Bids – New Type III Ambulance

The Town of Falmouth is accepting sealed bids for a new type III ambulance. Attached are the specifications for the requested ambulance. There are also four (4) options of cab and chassis within the specification that we would like additional pricing for if available.

To submit a bid, please provide a sealed envelope with 2 copies of the proposal (sealed bids) to Chief Howard Rice Jr. no later than December 29th at 1:00 p.m. Faxed, e-mailed or bids received after that date and time will be rejected. Bids should include the cost of the proposed ambulance with each or any of the four (4) proposed options. Companies may submit multiple bids / products.

The Town of Falmouth reserves the right to accept or reject any and all bids at any time for any reason.

If you have any questions, please contact Chief Rice at (207) 781-2610 or <u>hrice@falmouthme.org</u>.

Request for Proposal – New Ambulance

Falmouth Fire –EMS is currently requesting proposals for the provision of a new ambulance. The intent of this request is for qualified vendors to submit proposals for vehicles that meet the following specifications. Each proposal shall include delivery timeframes and potential benefits of prepayments by the *Town of Falmouth*.

Specifications

Cab and Chassis

Option 1: The cab and chassis shall be a new model year Chevrolet G4500 chassis ambulance prep package with a gasoline motor and automatic transmission.

Option 2: The cab and chassis shall be a new model year Ford E450 ambulance prep package with gasoline engine and automatic transmission.

Option 3: The cab and chassis shall be a new model year Ford F450 4X4 with Diesel motor and automatic transmission. The F-series chassis shall have a liquid ride suspension.

Option 4: The cab and chassis shall be a new model year Ford F550 4X4 with Diesel motor and automatic transmission. The F-series chassis shall have a liquid ride suspension.

- 1. The Chassis interior color shall be gray
- 2. The Chassis wheels shall be painted to match the ambulance body color- with chrome lug nut and hub trim.
- Rubber floor matting in cab, carpet removed. The standard cab floor carpeting shall be removed and the chassis O.E.M. rubber floor mat shall be installed.
- 4. Mud Flaps shall be installed behind each front wheel
- 5. Mud Flaps shall be installed behind each set of rear wheels
- 6. Two rubber dock bumpers shall be bolted to the rear step end caps for protection when backing.
- 7. Install heavy duty aluminum diamond plate running boards and splash shields. Install grip strut inserts for draining and cleaning.
- 8. A diamond plate pocket shall be fabricated into the rear riser. When the rear step is in the up position it will be nearly flush with the outer surface of the riser to assist with patient loading.
- 9. On Spot Chains, shall be installed on the chassis if not a 4x4. Activation shall be through a switch located on the front console.
- 10. Two Batteries shall be installed in a specified battery compartment on a pull-out tray.
- 11. An engine hour meter shall be installed in the driver's side of the front radio console.

Body

The module body shall be the largest possible. Minimum dimensions shall be 168" long x 96" wide x 92" high. Interior height shall not be less than 72" from finish floor to finish ceiling. **NO EXCEPTIONS.**

Structural Framing

The structural framing shall consist of 2 inches x 2 inches x .125 inches' aluminum square tubing extrusions independently welded together at each intersection with a minimum of 4 inches of weld, with a maximum of 12 inch centers for superior strength throughout.

Exterior Module Construction

The entire exterior module shall be constructed of .125 inches' corrosion resistant aluminum, utilizing Heli-arc welding. All module side panels shall be independent box pan formed units. These units shall be assembled to form an interlocking structure; this interlocking structure shall be riveted through all flanges, and welded together at flange edges independent of the structural framing. Flat sheet style construction that slides into an extrusion shall not be acceptable due to the difficulty in preventing waviness that can occur during assembly and the inferior structural properties in dynamic stress situations. The formed module side panels and ends shall be securely welded to the structural framing at the top and bottom where each individual framing member comes in contact with the box pan formed flange.

In addition to the welding, a high strength 3M bonding system shall be utilized throughout, providing for a rivet less exterior. Prior to application of the bonding tape all aluminum surfaces must be cleaned with an acid based cleaner to remove all machining oils. When bonding the structural framing to the sidewalls the bond must be subjected to a minimum of 1000 pounds of pressure to maximize the total amount of surface bonding.

The tape to skin adhesion must have minimum bond strength of 85 PSI. Manufacturer shall supply documentation proving bond strength based upon independent physical testing. Manufacturer's lifetime structural warranty shall include all framing members bonded to the outside aluminum skin.

The ceiling framing structure shall be a minimum of 12 inches on center welded to the roof radius extrusion flange at every contact point. Also, the ceiling shall be laid out to structurally accommodate all ceiling fixtures. All interior features and options are an integral part of the ceiling structure. This includes all lighting, oxygen outlets, grab rails, air ducting and IV hangars. The overall roof structure shall be built with an arch to reduce vibration and prevent water pooling on the module roof. The arch shall be a minimum of 1/2" measured at the center of the module.

The roof shall consist of 1-1/2-inch radius extrusion securely fastened and welded to wall and ceiling structural framing. Note that the design of this extrusion shall be such that it incorporates a flange similar to box pan formed construction technique so construction and fastening technique remains consistent throughout the module build process. Inlaid into each of the upper four (4) corners of the module shall be aluminum corner caps. The corner caps shall be stamped out of the identical alloy material as the module sidewalls. Corner caps made of cast aluminum

shall not be acceptable due to the inferior quality of the metal used for casting. They shall be continuously welded and ground smooth so to appear as one continuous surface. The corners must be completely filled with weld material, bondo or other types of cold fillers are unacceptable. The roof sheet shall be a single sheet of minimum .090-inch aluminum. This roof sheet shall be made of the same alloy as the module skin. It shall be continuously welded to the roof radius extrusion, and shall also utilize the 3M bonding system to bond the sheet to the roof structure.

Manufacturer shall provide additional welding in areas of high stress concentration in the module. As a minimum, these areas shall be plug welds along the four vertical corners where the corner panel meets the modular body panel, inside corners of the rear entrance door way and body panel seams below rear entrance doors.

Sub-Floor System

Sub floor shall consist of 2 inches x 2 inches x 1/4 inches' 'C' structure channel transversely stacked and completely welded together with a minimum of 4 inches' double weld at every intersection. This shall create a 4-inch high sub floor structure that derives its structural strength from the transverse weaving of the structural channels. There shall also be a double weld at each intersection point. Note that manufacturer shall utilize radius cornered structural channel. Architectural style channel whose corners do not have radiuses shall not be acceptable. The longitudinal runners shall be (2) full-length pieces of 2 inch 'C' channel laterally spaced the distance of the wheel wells. The lateral runners shall be several 2-inch 'C' channels running under the longitudinal runners. These lateral runners will also be the connecting structure for the module to frame mounting. Because of the dynamic long-term stresses under no circumstances are the lateral runners to have any type of notch to accommodate the module mounting system. No exceptions.

