



**Antioch Fire Department  
First Fire Protection District**

John R. Nixon, Fire Chief  
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***Antioch Fire Department / First Fire Protection District***

***Request for Proposal- RFP FD 01-11***

***Performance Based Apparatus Proposal for***

***One (1) Rescue / Pumper Fire Apparatus***

The Antioch Fire Department / First Fire Protection District serves a community of approx. 21,000 residents located in Lake County IL, operating out of three(3) fire stations and covering roughly 40 square miles.

**Instructions to Proponents**

- **The Antioch Fire Department/ First Fire District invite submissions from interested parties for the design and construction of one (1) Rescue Pumper Fire Apparatus to be built on a custom chassis and to be delivered no later than 300 days from award of contract. The budget line for this item is \$395,000.00.**
- Due to the unique one of a kind design of this apparatus, and the potential for minor design changes or modifications in the construction and inspection process, a contingency amount of \$5000.00 will be included in the bid amount to be used as needed. Funds not used in this contingency fund will be deducted from final billing at time of delivery. Upon acceptance of a final specification from the successful bidder, absolutely no deviation from the bid specs shall be considered without written approval, in the form of a change order, approved by the Fire Chief or his approved designee.
- Sealed proposals will be received until **4:00pm Central Standard Time Tuesday, March 22<sup>nd</sup> 2011** at the following address:

**Antioch Fire Station 1  
835 Holbek Drive  
Antioch IL, 60002  
Attn: Apparatus Committee**

- Public Opening of the received proposals will be held at the closing time.
- Proposals received after this date and time will be rejected.
- Once a contract has been awarded, the name of the successful bidder will be available to anyone upon request. All submissions become the property of the Antioch Fire Department / First Fire Protection District.
- Copies of the Request for Proposal and future addendums are available for download from the Fire Department website: [www.antiochfire.org](http://www.antiochfire.org).
- Proposals transmitted by facsimile machine or email will not be considered.
- Proposals submitted are irrevocable once they are submitted.
- Any questions and/or clarifications shall be sent in writing, via email. Phone calls and/or voicemails wishing to clarify this RFP are prohibited.
- Questions regarding the services required or information contained herein should be directed to Chief John Nixon; [JNixon@Antioch.IL.Gov](mailto:JNixon@Antioch.IL.Gov) and Lt. Chris Lienhardt; [CLienhardt@Antioch.IL.Gov](mailto:CLienhardt@Antioch.IL.Gov) .

### **Definitions**

In the contract, unless the context otherwise requires:

- “Department” shall mean the Antioch Fire Department/First Fire Protection District
- “Supplier/Vendor” shall mean the party awarded the contract by the Department
- “Department Representative” shall mean the managers, employees, and agents of the Department designated to administer work under this contract.

### **Proposal / Manufacture Guarantee**

- All proposals shall be accompanied by a Surety Bond or cashiers check in the amount of not less than five percent (5%) of the total proposal price, payable to the purchaser.
- A 100% Performance bond will be required from the successful Supplier.

### **Proposal Submissions**

- The Proposal Summary must be completed and returned with all initialed pages of the RFP documents prior to the closing time in a sealed envelope clearly marked on the outside **“Request for Proposal: Rescue Pumper Apparatus”**
- The legal name and address of the proponent shall be used on the proposal documents and the documents signed by an authorized agent of the supplier.
- All costs incurred by the proponents in the preparation and presentation of their proposal will be at their own expense.

### **Discrepancies or Omissions**

- Proponents finding discrepancies or omissions in the Request for Proposal documents, or having any doubts to the meaning or intent of any part thereof, should immediately notify the Department contact in writing, which may send written instructions or explanations to all proponents on record with the Department. No responsibility will be accepted for oral instructions. Addenda or

correspondence issued during the Request for Proposal period shall be considered part of this document and become part of the final Contract documents.

### **Withdrawal of Proposal**

- Proposal submissions may be withdrawn personally, by written notice, provided the Department contact receive such notice of withdrawal, prior to closing date and time.

