shall be supplied. The suction hose shall have light weight couplings provided.	YES	NO	
	FRONT BODY PROTECTION PANELS Aluminum tread plate overlays and panels shall be installed on the front of the body compartment from the lower edge to the top of the compartment doors.	YES	NO	
	CATWALKS Aluminum tread plate catwalks shall be installed on the top of the compartments.	YES	NO	
	REAR BODY PROTECTION PANELS The rear body panels of the body shall be a smooth material, to allow for the proper application and installation of a "Chevron" stripe on the rear.	YES	NO	
	REAR STEP - 16" BOLT-ON A 16" deep step surface shall be provided at the rear of the apparatus body, bolted in place and easily removable for replacement or repair. The tailboard shall be constructed of .188" aluminum diamond plate or equal	YES	NO	

	non-slip surface in compliance with NFPA #1901 standards. A label shall be provided warning personnel that riding on the rear step while the apparatus is in motion is prohibited.			
	REAR INTERMEDIATE STEP An intermediate fixed step shall be provided at the rear of the apparatus body, bolted in place and easily removable for replacement or repair. The intermediate step shall be constructed of .188" polished aluminum diamond plate or equal non-slip surface in compliance with NFPA #1901 standards and be approximately 8" deep x 48" wide.	YES	NO	
	ACCESS LADDER - REAR There shall be a swing out and down access ladder supplied and installed on the apparatus, for accessing the top of the apparatus. It shall be all aluminum and shall incorporate treads six (6") inches deep and no more than eighteen (18") inches apart. The ground to the first step dimension, on level ground, shall be no more than twenty-four (24") inches. The access ladder shall have integrated hand holds in the steps, to aid in the ascent/descent of the ladder. When in the deployed position the ladder shall have an angle of approximately 75-degrees to facilitate ascending and descending the ladder. The ladder shall be retained in the stowed and deployed position by two (2) gas cylinders and shall not require the use of latches to hold it in position.	YES	NO	
	HANDRAIL REAR STEP One (1) extruded aluminum non-slip handrails, approximately 60" in length, shall be provided and vertically mounted on the rear of the apparatus, on the right side of the body.	YES	NO	

	HANDRAIL BELOW HOSEBED One (1) extruded aluminum non-slip handrail, approximately 48" in length, shall be provided and horizontally mounted below the hosebed on the rear of the apparatus (rear edge of the intermediate step).	YES	NO	
	EXTRUDED ALUMINUM RUB RAILS Full body length polished aluminum rub rails shall be bolted in place on the lower right and left body sides. The side rub rails shall be a heavy extruded aluminum "C" channel. There shall also be a bolt on aluminum corner casting on each rear corner to blend the rear tail board assembly with the side rub rails.	YES	NO	
	NYLON SPACERS FOR RUB RAILS There shall be nylon spacers provided between the rub rail and the body. This shall allow wash out and replacement in the event of damage.	YES	NO	
	BODY PAINT PROCESS FACILITY CERTIFICATION The paint facility shall be in current compliance with 40 CFR (code of federal regulations) part 63 subpart HHHHHH national emission standards for hazardous air pollutants: Paint stripping and miscellaneous surface coating operations at area sources (6H-NESHAP). Spray guns shall also be compliant certified by paint gun manufacturer. CAB / MODULE PREP Prior to assembly, all joints and seams are to be mechanically etched. All welds shall be ground smooth prior to priming. The bare substrate of the module is first cleaned with a strong surface cleaner to remove fabrication and pneumatic tool oils. <i>The reason? Cleaning the surface prior to sanding prevents oils and contaminants from being imbedded into the substrate.</i> After sanding process, a mild surface cleaner removes any sanding dust residue along with pneumatic tool oil. A waterborne surface cleaner is available in case substrate was touched with bare hands or skin.	YES	NO	