Prior to assembly the welded 'C' channel floor substructure shall be pre-stressed with a minimum 1000-pound weight in order to give the floor structure more dynamic resistance to long term high cycle stresses. The composite panel shall run the full length of the module with no seams in the surfacing material. The panel shall be flush with the top of the channel structure and secured in place with an acrylic structural adhesive. Other open areas of the exposed sub floor not being filled with compartments or wheel wells shall have the same panel recessed into the structure. All seams and the entire perimeter of the sub floor shall be completely sealed with a material to create a watertight, dust free module environment.

Between the longitudinal runners shall be a 2-inch thick composite core panel made of high strength non-biodegradable materials, and surfaced on both sides with .125-inch aluminum sheeting. The aluminum sheeting shall be bonded to the core material with a high strength adhesive. The core material shall be consisting of a 3/4-inch layer of closed cell rigid polystyrene then a 1/8-inch layer of noise barrier, then another layer of closed cell rigid polystyrene 1 inch thick. The total 'R' value of the composite panel shall be 9 and the panel shall have at least a 20-decibel noise barrier. This panel shall run the full length of the module with no seams in the surfacing material. The bottom of the composite panel shall be secured in place with an acrylic structural adhesive. Incorporated into the composite panel and running from front to back shall be a structural "Z" shape for additional support at the cot and attendant seat

mounting locations. Other open areas of the exposed sub floor not being filled with compartments or wheel wells shall have the same panel recessed into the structure. All seams and the entire perimeter of the sub floor shall be completely sealed with a material to create a watertight, dust free module environment.

Module Access

One (1) triple step curbside entry and two (2) rear module entrance doors shall be provided. The curbside door shall have a minimum clear opening of 30-1/4 inches wide x 67 inches tall. The rear doors shall provide a total clear opening of 46-1/2 inches wide x 56-1/2 inches tall. All three (3) doors shall be flush mounted, with door opening formed into the module body panels. Overlapping frames or extrusions shall not be acceptable for entrance door openings. The door opening shall incorporate a 1-1/8 inches flange for the installation of an air cell hollow core, 360- degree compression seal. This seal creates watertight, dust free integrity.

Module Entrance Doors

All module entrance doors shall be single sheet; box pan formed .125-inch aluminum with the corners fully welded and ground smooth providing a seamless door. The interior of the doors shall be fixed with .063-inch aluminum interior bracing. This bracing shall be welded to the door structure wherever the weld penetration marks will not be visible. In other areas, the braces shall be attached to the formed door with an acrylic adhesive. Inside each door brace shall be 1 ¹/₂-inch polystyrene insulation. Manufacturer's structural warranty shall extend to the entrance doors. No Exceptions.

Doors shall be mounted with a full length, piano type, stainless steel hinge measuring 2 ½ inches wide with a 3/16-inch stainless steel pin, and shall have intermittently spaced horizontal and vertical slots for door adjustment, and straight holes to lock the door in place. Also, the hinge shall be dimpled on the knuckles to prevent the pin from vibrating loose. This hinge shall be bolted to the door and formed opening with stainless steel 1/4 20 truss head bolts every 5 inches. Door hinge must be bolted to a structural member of the module, Doors that are bolted to a framing extrusion shall not be acceptable or Manufacture must submit with proposal, actual photographs and test documentation demonstrating compliance with F.M.V.S.S. # 571.206. NO EXCEPTIONS

Underneath both sides of the hinge shall be a coating of Eck brand anti-corrosion and electrolysis prevention material. The manufacturer must use the patented ECK product; an equivalent substitute will not be acceptable. NO Exceptions.

The rear doors shall have an aluminum bar and slot hold-open device with high-density rubber replaceable insert. These devices shall hold the doors in a fully opened 160-degree position. To eliminate long-term stress due to opening and closing of the rear doors, the portion of the hold open that is mounted to the module shall be bolted through the module skin and be secured to a structural tube.

The lower half of the inside of the rear doors shall be covered with a stainless-Steel sheet which is covered in Red and Lime 3M Diamond Grade 6" inverted chevron stripping.

The side entrance door shall incorporate a heavy-duty spring hold open device capable of holding the door open at 90 degrees. Because of the extreme stresses at the door to hold open attachment point, the attachment bolts must be anchored using grade five 1/4-20 bolts that bolt into a nut cert that is clamped into the flange of the box pan formed door skin. Hold opens attached to a frame or brace shall not be acceptable. The hold open device shall have an aluminum vinyl padded cover to protect personnel from hitting their heads when entering or exiting through the side door. When the entrance door is ajar, a dead front style indicator shall flash red on the driver control panel.

Module entrance doors shall be equipped with dual point, flush mounted, slam latches. This includes the driver's side rear entry door for added safety. Paddle shall be chrome plated, first applying ductile copper coating, followed by a nickel coating, and then a chromium coating. Surface shall be bright finish. Slam latch housing to be made of SAE 903 zinc, die cast alloy, and black powder coated. The coating shall be tested for adhesion, chemical resistance, salt spray, abrasion and accelerated weathering. All springs shall be made of pre-galvanized zinc music wire. Pivot plate and lock cam washer are zinc plated and coated with clear chromate. Rotary latches shall be constructed of high strength steel, and latch components heat-treated. Rotor and latch shall be coated with a solid film lubricant, springs made of 302 stainless steel, and components zinc plated with yellow chromate (clear chromate will not be acceptable). Module entrance doors shall have an interior paddle latch with the same specifications as the exterior, and will have a self-locking knob so doors lock when slammed shut. Interior paddle latches shall be mounted as high as possible.

Nader pin striker posts shall be high strength steel, plated with yellow zinc chromate. Nader pins shall have a shoulder to prevent latch from being pulled over the top of the pin in a dynamic crash situation. Nader pins shall have a high strength steel, plated with yellow zinc chromate stabilizing washer. Inserted between the stabilizing washer and doorframe shall be a nylon washer to prevent dissimilar metal electrolysis. The securing nut shall be designed to function like a blind fastener, so if the Nader pin needs to be retightened it can be done from the front side without having to gain access to the nut.

All door panels shall be a minimum .063-inch aluminum covered with plastic laminate. All panels shall be attached with finishing washers and screws. Interior handles shall be mounted in a plastic laminate covered aluminum panel that is removable for latch adjusting and servicing. All compartment and module access doors shall be keyed alike. The latches shall have a die cut rubber gasket separating the latch and the door.

All door hardware shall be sprayed with Eck brand material for lubrication and corrosion resistance. The manufacturer must use the patented ECK product; an equivalent substitute will not be acceptable. This product is available to any and all manufacturers and has proven itself in the emergency and fire industries. Product must be applied per the application guidelines. NO Exceptions

Patient entrance door switches shall activate the module interior lights when side or rear doors are opened, and will activate a common indicator light. The rear doors are to activate the rear floodlights and backup lights. Side door is to activate curbside floodlights. Switch utilized shall

be magnetic proximity switch that requires no maintenance yet is still easily accessible for replacement. Type of magnetic switch used shall be heavy-duty industrial type with a minimum of a 3-amp rating.