### **Revision of Proposal**

- A proposal already delivered may only be revised in the following manner, and the revision must be plainly referable to a particular proposal.
- Revisions to proposals already received shall be submitted by signed letter only, and follow the same manner for addressing as the original RFP. The revision must state only the amount of which a figure is to be increased or decreased, or a specific direction as to the exclusion or inclusion of particular words.

### **Acceptance of Proposals**

- The Department may not necessarily accept the lowest priced proposal or any proposal. At its sole discretion, the Department reserves the right to reject any or all proposals received and to accept any proposal, which the Department considers advantageous, whether or not it is the lowest priced proposal. The Department is not under any obligation to award a contract, and reserves the right to terminate the Request for Proposal process at any time, and to withdraw from discussions with any or all of the Proponents who have responded.

**The Department shall not be obligated in any manner to any Proponent what so ever until a written agreement has been duly executed relating to an approved proposal. No contract is formed as a consequence of this invitation to submit proposals.**

- The Department reserves the right to accept the proposed offer in total or in part, to reject any or all offers, to waive any minor informalities, irregularities, or technicalities, and to accept the offer deemed most favorable to the Department.
- Proposals must meet all the requirements herein to be eligible for consideration. Proposals that are unsigned, incomplete, conditional, illegible, unbalanced, and obscure or contain additions not called for, reservations, erasures, alteration or irregularities of any kind may be rejected as informal.
- The Department reserves the right to obtain additional information from the short-listed Proponents to clarify the information in their submission, and/or conduct interviews to discuss their suitability for the project.
- The Department shall not be obligated to either accept or reject any non-compliance with the requirements of this request.
- In the event that only one proposal is received, the Department reserves the right to return the proposal unopened. Proposals received after the closing time will not be opened.

## **Contract Negotiation**

- The Department reserves the right to negotiate specific terms of the contract with the proponents prior to the final award of the contract. The Department also reserves the right to negotiate specific terms of the contract with the Contractor as the contract progresses.

## **Solicitation of Employees**

- Bidders and their Agents are hereby warned that any attempt to solicit individual members of the Selection Committee, Management and Employees of the Department or the respective Boards in regard to the award of this contract may jeopardize the favorable consideration of their proposal.

## **Confidentiality and Security**

- This document or any portion thereof may not be used for any purpose other than submission of proposal. The successful Proponent shall agree not to divulge or release any information that has been given to it or acquired by it on a confidential basis during the course of carrying out its duties or performing its services. It is the Department's policy to maintain confidentiality with respect to all confidential related to the RFP; however, the Department is subject to the Freedom of Information and Privacy Act.

## **Qualifications and Experience**

- The Department seeks proposals from qualified Suppliers offering complete service facilities, within a reasonable distance from our main Fire Station. After delivery support and service shall be considered when evaluating the submitted specifications; including the location, information and capabilities of the local service center and number of personnel on site to perform service. Service personnel must be available 24-hours per day, 7 days a week to provide emergency service or technical support as required by the Department. The local facility should include mobile service capability as well to provide "On-site" service of the apparatus.

## **References**

- Proponents are to provide with their proposals a list of Fire Departments within 100 miles of the Department's Main Fire Station with which you are currently or have recently supplied apparatus, which is identical or similar to that which is being proposed in this Request for Proposal. Please show date of contract, department name, contact name and phone number for each reference.

## **Selection Criteria**

- The evaluation criteria will include, but not be limited to: proponent's offer, overall value; proponents financial stability, ability to meet specifications; general suitability; past performance; delivery dates; availability of parts and service; supplier qualifications and experience; references; prices bid; operating costs; value of warranty, and any value added offerings.

## **Registration of Intent to Bid**

- Bidders should complete and immediately return the form titled "Registration of Intent to Bid" appearing at the end of this section. Failure to do so may result in your company not receive addenda and other correspondence related to this Request for Proposal.

