



FREDERICK-FIRESTONE
FIRE PROTECTION
DISTRICT
RFP 2019-001 TYPE I AMBULANCE

8426 Kosmerl Place, Frederick, Colorado 80504

Office: 303-833-2742

www.ffd.us

April 2019

**FREDERICK-FIRESTONE
FIRE PROTECTION
DISTRICT**



Office of the Fire Chief

Office: (303) 833-2742
Fax: (303) 833-3736
E-Mail: jyoung@fffd.us

April 8, 2019

Dear Potential Bidder,

You are invited to submit a proposal or bid for the purchase of a 2019/2020 Type I Ambulance as requested by the Frederick-Firestone Fire Protection District as identified in the below product technical specifications. This is not an order notice by Frederick-Firestone Fire Protection District.

Sealed bids must be received by Frederick-Firestone Fire Protection District no later than Tuesday, April 30, 2019 at 9:00 a.m. (our clock), MST, in order to be considered. If you wish to bid, please submit your sealed submittal in a mailing container or envelope, which is plainly marked on the outside with the notation: **'Sealed Bid – RFP 2019-001 Type I Ambulance'**. Please provide two (2) hard copies and one (1) digital copy of your proposal for committee review.

The Frederick-Firestone Fire Business and Education Center is located at 8426 Kosmerl Place, Frederick, Colorado 80504. Bids will not be received in any office or department, including Fire Stations, but that of the Business and Education Center, and bids sent via facsimile will not be accepted. Incomplete bids will also be rejected. Bids will be opened at 9:00 a.m. on Tuesday, April 30, 2019.

The enclosed specification is not brand name specific, but may have brand specific descriptions. Frederick-Firestone Fire Protection District reserve the right to waive informalities in bids, and to reject any, all, or portions of bids for any reason, it also reserves the right to select the bid most advantageous for fire district's mission and operations.

All communication, correspondence, questions or requests for clarification shall be directed to **Lieutenant Matt Zaffree** via mzaffree@fffd.us

Sincerely,

Jeremy A. Young, EFO, CFO
Fire Chief

**FREDERICK-FIRESTONE
FIRE PROTECTION
DISTRICT**



**Request for Proposals
TYPE I Ambulance
RFP #2019-001**

Request for proposals of a Type I Ambulance for Frederick-Firestone Fire Protection District

The Frederick-Firestone Fire Protection District (District) is soliciting written proposals and quotes for a new Type I Ambulance. We are requesting completion of project by Fall of 2019. This is a Guaranteed Maximum Price (GMP) request for proposal and bid request. The Fire District is conducting a Specifications and Qualifications Based Selection process. The qualified vendor will be able to meet the specification as written and timelines requested. The services provided by the selected vendor will include the following: preparation of proposal and bid, list of specifications unable to meet with reasoning, complete budget to include the GMP without any change orders, and timeline of completion. **Sealed proposals responsive to this Request for Proposals ("RFP") must be submitted by providing the information requested in this RFP by 9:00 am MDT on Tuesday, April 30, 2018 to:**

**Frederick-Firestone Fire Protection District
Attn: Jeremy A. Young, Fire Chief
8426 Kosmerl Place
Frederick, Colorado 80504**

The bid opening process will commence on Tuesday, April 30, 2019 at 9:00 am at the Frederick-Firestone Fire Protection District's Business and Education Center located at 8426 Kosmerl Place in Frederick, Colorado 80504. If you are planning on attending the bid opening process, please respond by calling 303-833-2742 and letting us know of your expected attendance.

During the quote preparation process, all communication, correspondence, questions or requests for clarification shall be directed to Lieutenant Matt Zaffree via mzaffree@fffd.us

General questions may be communicated by phone; however, specific requests for clarifications must be e-mailed. Failure to comply with this requirement may result in disqualification. Questions and answers may be shared with other vendors to provide a fair and consistent proposal and bidding process.

Submitting vendors shall mail or hand-deliver two (2) hard copies and one (1) digital copy in Microsoft Word or Adobe PDF format of the proposal to the above stated address. Mailed

proposals must be received by the District by the above stated submittal deadline.

A proposal may be withdrawn at any time before the deadline for submitting proposals by notifying the District in writing of the intent to withdrawal. The notice must be signed by the representative of the vendor who submitted the quote. The vendor may thereafter submit a new or modified quote, provided that it is received at the District no later than the deadline. Modification offered in any other manner, oral or written, will not be considered. Quotes cannot be changed after the submission deadline, unless the District requests clarification.

If a vendor discovers any ambiguity, conflict, discrepancy, omission, or other error in the RFP, the vendor must immediately provide the District with written notice of the problem and request that the RFP be clarified or modified. Without disclosing the source of the request, the District may modify the RFP before the proposal submission deadline by issuing an addendum to all potential bidders to whom the RFP was sent.

If, before the proposal submission deadline, a vendor knows of or should have known of an error in the RFP but fails to notify the District of the error, the vendor shall submit a proposal at its own risk, and if, awarded the project, shall not be entitled to additional compensation or time by reason of the error or its later correction.