There shall be stainless steel installed on the lower portion of the entrance doors. This stainless steel shall be covered in chevron stripping.

There shall be stainless 'L' brackets to hinge side of lower section of rear doors to prevent Formica from being chipped when loading cot. Stainless shall start at hinge and overlap the Formica and length to be from lock box to bottom of door.

Module Entrance Grab Handles

All entrance doors shall have a 90-degree formed grab bar made of 1 1/2-inch diameter brushed stainless steel. Each grab bar shall run vertically along the hinged side of each door, and horizontally along the bottom of each window.

Side Door Step

A recessed side door step shall be provided and include a non-skid, open grate step plate on the interior of the module, which shall be removable for cleaning purposes. The construction shall be set up as three steps entering into the compartment. A continuous three (3) sided kick plate consisting of polished aluminum diamond plate shall be installed on the sides and face of doorstep. A drain hole and rubber plug shall be provided in the step bottom.

Windows

The rear door windows shall be fixed glass. The side module entrance door shall be slide type with screen. A fixed window shall be installed above the squad bench, minimum dimensions 14" high by 34" long. All door windows shall be identical and shall each have a minimum 320 square inches of opening. All windows shall be from the same window manufacturer, and shall be frosted safety glass with black aluminum extruded frames inside and out. Install Body Color Gerber Vision. Windows shall meet and incorporate the required stamp and serial number per F.M.V.S.S. regulation #571.205.

Module to Chassis Mounting System

The module shall be mounted to the chassis frame at not less than ten (10) tie-down locations. Each mounting location shall consist of a high density, rubber doughnut, securely bolted to the OEM manufacturer's frame. On top of these doughnuts shall be bolted not less than five (5) rolled steel mounting plates measuring 3 inches wide, 43 inches long and 3/8-inch-thick, which laterally connect each pair of rubber doughnuts. On top of these transverse connecting plates shall be a 1/8-inch anti-friction pad to prevent electrolysis and vibration transmission from the frame to the module. The module sub floor 2 inch 'C' channels shall rest only on these anti-friction pads, and be securely fastened to the transverse connecting plates with high strength grade 5 5/8-inch zinc plated steel bolts.

Cab to Module

The unit shall have a pass through between the cab and module. A sliding window will be installed that can be locked in the open and closed position. Below this pass-through shall be a

counter top with storage compartment beneath for radio equipment and storage, portable oxygen.

Between the cab and module manufacturer shall incorporate a double seal. On the interior cab flange where the connection points are located shall be a minimum 2 inch X 1/4 inch closed cell foam seal to account for irregularities in the cab flange and to prevent moisture from accumulating around connection points and to minimize electrolytic corrosion. At the point where the cab meets the module shall be another seal of neoprene weatherproof gasket to minimize electrolytic corrosion and provide a watertight seal.

Insulation

The module interior walls, roof and doors shall be insulated to enhance the interior environment and minimize the conduction of heat, cold and external noise from entering the module. The wall and ceiling insulation shall be a non-settling, 2-inch-thick, self-extinguishing polystyrene foam planking.

In areas that are too irregular for polystyrene foam planking insulation the manufacturer shall use 3M brand acoustical Thinsulate insulation. These areas shall include the front bulkhead, behind the right stack and the action wall area.

The sub floor shall incorporate a composite flooring system that has minimum 1 1/2 inches of rigid polystyrene insulating foam.

Ceiling shall use 1/2 inch closed cell foam insulation.

There shall be Thinsulate over exterior compartments and wheel wells.

Vehicle shall come equipped with added sound deadening. Use 3M 2552 sound dampening tape applied to wheel well, large compartment and cabinet areas. Use 3M 5430 squeak reduction tape applied to all areas necessary.

Electrolysis Prevention

External materials and fasteners shall be chosen to prevent electrolysis and corrosion due to dissimilar materials and exposure to the elements. The following shall be considered a minimum requirement. All exterior fasteners are to be stainless steel. There shall be a rubber or plastic insulating material under all lighting, all exterior compartment and module door handles, rear door hold opens and between cab and module. All Whelen lighting shall use wellnut rubber isolators. In addition, all exterior components fastened to the module shall use Eck brand anti corrosion and electrolysis prevention material. The manufacturer must use the patented ECK product; an equivalent substitute will not be acceptable. Product must be applied per the application guidelines. NO Exceptions Manufacturer shall list the materials used for electrolysis prevention, in order to determine compliance:

To prevent long term electrolytic paint corrosion all components to be mounted on the module exterior shall be cut out prior to painting. All exterior fasteners used to mount Whelen brand lights to the outside of the module shall be completely isolated from the painted module by using a nonferrous collapsible blind insert that is reusable.

Diamond Plate crash rails that are bolted to the module body shall use a plastic isolation insert to prevent the steel bolt from coming into contact with the aluminum skin. The entire underside of the crash rail tube shall be coated with Eck brand material. No Exceptions.

Stainless Steel Module Body Fenders shall be installed to protect the wheel house opening and side body finish.

There shall be a stainless-steel Fuel Fill Plate installed on the module body below the fuel fill housing.

Electric Door Lock switch: There shall be a concealed electric door lock switch installed in the driver's side front cab grill to unlock all power lock doors. The module door locks shall be wired to the chassis door lock switch.

Exterior Module Compartment Construction

All compartments shall be constructed of formed .125-inch aluminum, and shall be securely welded to the sub-floor and structural framing. There must be flanges for all compartments that will reduce flex and form an interlocking structure. Butted seams shall not be acceptable. The doors shall be box pan formed .125-inch aluminum, with a removable diamond plate back panel, with a total thickness of 2 inches. A doorframe shall be welded to the compartment, providing a 1 1/8-inch flange for the installation of an air cell hollow core, 360-degree compression door seal. This seal shall create a watertight, dust free compartment. The bottom of the compartment shall be formed .125-inch aluminum that is raised up to clear the bottom weather strip flange (Sweep Out style compartments).

The flush mounted doors shall be mounted with a full length, piano type stainless steel hinge, measuring 2 1/2 inches wide with a 3/16-inch pin, and having intermittently spaced horizontal and vertical slots for door adjustment, and straight holes to lock the door in position. Also, the hinge shall be dimpled on the knuckles to prevent the pin from vibrating loose. The hinge shall be bolted to the doorframe with stainless steel 1/4-20 truss head bolts every 5 inches. All curb side and street side doors shall be hinged on the forward side. All compartments that store backboards shall have a protective stainless-steel sill plate covering the bottom frame.

Underneath both sides of the hinge shall be a coating of Eck brand anti corrosion and electrolysis prevention material. The manufacturer must use the patented ECK product; an equivalent substitute will not be acceptable. This product is available to all manufacturers and has proven itself in the emergency and fire industries. Product must be applied per the application guidelines. NO Exceptions

Special Note: The screws used to fasten the compartment door backs shall have an epoxy patch to prevent loosening from long-term vibration.

There shall be Turtle Tile Black matting on the bottom of all exterior compartments and shelves.