## **Delivery**

- To insure proper break in of all components while still under warranty, The Apparatus shall be delivered under its own power-rail or truck freight shall not be acceptable. A qualified delivery engineer representing the contractor shall deliver the apparatus and remain for a sufficient length of time to instruct personnel in the proper operation, care and maintenance of the equipment delivered. The truck shall remain insured by the builder until official acceptance by the Department.

## **Information Required**

- The apparatus shall have mounted in the driver's area a plate, which specifies the quantity, and type of fluids required; including engine oil, engine coolant, transmission, pump transmission lubrication, pump primer and drive axle.

## **Exceptions**

- All exceptions shall be stated no matter how seemingly minor. Any exceptions not taken shall be assumed by the Department to be included in the proposal, regardless of the cost to the bidder. Exceptions will be referenced to the paragraph, page number and item number where the supplier has taken the exception; and technical information, drawings or photographs about the exception shall be provided within the submitted specification.
- Exceptions may be considered if they are equal to or superior to that specified and provided they are listed and fully explained on a separate page.
- The Department will be the sole judge as to the acceptability of any of the items listed as exceptions, and the decision of the Department will be final.  
**Proposals taking total exception to specifications shall not be acceptable.**

Antioch Fire Department / First Fire Protection District

Request for Proposal- RFP FD 01-11

Performance Based Apparatus Proposal for

One (1) Rescue / Pumper Fire Apparatus

**Registration of Intent to Bid**

To ensure that you receive any addenda and other correspondence related to the Request for Proposal, you are required to return this sheet by Mail to

Lt. Chris Lienhardt at the following address:

Antioch Fire Department/First Fire District

835 Holbek Drive

Antioch IL, 60002

The following information is required (please print):

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Contact Name & Phone number: \_\_\_\_\_

Title: \_\_\_\_\_

Email Address: \_\_\_\_\_

Date: \_\_\_\_\_

## **Specifications**

### **Design Features for Rescue / Pumper Fire Apparatus**

- The Request for Proposal is not intended for the Department to supply detailed, comprehensive technical specification for the construction of the required apparatus. It is recognized by the Department that the selected manufactures that have been requested to provide proposals will incorporate our ideas into their designs, details, finishes, and fabrication processes and ensure all design features are achievable prior to the finished specifications being submitted. It is understood that it is not efficient for the purchaser to specify in detail how the apparatus is to be structurally built. The manufacturer is required to build the apparatus to comply with all applicable Federal and State motor vehicle regulations and the current NFPA 1901 standards.
- The intent of this Request for Proposal is to provide the essential design features that are desired by the Department in a finished apparatus. When specific features require additional information to clarify the item supplied, such as a specific model number or quality of an accessory, the Manufacturer will list such in their proposal and supply documentation.
- As stated above; this RFP shall serve as an overview of the design features the department wishes to see incorporated into a specification; however if the bidder feels there is a suitable alternative and/or upgrade to some of the basic information provided, the bid should indicate any upgrade as an optional item.
- The Supplier will provide the Department with three (3) copies of a completed specification and four (4) copies of the complete five sided drawings as well as one copy of all documents and drawings electronically in a format suitable for review, such as PDF. The Manufacturer shall provide any appropriate information on material, fabrication, and finish specifications that will be applied in the construction of the apparatus, as these are not specifically listed in this Performance Based Rescue Pumper Request for Proposal. The manufacturer shall include pricing along with the specifications.
- The Department will then review each proposal and identify any changes or additions to each specification and/or drawings. Upon the completion of the review, the revised specification and drawings will be returned to the respective manufacturer to complete a final pricing bid on the construction of the apparatus.
- The proposed contract to be awarded will be for the design, construction, and delivery of one (1) Rescue Pumper.
- A minimum of three (3) site inspection visits for four (4) Department personnel will be required and paid for by the Department. An approximate time line will be as follows:

- Pre-paint inspection and review
- Final Inspection
- Final Acceptance-prior to delivery

The Final Inspection trip shall include direction provided by the Department to the vendor on mounting of certain loose equipment.