	The following steps must be followed in sequence to properly apply paint to the Fire truck cab, chassis or module. SURFACE PREP •Clean entire modular body with Sikkens OTO using the two-cloth method, wipe on wet, wipe dry. <i>Reason: Wiping our surface cleaners on wet, contaminants loosen and float to the top. Those floating contaminants then get wiped off with an absorbent towel.</i> •Using an orbital sander, (where polyester filler will be applied) 80-grit is used to provide a mechanical tooth for optimal adhesion. 180-grit is then used surrounding the 80-grit area. Sikkens M600 surface cleaner is then used to remove sanding dust and pneumatic tool oil. If bare hands or skin accidentally touched the surface, Sikkens Autoprep waterborne cleaner is used to remove natural oils. <i>Again: All surface cleaners are applied wet with one towel and wiped dry with another.</i> •approved polyester body filler is then applied over the 80-grit ground areas to cover the imperfections from welds. When body filler dries, it's first sanded with 80-grit then finish sanded with 180-grit to remove all 80-grit sand scratches. Blow off surface dust using approved air wand. •After body work has been completed, the rest of the aluminum substrate on module gets sanded with 80-grit sandpaper until the surface is bright and sand scratches are consistent. Module gets blown off again to remove all sanding dust. •Step 1 is essential in achieving proper adhesion. EPOXY PRIMER AND HIGH BUILD PRIMER SURFACER APPLICATION PROCESS: •First, if sanded aluminum substrate has not been primed within 8 hours, aluminum substrate gets re-abraded to remove oxidation that may have begun on aluminum surface. Aluminum substrate gets cleaned with Sikkens M600 surface cleaner using the 2-towel method. Surface cleaners do not get applied over body filler due to polyester filler being absorbent. •One (1) coat of AkzoNobel LV262 Epoxy primer is applied. This epoxy primer slows			
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	down corrosion from happening if in case the unit (once out in the field) has stone chips or scratches down to aluminum. This product is a 2-component epoxy primer meaning it mixes with a hardener. Paint technicians are trained to properly apply this product to achieve a minimum of 1 mil DFT (Dry film thickness) required by AkzoNobel. A blank module schematic showing specific areas to measure dry film thickness is completed on each module /unit. •Allow LV262 25 minutes minimum dry time prior to applying AkzoNobel LV650 primer surfacer. Apply two to three wet coats of AkzoNobel LV650 two component low VOC high build primer surfacer. A dry film thickness of up to 8 mils can be achieved prior to sanding. Minimum flash between coats is 30 seconds to 5 minutes. LV650 surfacer dries 3 different ways. 8 hour dry without accelerator, bake for 1 hour at 140-degrees or accelerate which allows technicians to sand in 45 minutes @70-degrees. SANDING: •Block sand entire module with 320-grit sandpaper minimizing any accidental cut throughs on edges. Blow off body with air gun and move module into paint booth. PRE TOPCOAT PREPARATION •Clean areas where approved seam sealer is applied with Sikkens M600 surface cleaner. If by accident, bare hands or skin touched surface on cab or module, Autoprep waterborne cleaner is used on these areas prior to using M600 cleaner. Both cleaners are used with the 2-towel method. •Seam seal with approved non-shrinking moisture cured urethane seam sealer. Technicians follow seam sealer technical data sheets pertaining to application and dry times prior to applying AkzoNobel BT650 basecoat or 650 Topcoat single stage paint. •Clean module with M600 surface cleaner. If by accident, bare hands or skin touched surface on module, Autoprep waterborne cleaner is used on these areas prior to using M600 cleaner. Both cleaners are used with the 2-towel method. •If there are any visible cut throughs, paint techs first use a pre-treatment Alodine wipe followed by one coat of reduced LV262			
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	epoxy primer over these areas and give a 20-minute flash prior to applying BT650 basecoat or Topcoat. •Tack rag unit to remove any lint or dust that could have landed on surface. TOPCOAT PROCEDURE •Mix BT650 basecoat or Topcoat (single stage) polyurethane paint. •Fluid and spray pattern checks are done prior to applying BT650 base, Topcoat and Clear coat. •Apply BT650 basecoat until complete coverage is achieved. If Topcoat is applied, a minimum of 1.8 mils is recommended after cut and buff procedure. Note: Topcoat doesn't get clear coated. •Allow solid colour BT650 basecoat to flash 20 minutes prior to applying 3 coats Sikks LV651 Glamour Clear coat. •If a metallic colour, allow BT650 basecoat to flash 45 minutes prior to applying 3 coats LV651 •Glamour Clear coat. Bake body for 45 minutes once surface temp has reached 140-degrees. •The mil thicknesses are as follows: • Autocoat BT LV262 Epoxy Primer1.0 to 1.5 mils • Autocoat BT LV650 2K Primer Surfacer1.0 to 3.0 mils • Autocoat BT LV650 Basecoat colour1.0 to 1.8 mils •Autocoat LV651 Clearcoat2.0 to 3.0 mils • Combined total:5.0 to 9.3 mils			
	APPARATUS COLOUR L0762EY MED RED ELITE EY to match the Freightliner chassis paint.	YES	NO	
	INTERIOR COMPARTMENT FINISH The interiors of the body compartments shall be painted light gray.	YES	NO	
	TOUCH-UP PAINT One (1) two (2) ounce bottle of touch-up paint shall be furnished with the completed truck at final delivery.	YES	NO	