There shall be stainless steel doorsill protection on all exterior compartments including curbside door.

All exterior compartment sizes shall be as listed on the accompanying drawings.

Exterior Module Compartment Doors

All module compartment doors shall be single sheet; box pan formed .125-inch aluminum with the corners fully welded and ground smooth providing a seamless door. Extrusions used in manufacturing the door shall not be acceptable due to the extremely high cycling of the doors opening and closing, which causes constant stress, which over time will cause extrusions to crack. Also filling formed doors with plastic (bondo) or other cold fillers will not be acceptable due to these same high stresses. Manufacturer's structural warranty shall extend to the compartment doors No Exceptions.

All doors over 24 inches high shall have a formed .090 aluminum brace securely attached to the interior of the door to provide additional structural support for long term use. In the upper corner where the hold open attaches to the door shall be welded a 1/4-inch aluminum backer plate for added securing strength. A heavy duty, double spring door control shall be installed at the top of the compartment, holding the door open at a 90-degree angle on any road surface. Attached to the inside of the lower half of the doors shall be a stainless-steel panel. All of them read facing when opened doors will have this stainless steel covered with RED and LIME 3M Diamond Grade 6" inverted chevron stripping

All compartment doors shall consist of single or dual point, flush mounted slam latches. Paddle shall be chrome plated by first applying ductile copper coating, followed by a nickel coating and then a chromium coating. Surface shall be bright finish. Slam latch housing shall be made of SAE 903 zinc die cast allow and black powder coated. It shall have been tested for adhesion, chemical resistance, salt spray, abrasion and accelerated weathering. All springs shall be made of pre-galvanized zinc music wire. Pivot plate and lock cam washers are zinc plated and coated with clear chromate. Rotary latches are constructed of high strength steel and latch components shall be heat-treated. Rotor and latch shall be coated with a solid film lubricant, springs made of #302 stainless steel, and components zinc plated with yellow chromate (clear chromate not acceptable). Exterior and interior activation paddles shall be sized to be easily used with a hand in a fire glove.

All latches shall utilize 10/24 stainless steel threaded rod with turnbuckle for future adjustment. Note: No door rods are to be bent for installation as these bends tend to fatigue over time and the latches come out of adjustment NO EXCEPTIONS. All latches shall have a die cut rubber gasket separating the latch and the door. All doors shall be keyed the same as the module entrance doors.

All latches, handles and door rod components shall be coated with Eck brand material for corrosion protection and lubrication. The manufacturer must use the patented ECK product; an equivalent substitute will not be acceptable. Product must be applied per the application guidelines. NO Exceptions

Nader pin striker posts shall be high strength steel, plated with yellow zinc chromate. Nader pins shall have a shoulder to prevent latch from being pulled over the top of the pin in a dynamic crash situation. Nader pins shall have a high strength steel, plated with yellow zinc chromate

stabilizing washer

Inserted between the stabilizing washer and doorframe shall be a nylon washer to prevent dissimilar metal electrolysis. The securing nut shall be designed to function like a blind fastener, so if the Nader pin needs to be retightened it can be done from the front side without having to gain access to the nut.

Exterior Compartment Shelving

Where specified, exterior shelves shall be box pan formed of .125-inch aluminum and corners shall be welded. Shelves shall be coated with the same Sikkens paint process that is used in the exterior compartment. Shelves shall be infinitely adjustable, and securely mounted to heavy gauge uni-strut track.

Street Side Exterior Compartment #1 – Firefighter/Driver Compartment: Clear opening: 79.5 x 18.25w, inside dim: 86.75 x 24.50w x 20.75d with one adjustable shelf.

Mounting Brackets on the interior of the door for (1) pair of Bolt Cutters (top) and (1) Flat head Axe (below).

Mounting Brackets will be installed on the forward floor for a Halligan Tool.

The rear wall shall have a mounting plate installed secured to the rear wall using existing or additional extruded aluminum "c" channels. This is to allow the mounting of a ZICO SCBA Bracket. (exact location to be determined)

Below the SCBA bracket shall be one (1) Streamlight Vulcan box light charger wired to the buss bar specified in this compartment (exact location to be determined). Below the Streamlight will be open area to house 1 set of Firefighter turnout gear with helmet.

Above the SCBA bracket will be an adjustable shelf.

Located street side front of the ambulance body.

Street Side Exterior Compartment #2 – Equipment Storage: Clear opening: 44.25h x 39.50w, Inside Dem. 47.75h x 45.50w x 20.75 deep.

This compartment shall have one adjustable shelf.

Located forward of the street side wheel well.

Street Side Exterior Compartment #3 – Oxygen Storage (back) / Firefighter/Officer Compartment (front): Clear opening: 63.50h x 30.75w, Inside Dim.: 65.25h x32.50w x 20.75d with one adjustable shelf.

Mounting Brackets will be installed on the interior of the door for a 4-foot New York Hook.

This compartment shall be designed to be as large as possible and modified to allow the following:

Provisions for mounting an "M" bottle of oxygen shall be provided on the right side rear wall of this compartment. There shall be an oxygen wrench installed on a length of chain and secured to the interior wall with Velcro.

There shall be a 5lb ABC Fire Extinguisher mounted on the right-side rear inside floor of this compartment.

The rear wall of the forward section of this compartment shall have a mounting plate installed secured to the rear wall using existing or additional extruded aluminum "c" channels. This is to allow the mounting of a ZICO SCBA Bracket. (exact location to be determined)

Below the SCBA bracket shall be one (1) Streamlight Vulcan box light charger wired to the buss bar specified in this compartment (exact location to be determined). Below the Streamlight will be open area to house 1 set of Firefighter turnout gear with helmet.

Above the SCBA bracket will be an adjustable shelf.

Located to the rear of the street side wheel well.

Curb Side Exterior Compartment # 1 – Medical Kits / First-in Bag: Clear opening: 56"h x 19.5" w. Inside Dim. 56"h x 22" w x 25"d. This compartment will have inside outside access. There will be one permanent mounted shelf half way up the height of the compartment as well as two adjustable shelves, one above and one below the permanent shelf.

Locate as close to front of curb side front wall as possible.

Front Partition Wall Compartment: Door opening: 46.00h x 27.75w, Inside Dims: 50.00h x 31.50w x 20.75d. Recessed .375 acrylic doors with full length handles, two (2) locking lever latches, and two (2) adjustable shelves. Located on the curbside of the front partition wall allowing inside/outside access to curbside outside compartment #1.

Curb Side Exterior Compartment #2 – Battery Tray: Clear opening: 115/8"h x 221/2" w Inside Dim. 125/8" x 24" w x 191/4"d. Battery Tray

Locate below Curb Side Exterior Compartment #1

Curb Side Exterior Compartment #3 – Side Entry Door: Clear opening: 791/2"h x 27" w, Inside Dim. 721/4"h x 311/2" w Side Entry Door.

Locate behind Curb Side Exterior Compartment #1

Curb Side Exterior Compartment #4 – Small Storage: Clear opening: 18"h x 10" w, Inside Dim. 19"h x 141/2w x 16" d. Storage

Locate behind curb side wheel well.