The Final Acceptance should be scheduled after all items have been addressed, and will include a demonstration of all features of the apparatus including, but not limited to the Fire Pump, Generator, lighting etc. while at the factory to provide a quick response to any issues that may arise.

The following list contains features some of which are mandatory and some are desirable. The supplier is also invited to highlight features, accessories and details that surpass the scope listed in this Performance based Apparatus Proposal.

### **Demonstration Apparatus / Stock Units**

- In the event a vendor as a demo/stock apparatus that closely meets the intent of this Request for Proposal, said vendor may include information about the demo/stock unit, however this is NOT acceptable as the primary specifications submitted. Submission of a demo/stock unit only shall be considered non-compliance and cause for disqualification. A submission of a Stock/Demo unit shall include the wording "Alternate Bid".

### **Cab and Chassis**

The Department requests the proposed apparatus shall be built on a custom chassis with tilting cab and the following additions:

- **The roof over the rear crew seating area shall be raised by a minimum of 10 inches.**
- **The Cab and Chassis shall not be constructed of dissimilar metals.**
- The GAWR and GVWR of the chassis shall be adequate to carry the fully equipped apparatus including all tanks filled, the specified hose load, unequipped personnel weight, ground ladders and miscellaneous equipment as allowable per NFPA Criteria. The unequipped personnel weight shall be calculated at 200lbs per person times the maximum of persons that ride on the apparatus.



- The cab shall contain seating for a total of five (5) personnel, including two (2) upfront and three (3) in the rear cab area. The four rear passengers seats shall be SCBA type seats with quick and easy disconnect systems.
- The Officers seat shall be an SCBA seat.
- The rear cab area shall contain compartment(s) typically referred to as EMS cabinets, and these compartments shall include power, as well as a means to secure them.
- All exterior cab doors shall include a power locking mechanism with a keypad on the exterior of apparatus for access.
- The cab and chassis shall meet the requirements of the National Fire Protection Association Standard 1901, (2009 or latest edition).
- The cab will have insulation to reduce the noise level while driving and must have a heating/defrost system and air conditioning system capable of heating or cooling the entire cab area during extreme weather conditions. The separate air conditioning unit shall be mounted of the roof of the cab and shall have separate controls available in the rear seating area.
- The cab will be painted Black over Red and will have reflective striping applied to match our existing fleet regarding style, and any lettering shall match existing style/type currently found on our apparatus. The exact color to be determined during Pre-Construction meeting.
- The supplier shall state what safety features are proposed for the new chassis; i.e. traction control, air-bags, roll-over protection etc.
- Cab interior shall have surfaces to withstand the extreme wear and tear the vehicle will be subjected to during its service life.
- Cab interior shall be of a design that allows for ease of communication within the cab space.
- The Cab and Chassis shall include an automatic lubrication system, accessible for service once the cab is tilted in a forward position.
- Chassis rear suspension shall be an air-ride suspension.

### **Height and Length**

- The overall length of the apparatus should not exceed 408 inches (34feet). Overall height shall not exceed 144 inches (12 feet).

## **Angle of Departure**

- It is critical to obtain the maximum angle of departure on the front and back of the apparatus. Indicate on the drawings the angle of departure that your apparatus design will have.

## **Engine**

- The engine will be rated at a minimum of 400 horsepower
- **Extended Front Bumper**
  - There shall be a 24" extended front bumper to include piping for a 1.75 discharges and well style storage for approx 100ft of 1.75 firehose and 25 ft of 5" supply hose.
  - There shall be an additional storage compartment approx. 10"x12" w/ a flush mount lid to hold hydrant wrench, spanner wrenches etc.
  - The front bumper shall be constructed of Structural Steel and shall be covered with Black & Red Chevron reflective striping.
  - The front bumper shall contain two(2) grover-stuttertone air horns.
  - The front bumper shall include a 6" intake, controlled at the pump panel.
  - The mounting of the 6" intake shall be in a manner that does not interfere with deployment of the front bumper line or tilting of the cab.
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## **Wheels**

- Front and rear wheels will have aluminum rims and shall have appropriate tires for a vehicle of this design.