	LETTERING The fire department shall supply the apparatus lettering.	YES	NO	
	CAB AND BODY STRIPE A straight Scotchlite reflective stripe, 4" in width, shall be applied horizontally around the cab and body in compliance with applicable NFPA 1901 standards. The purchaser shall specify the colour and location of the stripe. The colour of the 3M brand striping material shall be white.	YES	NO	
	CHEVRON STRIPING The entire rear portion of the body shall have Oralite V98 reflective red and yellow striping installed. The chevron style striping shall be applied at a 45-degree upward angle pointing towards the center upper portion of the rear panel.	YES	NO	
	REFLECTIVE STRIPE DOOR INTERIORS Reflective striping shall be installed on the interior of each chassis door. The lower portion of the door shall have red and yellow Chevron applied to it that matches the rear of the apparatus. A matching reflective stripe shall be applied on the vertical outer edge of the door.	YES	NO	
	YELLOW SAFETY TAPE - STANDING & WALKING SURFACES The apparatus shall meet NFPA standard 15.7.1.6 designating any horizontal standing or walking surface higher than 48-in (1220 mm) from the ground and not guarded by railing or structure at least 12-in (300 mm) high shall have at least a 1-in (25 mm) wide safety yellow line delineation that contrasts with the background to mark the outside perimeter of the designated standing or walking surface area, excluding steps and ladders.	YES	NO	
	WHEEL CHOCKS Two (2) standard aluminum wheel chocks shall be provided.	YES	NO	

	FIRE EXTINGUISHER One (1) 20# ABC dry chemical fire extinguisher shall be provided with mounting. The extinguisher shall have a pressure gauge and filled with a dry chemical extinguishing agent.	YES	NO	
	KOCHEK EQUIPMENT The following Kochek equipment shall be supplied with the offered vehicle: Two (2) set(s) of Kochek KS34 storz wrenches are included. Each set includes the following components: • one (1) wrench holder • four (4) 4"-5" storz x universal spanner wrenches The wrench set shall be shipped loose for fire department installation.	YES	NO	

2.8 Additional certificates to be included with the bid form:

- ☐ An Underwriters' Laboratories of Canada (U.L.C.) certificate;
- ☐ A Canada Motor Vehicle Safety Standards (C.M.V.S.S.) certificate;
- ☐ A Canadian Welding Bureau certificate for aluminum certifying that the bidder complies with the CSA W47.2;
- ☐ A Canadian Welding Bureau certificate for steel certifying that the bidder complies with the CSA W47.1;
- ☐ The bidder shall include with the bid a written document confirming the warranties offered to the contracting authority to cover the vehicle, including components and equipment. This document shall contain all the required information regarding the nature, scope, length and terms of these warranties.
- ☐ A general plan (left side, right side, back) bearing the signature, the number, and the seal of an engineer having at least five years of experience in the manufacturing of fire trucks;
- ☐ An example of the electrical diagram will be provided at the delivery of the vehicle;
- ☐ A sample of the electrical wiring with colour codes, functions and numbers;
- ☐ Manufacturer shall be a member of the Fire Apparatus Manufacturer Association (FAMA) and should provide a copy of the certificate.

FT-3 Proponent's Declarations

- 3.1 The Proponent declares that it has obtained and read the Contract Documents.
- 3.2 The Proponent declares that it understands and agrees to be bound by the Contract Documents.
- 3.3 Without limiting the generality of Section FT-3.2, the Proponent declares that it has, at the time of submission, fulfilled all of those obligations under the Contract which are required to be fulfilled by the time of submission.
- 3.4 The Proponent declares that all information which it has provided or will provide to the Owner is true.

FT-4 Proponent's Offer

- 4.1 The Proponent offers to do the work in accordance with the Contract Documents.
- 4.2 The Proponent offers to do the work and to accept payment at the prices specified in the Schedule of Prices in Section FT-5 of the Proposal, in accordance with the Contract Documents.
- 4.3 The Total Proposal Price, based on the Schedule of Prices is:

_____ DOLLARS

(\$_____)

FT-5
5.1

Schedule of Prices

The Schedule of Prices attached is Section FT-5.2 of the Proposal.

This offer is made this _____ day of _____, 20____

Signature of Witness
(only if required by TC-1)

Signature of Proponent
(Corporate Seal if required by TC-1)

Signature of Proponent
(Second Signature if required by TC-1)

Print Name of Proponent(s)

FT-5.2 SCHEDULE OF PRICES

CONTRACT NUMBER 2025-014 Supply and Deliver One (1) New Tanker Fire Apparatus			
Item	Spec. Code	Item Description	Total
1	SP-C-1	Supply and Deliver One (1) New Tanker Fire Apparatus	
Less Concessions/Discounts on Item #1			-
Total Proposal Price (Transfer Amount to FT-4.3 of the Proposal)			

- 5.3 All prices to be shown excluding HST.
- 5.4 All prices shall be in Canadian Dollars and must **include FOB to the Township of Perry Fire Station, 64 Old Government Rd, Emsdale, ON, P0A 1J0**. Total bid price shall include applicable customs duty, excise tax, freight and freight tax, insurance, and all other charges of every kind attributable to the work
- 5.5 The Corporation of the Township of Perry is part of the Broader Public Service of the Province of Ontario and as such may be eligible for concessions (discounts) on vehicles included in the Ministry of Government Services. Any bids shall include such discounts when available.