Curb Side Exterior Compartment #5 – Backboard Compartment: Clear opening: 76.75h x 24.75w, Inside Dim.4A: 77.75h x 15.00w x 20.75d, Inside Dim. 4B: 77.75h x 13.50w x 20.75d with two (2) adjustable shelves.

Install a 16" deep fixed vertical divider in the location listed below. Divider material to match the compartment material.

Locate: (4) backboard retention slots in rear section of this divided compartment. They are to be 2.00" X 3.25" x 2.00" channel with rubber seal on the edges. This area will hold 2 backboards (supplied), 1 scoop stretcher (supplied), and 1 pediatric immobilization device (supplied).

Install a ROK backboard strap in this designated area.

The interior of the backboard compartment is to be covered with rubber matting to protect equipment stored in this area.

Locate compartment to the rear of the curb side wheel well to allow inside/outside with curbside interior compartment #3.

Stair chair recessed pocket: A pocket that is 40" high x 10" wide x 1.2" deep shall be recessed into the inner compartment door panel. The pocket shall be installed as close to the bottom and hinged side of the door as possible.

Interior Cabinet Construction

All cabinets shall be independently box panned formed of .090 aluminum, utilizing welded, and shatter proof construction for maximum safety. Cabinets shall be constructed as independent modular units completely assembled outside the vehicle then secured to the module structure, thereby enhancing the overall structural integrity of the module.

Cabinet doors shall consist of heavy-duty aluminum, glass track extrusion, fastened together as a structure independent of the cabinet. Note: All corners shall be mitered and assembled with corner braces and epoxy. Note: Frame shall be constructed in a way that still allows for disassembly for replacement of Plexiglas. Cabinet doors are to be sliding 3/16-inch light tint Plexiglas, with full length extruded handles and inserted into a felt lined sliding track. Cabinets with single hinged doors shall be framed with aluminum glass track extrusion. They are to be 3/16 inch Lexan and will include a flush, spring-loaded, non-locking lever latch.

The interior of the cabinets shall be degreased with an alkaline solution. A coat of corrosion resistant primer (Sikkens brand) shall be applied to the cabinet interior. Next, a coat of a high quality, acrylic urethane, (Sikkens brand) paint shall be applied. The exterior of the cabinets shall be laminated with industrial grade, color coordinated material (See MATERIALS ENGINEERING: section for type of covering). Cabinet bottoms shall be lined with non-hygroscopic liner.

The frame of all upper band cabinets shall be hinged with full length, piano hinge. The frame shall be hinged on top and be equipped with pneumatic hold opens on each side, with at least one (1) interior positive catch bottom center. This shall enable the entire face frame with sliding doors to be opened for easier cleaning and restocking of the cabinets. The gas shocks shall be of sufficient strength to automatically lift the cabinet doorframe without any aid and hold in the open position without any other device. The frame shall have a positive locking device to keep the frame from opening while the vehicle is in motion.

All plastic laminates shall be adhered to the cabinetry using an industrial grade high strength contact adhesive. Manufacturer shall demonstrate strength of adhesive through independent testing. Test results shall demonstrate strength of newly applied adhesive as well as strength of aged adhesive. Test should be to ASTM standard # D3163-92 or equivalent and demonstrate a minimum PSI of 200 on a new specimen and 100 PSI on an aged specimen. Supply documentation of test results with RFD.

Interior compartment sizes shall be as listed in accompanying drawings.

Interior Compartment #3 shall have a Smithworks IV warmer installed wired to 12-volt ignition activated power.

Interior Adjustable Shelves

Where specified, interior shelves shall be made of .063-inch anodized aluminum. The shelves shall be infinitely adjustable, and bolt into position to prevent rattling. Shelf bottoms shall be lined with non-hygroscopic removable shelf liner. The front edge of the shelf shall be covered with a push on plastic trim to prevent chaffing.

All side walls and door panels shall be .063-inch aluminum covered with heavy grade plastic laminate. All panels shall be attached with finishing washers and screws.

All plastic laminates shall be adhered to the aluminum wall panels using an industrial grade high strength contact adhesive. Manufacturer shall demonstrate strength of adhesive through independent testing. Test results shall demonstrate strength of newly applied adhesive as well as strength of aged adhesive. Test should be to ASTM standard # D3163-92 or equivalent and demonstrate a minimum PSI of 200 on a new specimen and 100 PSI on an aged specimen. Supply documentation of test results with the proposal.

Materials Engineering

Throughout the interior of the module, materials used shall be determined by type of activity, long-term durability, ease of cleaning and overall interior design. The floor covering shall run 4 inches up the lower left cabinet and squad bench; these cabinets shall overhang the linoleum to prevent fluids from running down behind the flooring material.

In extremely high wear areas shall be 20 gauge brushed stainless steel, at minimum these areas shall be lower edges of the lower left and squad bench, behind the seat belts, the flip down CPR lid and at the action wall countertop. The inside/outside area of the right stack is also a high use

area and shall be covered with the same flooring material used to cover the module floor.

All cabinets contained within the lower four feet of the module are considered a high wear area and the most susceptible to contamination; therefore, all these cabinets shall be covered with a plastic laminate of not less than .045-inch thickness (horizontal grade). All wall panels and door panels shall be covered with the same material for durability and ease of cleaning. All cushions within this same area shall be covered with a matching industrial grade vinyl; these cushions shall be sewn without piping and with seams only in the corners.

All cabinets and cushions above the four-foot area are considered a low wear area and shall be covered with a different color industrial grade vinyl creating a continuous color band around the top perimeter of the module. All these areas shall be covered with impact absorbing cushions for occupant protection. The patient ceiling shall also be padded for noise reduction and occupant protection.

Street Side Interior Compartments:

Interior Compartment #1: Door Opening: 183/4" x 183/3w x 181/4 depth. For storage with 2 sliding polycarbonate doors.

Locate to the rear of the CPR seat at ceiling height.

Interior Compartment #2: Door Opening: 12"h x 14 1/2" w x 10"d. For storage with 2 sliding polycarbonate doors.

Locate at ceiling height above CPR seat.

CPR Seat: The CPR Seat shell be configured with a hinge to allow for storage under the seat a deep as possible.

Interior Compartment #3: Door Opening: 18 3/4h x 22 1/4w x 18 ¹/₄d, with one (1) adjustable shelf and 2 sliding polycarbonate doors.

Located at ceiling height to the front of the CPR seat above the action wall counter.

Interior Compartment #4: Door Opening: 10"h x 14" w x 6" d , with 2 sliding polycarbonate doors.

Locate below forward section of compartment #3 above the action wall counter.

Interior Compartment #5: Door opening: 12.50h x 23 1/2w x 8.00d. Located below the action wall counter as far forward as possible.

Interior Compartment #6: 5.00h x 15.00w x 13.25d with flush pull latches. Located below the shelf to the rear of the CPR seat.