## **Mirrors**

- Mirrors shall be forward mounted ,heated mirrors with remote cab operation capability, mounted on the doors.

## **Electrical wiring and diagrams**

- Two (2) complete as built wiring diagrams of the apparatus body and how it is tied to the chassis and all added components will be supplied to the Department. Wiring shall be color-coded and function labeled on every wire. Supply all details of switches, breakers, panel box etc. All wiring shall be encased in a loom to protect the wiring from damage.

## **Compartments / Apparatus Body**

- Apparatus body shall be designed to get maximum height and depth available, commonly referred to as Full Depth / Full Height or “Rescue Pumper Style” body. All shelving will be mounted on adjustable tracking to allow vertical adjustment. There shall be a minimum of two (2) shelves in each compartment, with “Turtle Tile” on all compartment floors, shelves, and roll out trays.
- The mounting surfaces of each cabinet shall be constructed in a manner that allows for the flexible mounting of loose equipment, similar to Diamond Plate or Pack Track style mounting systems. Exact location of loose equipment shall be determined prior to delivery of apparatus at the factory.
- Compartments shall be finished in a material designed to protect the interior surface of the compartment.

## **Interior Cab and Compartment Lighting**

- Compartment lighting shall be L.E.D. style lights installed in a manner that provides illumination of the entire compartment and all equipment is visible at night. The cabinet lighting shall be mounted in such a manner that directs the maximum amount of light towards the interior area of the compartments. By way of explanation; rope lighting shall be mounted facing towards the interior of the cabinet, and L.E.D. lighthoods shall be mounted on each side of the compartment and the top of compartment.
- Interior cab lighting shall include both “white” and “red” lights, of an L.E.D. type that can be selected independent of one another by personnel. These lights should be mounted in such a manner to insure the entire cab is illuminated at night.

## **Apparatus Body Doors**

- All doors around the apparatus body shall be pan style doors, providing a visual and audible warning in the cab to indicate a door open condition when the apparatus is placed into gear.
- The interior of each door shall include reflective marking around the door to provide maximum visibility.

## **Department of Transportation and Emergency Lighting**

- All marker lights, turn signal lights, tail lights will be LED
- All emergency lighting shall be LED and meet or exceed NFPA standards. The cab mounted LED light bar shall include traffic pre-emption device. The rear of the apparatus shall have no less than six (6) LED warning lights on the body, with exact color to be determined during pre-construction.

## **Truck Body and Scene lighting**

- Lighting shall be installed under the body and cab to light the ground below, and be activated upon activation of the parking brake, and shall be LED style lighting. This lighting shall provide sufficient lighting to illuminate all areas of the apparatus

## **Air compressor / Battery Conditioner**

- A 110-volt Kussmaul Auto-Charge battery charger and conditioner shall be provided and installed within the chassis cab and wired to the battery system when shoreline power is connected. The charger shall be equipped with a level indicator to indicate the charge rate. The charger shall have an electronic sensing circuit to sense the true battery voltage while eliminate the need for external sense wires. Charging is completely automatic, when the battery is fully charge, all charging stops. There is no overcharging and no water boil off. The level indicator location shall be determined during pre-construction.
- There shall be an air compressor furnished sufficient to maintain the vehicle brake system, and wired to the vehicle electrical system. This air compressor shall provide enough CFM to maintain the pressure for the vehicle air reservoir as well as an additional 1200cfm air reservoir dedicated to the air horn system.
- The air compressor shall be wired to the 120v shoreline charging system.

## **Generator and Scene Lighting**

- A Hydraulic PTO Generator shall be supplied and installed in a manner that allows for ease of maintenance as well as allow for visualization of necessary fluids during routine vehicle checks. The make, model and additional specifications regarding the generator shall be included in the specification for review. There shall be remote start capabilities for generator in the Cab and Pump panel. The generator shall be capable of being switched on or off at any time, with or without electrical loads applied. There will be a warning light at each remote switch position to indicate the generator is running.
- The Hydraulic PTO Generator shall be a minimum of 8000 watts shall be provided, and mounted in such a manner to allow for ease of top-down access for service.
- There shall be body mounted scene lights, one on each side of the vehicle; with the cab lightings to be "brow" style, and all body lighting recessed within the body. The scene lights shall be Whelen LED Pioneer Plus or similar.