SECTION C

SPECIAL

PROVISIONS

TOWNSHIP OF PERRY SPECIAL PROVISIONS

No. SP-C-1

1.0 SCOPE

- 1.1 In this contract, *Owner, Township or Township of Perry* can be used interchangeably and means *The Corporation of the Township of Perry*.
- 1.2 This proposal is for the supply and delivery of one new tanker fire apparatus as specified. All vehicles shall come fully equipped as specified and fully ready for service upon delivery.
- 1.3 The Contractor shall be a factory authorized dealer and be a licensed Motor Vehicle dealer for the Province of Ontario.
- 1.4 The Contractor shall abide by all Federal, Provincial and Municipal Laws, Acts, Ordinances, Regulations, Orders-in-Council and By-laws at all times relative to the performance of the work. This shall include full compliance with the Occupational Health and Safety Act.

2.0 TRADE IN

- 2.1 The trade-in vehicle is as follows:
NO TRADE IN VEHICLE

3.0 PAINT COLOUR

- 3.1 Paint colours shall be as specified in the Schedule of Specifications in the Form of Proposal. Final approval for all paint colours must be provided by the Owner prior to ordering. Approval by the Owner will occur within 5 business days of receiving the paint samples from the Contractor.

4.0 DELIVERY

- 4.1 Delivery shall be to the **Perry Township Fire Department, 64 Old Government Rd, Emsdale, ON, P0A 1J0**. A minimum of 48 hours' notice shall be provided to **Douglas Holland, Fire Chief by phone at 705 636-5311 or via email at firechief@townshipofperry.ca**. Delivery shall occur Monday to Thursday 9:00 am to 4:00 pm local time and shall not occur on any Provincial and/or Federal statutory holidays (including Easter Monday and Civic Holiday).
- 4.2 Delivery shall occur no later than December 15, 2025.
- 4.3 An authorized representative of the manufacturer shall provide demonstration of the completed vehicle. One (1) day of orientation shall be provided and performed by a qualified representative of the manufacturer.

5.0 CONCESSIONS AND DISCOUNTS

- 5.1** The Corporation of the Township of Perry is part of the Broader Public Service of the Province of Ontario and as such may be eligible for concessions (discounts) on vehicles included in the Ministry of Government Services. Any bids shall include such discounts where possible.

6.0 EXTRA WORK, ADDITIONAL WORK AND/OR CHANGES IN THE WORK

- 6.1** No Extra Work, Additional Work and/or Changes in the Work shall be completed without the prior written approval of the Contract Administrator.
- 6.2** Extra Work, Additional Work and/or Changes in the Work must be identified as such by the Contractor when submitting the request for approval and no claims shall be made related to delays by the Contractor in requesting approval to complete Extra Work, Additional Work and/or Changes in the Work.
- 6.3** Despite anything stated elsewhere in the Contract, approval from the Contract Administrator shall be received before completing any Extra Work, Additional Work and/or Changes in the Work. Failure to obtain prior written approval may result in non- payment for this portion of the work.

7.0 INDEMNIFICATION

- 7.1** The contractor shall indemnify and hold the Corporation of the Township of Perry harmless from and against all claims, liability, losses, actions, demands, damages, costs and expenses, including reasonable legal fees, occasioned wholly or in part by any negligence acts or omissions, whether willful or otherwise by the contractor, its agents, officers, employees or other persons for whom the contractor is legally responsible in the performance of this agreement.

8.0 PAYMENT

- 8.1** Payment at the contract price for the proposal item shall include full compensation for all labour, equipment and materials required to complete the work as per the proposal documents.
- 8.2** The Township shall pay for the Work upon completion and receipt of an itemized invoice sent in by the Contractor to the Accounts Department at tpaccounts@townshipofperry.ca. All invoices related to this proposal shall reference the proposal number and the purchase order number provided.
- 8.3** The Township's standard payment term is net thirty (30) days, however failure to submit an invoice with the required information could result in delay

of payment.

- 8.4** The Township pays the Harmonized Sales Tax (HST) where applicable and should be shown separately on the invoice. The Contractor shall include the HST Registration Number on all invoices.