Curb Side Interior Compartments:

Interior Compartment #1/ #2: Door opening: 12"h x 14 1/4w x 10" d, with a permanent divider in the center and one adjustable shelf in each half of the divider. Compartments shall have speed load doors with positive latches.

Located at ceiling height above the bench seat.

On the forward bottom section of this compartment shall be a duplicate control panel for operation of lighting, oxygen, suction, etc.

Interior Compartment #3: Door opening: 30.00h x 7.25w, Inside Dim.: See outside Compartment #5. Recessed .375" acrylic door one (1) locking latch, inside outside access.

Located on the inside wall allowing access to the exterior compartment #5.

There shall be a sharps container mounted to the interior wall at the rear end of the bench seat.

Interior Compartment #4: Three (3) pull out drawers, inside dim. 5.00h x 15.00w x 13.25d with flush pull latches. Located forward of the bench seat opening toward the bench seat.

Interior Compartment #5: Inside Dim.: 14.25h x 71.75w x 21.00d. Located forward of the bench seat in the lower section of the short wall opening toward the patient compartment. This is to be used for one (1) trash container and one (1) sharps container.

Front Wall Interior Compartments:

Front Wall Interior Compartment #1: 71 ³/₄"h x 16" w x 9" d electrical compartment with hinged door.

Locate street side of front wall.

Front Wall Interior Compartment # 2: 13 3/8"h x 173/4w x 22" d. Storage compartment with top hinged solid door with positive latches.

Locate ceiling height curb side of front wall.

Front Wall Interior Compartment # 3and #4: 28"h x 25" w 22"d inside/outside storage. Each with 2 hinged polycarbonate doors with positive latches.

Locate below Front wall interior compartment #2.

Front Wall Interior Compartment #5: 24 ¹/₂"h x 22 3/8" w x 7 1/4d storage compartment with 2 side hinged solid doors with positive latches. This compartment will be used for storage of two portable oxygen tanks.

Front Wall Interior Pass Through Window: Above the Front Wall Interior Compartment # 5

shall be a pass-through window to the cab as large as possible. There shall be a counter top, that matches the action wall counter material, installed in this opening. There shall be 2 power outlets, one on the curb side and one on the street side walls of this opening.

Interior Paneling

All side walls and door panels shall be .063-inch aluminum covered with heavy grade plastic laminate. All panels shall be attached with finishing washers and screws.

All plastic laminates shall be adhered to the aluminum wall panels using an industrial grade high strength contact adhesive. Manufacturer shall demonstrate strength of adhesive through independent testing. Test results shall demonstrate strength of newly applied adhesive as well as strength of aged adhesive. Test should be to ASTM standard # D3163-92 or equivalent and demonstrate a minimum PSI of 200 on a new specimen and 100 PSI on an aged specimen. Supply documentation of test results with each proposal.

Interior Occupant Protection

All interior vertical corners shall have a rubber corner extrusion to provide additional occupant protection. The rubber extrusion shall snap on to an aluminum extrusion that is securely fastened to the vertical corners of the interior cabinetry. This aluminum extrusion shall have a double lip on each side to prevent the corner extrusion from coming off during normal use and cleaning. There shall be no visible fasteners.

Within the upper third of the module wherever there is no cabinet the manufacturer shall provide additional cushions for occupant protection.

All interior latches are to be flush mount style in order to ensure occupant safety.

To prevent flying debris all interior storage areas shall have a door of some kind and lids shall have positive catches.

Headliner; <u>No Exceptions</u>

Headliner shall be 1/2-inch thick fire retardant acoustical foam covered with heavy grade white vinyl. Note: Vinyl shall not be glued to the foam, but stretched across the entire ceiling to prevent sagging after long-term usage.

There shall be four (4) IV Hangers, cast products with rubber arms recessed into the ceiling located to the left and right of the head of the stretcher and left and right at the foot end of the stretcher.

There shall be Ceiling Grab Rails installed as specified:

Cabinet wall "A" will have (1) 6' rail over cot as standard

Cabinet wall "B" will have (2) 2' rails, 1- forward and 1- to the rear of the CPR seat.

There shall be vertical grab rails installed in the following locations:

- 1- Left Side of Side Entry Door
- 1- Left Side of Rear Entry Door
- 1- Right Side of Rear Entry Door

There shall be angled door grab rails installed on the interior of all access doors.

All Grab rails shall be Stainless steel with anti-microbial coating and smooth radius corners.

There shall be two radio speakers mounted in the patient compartment with a volume control integrated into the rear switch panel.

Flooring

Covering the entire module sub floor shall be a 1/8-inch thick rigid PVC foam board panel. It shall be fastened to the aluminum sub floor with a high strength contact adhesive. This material shall have sound dampening qualities, as well as being impervious to water corrosion. Absolutely no wood products shall be used in this composite floor system.

The flooring shall extend up the sidewalls 4 inches by means of an aluminum extrusion that has been welded to the lower cabinets. This extrusion shall have the floor cove built into it to prevent cracking of the vinyl flooring at the corners. Wood, plastic or rubber covering shall NOT be acceptable. This extrusion shall also recess in 1/2 inch to prevent the cleaning solutions from running down behind the flooring and contaminating the glue.

A one-piece industrial grade vinyl flooring material shall be bonded to the PVC foam board panel and aluminum floor cove. Manufacturer shall use a NON-water based adhesive for adhering the vinyl flooring material to the sub floor and the floor cove. Included shall be a stainless-steel threshold with anti-skid tape at all entrance doors. All stainless-steel cot plates and rear threshold will be glued and screwed in place with stainless steel screws. Stryker power cot mounting bracket.

Head Bumpers

Located over module access doors (side and rear), on each side of CPR seat upper cabinets, front A/C cabinet, upper curbside wall and upper passengers side rear compartment wrapper shall be a minimum of 1 inch high density flame retardant foam covered cushions with heavy grade vinyl. Cushions shall be removable for cleaning.

To reduce accumulation of fluids and prevent long-term damage due to water and fluids and moisture, all cushions shall be constructed without the use of any wood products. This includes cushion-backing material. NO EXCEPTIONS.

Backrests

Backrests shall consist of a minimum of 2-inch thick high-density flame retardant foam, covered with a heavy grade vinyl. Cushions shall be removable for cleaning. Fasteners shall be Christmas tree type automotive blind fasteners.

Attendant Seat.

A rear facing high-back bucket seat upholstered with the identical heavy grade vinyl as used in the cushions shall be supplied. This seat shall be positioned at the head of cot and provide easy access to all action wall controls and outlets. This seat shall have full 360-degree swivel and 4 inches of travel. The seat belt mounts shall be fastened to the swivel base itself to allow the seat belts to rotate with the seat. Note: Seat belt retention must still conform to federal regulation F.M.V.S.S. #571.207 and F.M.V.S.S. #510.210. The seat belts shall be self-retracting auto lock style, and conform to federal regulation F.M.V.S.S. #571.209. The seat shall also incorporate an integral car seat.