- A telescoping light tower with a minimum of 6,000 watts of lighting, remote control at the pump panel, “auto-stow” functionality, as well as full pan/tilt controls, using pneumatic controls for raising and lowering of the tower.
- There shall be installed in a compartment or suitable alternative, a 110-volt electrical junction box. This junction box shall be wired into the electrical generator and have circuit breakers for the 110-volt electrical components. The junction box shall be mounted in a manner that minimizes the amount of space the panel takes up within the compartment.
- There shall be one (1) electrical cord reel w/ 100 ft of cord, mounted in such a manner that does not reduce available cabinet space; however, the reel shall be available for routine maintenance; such as top down access through a simple latching door. There shall be a four (4)-outlet GFI electrical box complete with back lighting attached to the service end of the electrical cord. This box shall be mounted within a cabinet for ease of access, and the retract button located in the same area.
- There shall be one(1), quad box electrical outlet mounted within one of the cabinet on either side of the apparatus, as well as one(1) in each interior cab compartment. Exact location determined during pre-construction.
- Each compartment shall contain one electrical outlet to power commonly used items such as flash light, chargers etc, with exact location to be determined during pre-construction meeting.

### **Pump and Plumbing**

- Due to the need to operate in winter temperatures, protection of the pump and waterways must be addressed.
- The mid-ship pump shall be a single stage, rated at a minimum of 1500 GPM.
- The pump shall be top mount pump
- Pump compartment shall have a roll up door on either side; painted to match apparatus body.
- All valves shall be ¼ turn.
- The speedlays shall be mounted on removable trays located forward of the pump at the lowest possible heights to facilitate ease of deployment. The speedlays shall be plumbed in a manner that allows deployment from either side of the apparatus, with the connection at the top of the tray. The speedlays shall consist of two (2) 1 ¾, and one (1) 2 ½, all 200ft in length. These lines shall be part of the on-board foam system.

- The rear hosebed shall include two (2) pre-connected 2 ½ hoses connected to a rear discharge. One of the rear lines shall contain a self-deployable monitor similar to a Blitzfire monitor.
- There shall be additional discharges at the rear of the vehicle as well as either side of the pump compartment. In the pump compartments, the fittings shall be of a type/design that creates the lowest intrusion into the compartment as possible; with the goal of low profile.
- Where appropriate, all intake and discharge ports shall be equipped with a 30-degree chrome droop elbow.

### **Miscellaneous**

- The Apparatus shall have a 750-Gallon water tank, of a design that allows for the lowest hosebed height possible.
- A Foam-Pro Foam system shall be part of the apparatus, with a 40-gallon foam tank. Currently the department makes use of combination foam; therefore, there is no need to specify a Class A & B tank.
- ***The apparatus body shall be aluminum, with the option of stainless steel construction to be included.***
- Hydraulic swing down ladder rack to carry 14 ft roof ladder, 28 ft extension ladder, attic ladder and two (2) New York style hooks The ladders shall be provided by the builder.
- **The apparatus electrical system shall be multi-plexed with information centers located within the cab area, allowing Officer & Engineer to easily see the information.**
- Two lengths of 6" hard suction hose will need to be contained within the body, and not mounted on the exterior or ladder rack. These hard suction hoses must be mounted in a manner that allows for ease of deployment.
- Two (2) additional New York style hooks, two (2) axes, one (1) Pump Can, one (1) 20lb dry chemical and one (1) 15 lb CO2 extinguishers shall be mounted on or in the apparatus. It is preferred that all items be mounted inside the Apparatus body.
- Storage will be required for a minimum of five (5) spare SCBA cylinders. These spare bottles shall be mounted in a manner that makes use of the space around the rear wheel wells. The Department uses MSA 4500psi SCBAs.