Interior Colors:

Floor: Dark Gray Risers: Gray Walls: Light Gray 6" Red Strip 14"s up from the floor around the entire patient compartment Rear Bench Wall: Dry Erase White Board Cabinets: Light Gray Upholstery: Dark Gray Counter tops and rear action wall: Stainless Steels Inside cabinet: the interior of all aluminum cabinets shall have a durable paint finish that is washable and non-absorbent (white in color).

Action Wall Area

The action wall area shall be conveniently located below the forward upper left cabinet. It shall contain two (2) oxygen outlets, (1) vacuum regulator and one (1) stainless steel holder bracket with (1) One SSCOR/board model #22000 and #22002 collection system shall be installed and mounted at least 6" above the counter top. The system shall include a regulating valve, vacuum gage and disposable canister, and (1) 110V duplex outlet. A 12volt cigar type dual outlet shall be installed next to the 120volt outlet. There shall be a radio (supplied by the customer) located under the action wall control panel with a dual head located above the end of the curb side bench seat. Also, a control panel for interior lights and oxygen will be located on the curb side wall at the end of the bench seat.

A full depth counter top shall be located below the action wall. The counter top shall be constructed of 20-gauge stainless steel with box pan formed back splash and retaining lip. There shall be full height, stainless steel, installed to the back wall of the forward action wall area only. Action wall pan and back are to be one integral part with no exposed fasteners. Beneath the rear section of this counter top, near the CPR seat, shall be a built sharps container/ waste compartment with a flip down access door in the front of lower action area compartment. There will also be a hole cut into the counter top above the waste and sharps containers to allow discarding of waste and sharps without opening the door.

There shall be (1) 12-inch fluorescent 12-volt light mounted above the action counter space. This light shall have an off and on switch directly wired to the batteries. This light shall have constant power.

There shall be a Knox Med Box (supplied by the customer) mounted on the front back corner of the action wall counter.

There shall be a Cardiac Monitor Mount (supplied by the customer) installed on the counter top to the rear of the CPR seat.

Beneath this counter top shall be three drawers for IV supplies

CPR Seat:

There shall be a CPR seat, with a hinged seat that lifts to access storage underneath, located at the rear end of the action wall counter

Side Entry Door:

On the interior wall above the side entry door there shall be a three-glove box holder installed.

Module Lighting

All module lights shall be LED. Interior ceiling lights shall be controlled to the multi-plex control panels. These lights shall have a minimum of four settings (high, medium, low, off). There shall be a sixty-minute timer that controls selected LED work lights. There shall be a rotary timer switch located on the front wall next to the side entry door. All exterior module emergency lights shall be LED meeting all KKK ambulance specifications. Exterior compartment lighting shall have LED or rope LED lighting. There shall be LED scene lighting mounted on the street side, curb side and rear of the module. All emergency, scene and compartment light shall be controlled by the cab multiplex touch pad. Compartment lights shall turn on and off by a compartment door switch.

Electrical Buss Bars

There shall be three (3) electrical buss bars wired "hot" for charging of flash lights, radios, and truck computer. One buss bar shall be located in the front cab under the radio console. A second buss bar shall be in the module electrical compartment. A third buss bar shall be installed in the street side #3 compartment. All buss bars shall have safety covers over them so as to prevent accidental electrocution.

Radio Console

Funding for a custom-made radio console and pole mounted computer console shall be appropriated. It is recommended that \$2500.00 be appropriated in the bid price for each proposal.

The mobile radio will be supplied by the customer.

There shall be a "Master" battery switch for battery power on and off to the ambulance body and conversion added electrical circuits only. All OEM chassis electric's, (headlights, ignition keep alive) shall remain "hot" and have no ability to be switched "off", and provide circuit function as provided by the chassis manufacturer. This "Master Switch" shall be located on the driver's side of the radio console.

Back up camera:

There shall be a backup camera installed above the rear entry doors with a screen mounted on the interior cab roof for the driver to view while seated in the driver's seat.

Lighting:

Front Light Emergency Lights: Located on the front of the ambulance body will be 8 Whelen 900 Super LED lights, and One (1) Tomar Traffic Preemption light in the center. Designate all light components and lens colors for each of the (9) sections. R/R/W/R/Traffic/R/W/R/R.

900 Super LED as shown in drawings.

When truck is placed in reverse the rear warning lights activate. Those lights turn off when truck is placed in drive or park.

All rear brake lights to activate with signal-stat alert feature. **SIREN:** Whelen Dual Amp. Siren Model #: 295HFS will be installed.

Siren speakers shall be Cast Products #SAD4319-08E35-1 & #SAP4319-08E35-1 and will be installed in each outboard end of the chassis bumper.

KKK Side Body Marker Lights:

Install red Whelen L.E.D. 700 series turn- marker lights on each rear side of the module body.

Running Boards: Clear Whelen Par 16 round L.E.D lights mounted in the chrome l\flanges shall be installed in the front of the module body, located in the stainless-steel stone guard above the running boards.

Load Lights: 2 Whelen 900 Series 26-degree angled scene lights shall be installed, one above each rear loading door as seen in the drawings. These lights shall be also activated when the vehicle is placed in reverse gear. There shall be a momentary cut off switch for these lights located at the rear curb side door.

Scene Lights: 4 Whelen 900 Series 13-degree angled side scene lights shall be located 2 on each side of the module as shown in the drawings. The right-side scene lights shall come on when the side patient compartment door is opened. There shall be momentary cutoff switches for these curb side lights located at the side entry door

Arrow Lights: One pair of Whelen 700 Series L.E.D Arrow turn signal lights shall be installed on the rear of the vehicle as shown in the drawing.

Tail Lights: There shall be a set of Whelen 600 Series L.E.D lights installed on the rear of the vehicle as shown on the drawings. These lights shall include L.E.D. stop/tail, turn signals, and back up.

Charger/Power Supply: 45AMP:

Install a 45-amp battery conditioner in the designated electrical equipment area. The conditioner is to be wired to the batteries through the standard shoreline inlet.

110V Interior Outlets:

There shall be 110V interior outlets located in the areas:

- (2) Inhalation area
- (1) Above curbside work station
- (1) At the pass-through window
- (1) Inside the Interior cabinet #1
- (1) The rear of the CPR Seat
- (1) In Cabinet #3

Interior 12 VDC Outlets: cigarette lighter type

12 volt outlets to use cigarette style connectors located in the following areas.

- (1) Inhalation area
- (1) Above curb side work area
- (1) In interior cabinet #1

Shoreline:

Mount standard 3 terminal shoreline outlet street side of module.

Shore Line Indicator:

Install an indicator pilot light to show power to AC circuits and presence of activated shoreline. This should be located above the shoreline outlet.

Module Disconnect Timer:

The module disconnect shall be wired to automatically shut- down when inadvertently left in the on position, with the engine turned OFF and the battery switch in the on position.

Time out: 10 minutes

Configuration: Rotation type timer setting on front interior wall near side module entry door.

Low Voltage Audible Alarm:

Program an audible alarm to activate if the voltage drops below 11.8 volts for 120 seconds.