- The apparatus shall have a manual monitor mounted above the pump panel with the ability to quickly elevate and swivel the device.
  - **As an option:** An automatic/remote controlled monitor shall be mounted above the pump with the controls located within the Pump Panel area/Drivers side. The remote monitor shall include an auto stow and auto deploy feature eliminating the need for personnel to manipulate the device in order to deploy it. The monitor shall be configured to allow for adjustable flow patterns. A simple combination extrication tool setup shall be located in one of the rear apparatus body compartments. This set-up will include a portable pump and combination tool on a slide out tray of such a design to support the equipment.
- Apparatus shall contain a Federal Q2 siren mounted on the front bumper; as well as dual driver electrical 200-Watt siren. Controls for both shall be located in the cab, in a manner that allows for control by both the driver and officer.
- Two (2) remotely controlled flood/spot lights shall be mounted on the cab, behind the light bar in a position that allows for maximum search area w/o protruding above the light bar. The remote controls shall be mounted above the driver and officer positions, and operate independently from each other.
- A rear view camera system shall be supplied and installed to supply a clear view of the rear of the vehicle for the driver
- The hose bed shall be dividable and be equipped with three (3) dividers to carry the following hose load at a minimum:
  - 1000 feet 5” supply hose**
  - 500 feet 2.5” hose**
- The hose bed cover shall be diamond plate and constructed in such a manner to support a firefighter standing on top of it, and shall be secured using handle on either side with air cylinders to facilitate the opening. Handles shall be mounted as close to the rear of the apparatus as possible. latch widely used within the fire service. There shall be a hose cover to cover the area from the top of the hose bed cover to the bottom of the hose bed.
- Wheel Chocks supplied and mounted on the exterior of the apparatus
- Air horn controls at the pump panel-located in an easily identifiable manner to facilitate sounding of an emergency evacuation signal
- Officers side speedometer

- A shoreline is required to power the battery charger and air compressor. There shall be an additional in-cab power strip with a minimum of six (6) outlets to allow charging of portable radios and other misc equipment.
- Two(2) antenna mounting bases shall be provided on the top of the cab, with sufficient cable to connect two(2) radios on the dashboard area of the cab. The antenna shall be a VHF Gain style antenna. The antenna cable shall terminate at the dash to allow for ease of installation of the VHF Radio.
- Two separate power and ground leads shall be provided at the termination point of the gain antenna within the front of the cab area.
- A Firecom four (4) person 3010R wireless headset system shall be installed at the factory. The Firecom system shall have the ability to transmit and receive on the apparatus VHF, as well as serve as an intercom system within the apparatus. The Firecom system shall interface with a KENWOOD TK-5710 VHF mobile radio; provided by the Fire Department. The Firecom headset/intercom system and VHF Mobile radio shall be installed at the factory by an authorized, factory trained technician
- Apparatus shall have auxiliary braking system including an engine brake and transmission retarder.
- Four (4) Chevron reflective signs shall be installed on the lowest portion of the inner door panels, one (1) on each door. A stripe of reflective tape shall be installed on the outer edge of each door.
- Within each cab door there shall be a RED L.E.D. warning light; activated upon opening of the door

### **General Terms and Conditions**

- The General Contract Terms and Definitions appearing in this document shall be part of any contract awarded as a result of this Request for Proposal.

### **Supplier's Expense**

- The Supplier shall at their own expense, unless it is expressly stipulated to the contrary, provide, supply, observe, perform, and do everything, which, in the opinion of the Department, may be required for the execution and the completion of the work and fulfilling of the contract.

### **Acceptability of Equipment**

- If the equipment ordered is unsuitable, or if quality is not satisfactory in the opinion of the Department Representative, whose opinion shall be final and binding, the Department shall be entitled to refuse deliver, or if delivery has



been made, shall be entitled to a refund in respect of the whole or portion returned as the case may be.

### **Warranty**

- All warranty coverage must be specified. The warranty period and coverage for the apparatus and equipment is to commence from the date of acceptance and entrance into Department Service.