Park Brake Door Open Light:

A warning display will illuminate when the vehicle is placed in neutral or park reminding the driver to set the emergency brake.

There shall be a red light mounted on the interior cab ceiling which shall flash when the vehicle is placed in drive with the emergency brake on.

There shall be an amber light mounted to the interior cab ceiling which shall flash when a compartment door is open and the vehicle is placed in drive.

Report Light:

There shall be a report light located on the passenger side of the radio console in the cab.

Step Well Light:

Install one L.E.D vista step well light for the right-side patient door which comes on when that door is opened.

Cab Light Control Switch:

There shall be a switch installed on the cab console which allow for patient dome lights to be turned on and off from the cab.

Lower Rear Red Flashing Lights:

The lower red flashing lights to operate as brake lights when not in the warning light mode. The flashers are to override brake light feature.

Special Electrical Power Instructions:

Supply (3) 30-amp power leads with grounds for customer supplied radios to the front console and right and left inhalation area.

Install street side inhalation panel with switches to control interior lighting, suction unit, and oxygen.

CO Detector:

Install a carbon Monoxide detector in the patient area. The device shall mirror the buildup of carbon monoxide in the bloodstream. An alarm and health hazard display shall warn of toxic accumulation.

Patient Dome Lights:

Patient ceiling lights shall be Whelen L.E.D. lights operated by individual switches. Lamps to be infinitely adjustable and come on with door open. They shall be located in the following areas: 3 over the cot

- 3 over the bench
- 1 over the pass through

Antenna Coax and Antennas:

There shall be RG 58U coax installed so that ambulance conversion need not be disassembled with access located in the following areas:

- (1) Exterior Termination: Front Module Roof with access plate Interior Termination: Front Console
- (2) External Termination: Center Module Roof with access plate Internal Termination Inhalation Panels (left and right)

Antenna Installation:

- (1) Exterior Termination: Front Module Roof Interior Termination: Front Console Frequency: MHz Model #: Kenwood NX-5700
- (2) Exterior Termination: Center Module Roof Interior Termination: Inhalation Panels (right and left) Frequency: MHz Model# Kenwood NX-5700

Front Console:

The customer will supply drawings for the custom built front console.

Oxygen Outlets:

There shall be oxygen outlets shall be located in the following areas.

- (2) On action wall
- (1) Center ceiling above head of cot
- (1) Curb side work station

Manufacturer will supply 3 dial type flow meters that adjust from 0 - 25 liters per minute.

Vacuum Pump and Outlets:

There shall be a 12-volt vacuum pump installed in a designated outside compartment.

There shall also be vacuum outlets located in the following areas:

- (1) On the action wall
- (1) On the curbside workstation panel

Aspirator: SSCOR

Install an SSCOR aspirator. The system shall include a #107CDC20 pump, #22000 wall mount regulator, and a #23002 canister holder as well as a suction kit that includes a suction rinsing bottle, (10 pharyngeal tip, and (1) yoke connector.

Paint:

Paint and stripe design shall match existing units of the Town of Falmouth and to be approved by the Chief of the Department.

Paint Colors or codes shall be supplied to the dealer. The dealer shall have the purchased ambulance painted. The paint shall have a minimum of a 5-year warranty.

The entire rear face of the module shall have RED and LIME 3M Diamond Grade 6" Inverted Chevron Stripping. A 12" Blue Star of Life placed below the bottom Whelen 600 lights beside each read door.

There shall be an 8" White Scotch Lite Beltline stripe applied.

Lettering:

Lettering shall be determined by customer to match existing vehicles.

Supplied by the customer and Installed by Manufacturer

Two way radios Portable radio charger Knox Box Knox Med Box Multi Gas Meter Charger Cardiac Monitor Mount Lap Top Mount / Docking Station iPad Mount / Docking Station Thermal Imaging Camera Mount / Docking Station

AGREEMENT

I. PARTIES

This contract (hereinafter referred to as "Agreement") is made and entered into on this day of, 2017, by and between the Inhabitants of the Town of Falmouth with a mailing address of 271 Falmouth Road, Falmouth, Maine 04105 (hereinafter referred to as "Town"); and NAME OF CONTRACTOR, with a mailing address of ADDRESS, TOWN, STATE ZIP (hereinafter referred to as "Contractor"). In consideration of the mutual promises contained herein, Contractor agrees to perform the following services for the Town.

II. SCOPE OF WORK

In consideration of the compensation set forth herein, the Contractor shall perform the services as outlined in a request for proposal dated November 28, 2012, and attached hereto as Exhibit A and the response attached hereto as Exhibit B.

III. COMMENCEMENT AND COMPLETION

The Contractor will commence work on or before DATE and will complete work on or before DATE.

IV. PAYMENT TERMS

The Contractor understands that the payment for completion of the services outlined in Section II shall not exceed \$XXXXXX dollars and the Contractor agrees to perform the services on that basis.

V. TERMINATION

Either party may terminate this Agreement for cause after giving the other party written notice and a reasonable opportunity to cure. The Town may terminate without cause by giving the Contractor fourteen (14) days' notice, and compensating the Contractor equitably to the termination date.

VI. DISPUTE RESOLUTION

Any controversy or claim arising out of or related to this Agreement, which cannot be resolved between the parties shall be submitted to the Maine Superior Court (Cumberland County). This agreement shall be governed by Maine law.

VII. QUALIFICATIONS

The Contractor represents it holds, and will continue to hold during the term hereof any and all qualifications, licenses and certifications required to perform its services in Maine. The contractor shall perform all services in accordance with professional standards.

VIII. SUBCONTRACTORS

The Contractor shall be fully responsible to the Town for the acts and omissions of any subcontractors and of persons either directly or indirectly employed by it, and shall hold subcontractors to the same terms and conditions as Contractor is held under this Agreement. No subcontractors shall be retained on this Agreement without the specific prior written approval of the Town.

IX. INSURANCE

The Contractor shall purchase and maintain Workers' Compensation Insurance, General Public Liability and Property Damage Insurance including vehicle coverage and professional liability insurance, all with limits and terms satisfactory to the Town. The Town shall be named as an additional insured on the liability policy.

X. INDEMNIFICATION

The Contractor will indemnify and hold harmless the Town, its officers, agents and employees from and against all claims, damages, losses and expenses including attorney's fees arising out of or resulting from the performance of the Agreement by the Contractor, its officials, employees, agents and subcontractors.

XI. ENTIRE AGREEMENT

This Agreement and its attachments represent and contain the entire agreement between the parties. Prior discussions or verbal representations by the parties that are not contained in this Agreement and its attachments are not a part of this Agreement. Where there is any conflict between the provisions of this Agreement and the provisions of any attachment, the provisions of this Agreement shall control.

Date: _____ CON

CONTRACTOR NAME

Ву:_____

REPRESENTATIVE

TITLE

Date: -----

INHABITANTS OF THE

TOWN OF FALMOUTH, MAINE

Ву:_____

Nathan Poore Town Manager