All materials submitted in response to this RFP will become the property of the District. All proposals submitted to the District shall constitute public records within the meaning of the Colorado Public (Open) Records Act (CORA) and may be subject to inspection and disclosure to the public in accordance with CORA. A vendor that desires any aspect of its proposal to remain confidential must specifically identify the confidential portion of the proposal and the grounds for claiming confidentiality. Further, the confidential portion must be easily segregated from the rest of the proposal.

This RFP is a solicitation for quotes and proposals and not an offer to contract. The District reserves the right to accept or reject any or all proposals. The District further reserves the right to issue clarifications and other directives concerning this RFP, to require clarification or further information with respect to any proposal, and to determine the final terms of any contract for services. All costs incurred by a vendor for proposal preparation, interviews and contract negotiations are the sole responsibility of the proposing vendor. All prices submitted in the quote shall be binding and valid for a minimum of 90-days after the closing date.

SECTION A - BACKGROUND INFORMATION

The District currently provides fire suppression, community risk reduction, ALS emergency medical care and transport, and administrative services from four (4) fire stations and one (1) administrative building. The District serves a 34-square mile area in the Town of Frederick, the Town of Firestone and unincorporated areas of southwest Weld County. The District has suburban and rural response areas to include mutual and automatic aid within Weld County, Colorado. The District currently owns and operates three (3) ALS Type III Ambulances. This RFP process is being conducted to replace the oldest unit in the current fleet.

SECTION B - SCHEDULE FOR PROJECT SERVICES

- April 8 RFP is released
- April 8 – 26 Vendor Questions and Answers
- April 30 Bids Due and Bid Opening at 9:00 am
- April 30 – May 10 Bid Compliance Evaluation
- May 14 Successful vendor selected & notified

SECTION C - PROPOSAL SUBMITAL – TECHNICAL SPECIFICATIONS

The proposals shall adhere to the following contents, specifications, and scope of work:

EXCEPTIONS

All exceptions to the bid specifications shall be stated, no matter how minor. Any exceptions not stated shall be deemed by the District to be included in the bid, regardless of the cost to the vendor.

REFERENCE DRAWING

A drawing of the proposed apparatus shall be provided for review. This drawing shall indicate the major components, including but not limited to, the chassis, make and model, body configuration and door style, and the location of the lights, siren, horns, compartments, major components, etc.

A drawing shall be submitted with the bid packet. (No Exception)

PRE-WORK CONFERENCE

A pre-work conference shall be held prior to construction to review contract specifications, materials requirements, delivery schedule, and payment procedures. The conference, which may be accomplished by conference call, shall include the Department representative(s) and the manufacturer representative(s), including the primary engineer working on this project. The date and time of the meeting, or conference call, will be scheduled by the Department representative(s) in consultation with manufacturer representatives and any/all other needed parties.

DELIVERY

Delivery of the finished apparatus shall occur 270 days from the receipt of order.

TYPE I AMBULANCE CONFIGURATION

The apparatus shall be a heavy-duty pick-up chassis. The patient care compartment (body) shall be a first-time remount or new unit. The original module manufacturer must be identified and approved by the buyer.

Specific details of the apparatus shall be as described below. The apparatus shall be designed with due consideration to distribution of load between the front and rear axles. Weight balance and distribution shall be in accordance with the manufacture’s recommendations and national ambulance safety standards.

As near as possible, the body and cabinet layout should match the District's current fleet. Pictures and diagrams of the actual Demo/Remount vehicle offered must accompany the bid proposal for consideration. Built to order remount process must meet current fleet cabinetry layouts.

The refurbishing process (if applicable) must include the following minimum standards:

- Replace/Update the modular body with new electrical systems
- New front and rear switch panels
- New Heat and A/C unit including hoses, fittings and thermostat
- Oxygen leak test report
- Suction pump system test report
- Installation of new gas strut type hold opens on all compartment doors
- New door seals on all compartment and entry doors
- New non-skid flooring in patient compartment (Lonseal Lonplate II or approved substitute) in dark gray
- New stainless-steel thresholds on all modular entry door openings
- Countertops will be Corion or similar solid, stain resistant material
- Newly upholstered seats cushions and backs

CHASSIS

Vendor shall provide a new:

- 2019/2020 model year Ford F-450 XLT single cab pick-up with a 6.8L gasoline engine, wheel base to accommodate a 170" patient module and 16,500 GVWR 4x4

Chassis shall be equipped with the following options, at a minimum:

- Ambulance Prep package
- Power windows
- Power locks
- Electric bucket seats
- A/C
- AM/FM Radio
- Largest capacity fuel tank available for this chassis model

Vendors shall provide the proposed cost for the chassis. The chassis shall be designed and manufactured for heavy-duty service, with adequate strength and capacity for the intended load to be sustained and the type of service required.

DUAL REAR WHEELS AND SUSPENSION

The chassis shall be equipped with dual rear wheels. Mud flaps shall be installed on the apparatus body aft of the rear wheels.

Liquid Spring Suspension Kit DS129FS3, Requires Dump cancel switch - installed at the Curbside rear door on the wall - "L/S Dump Override" - p/n: MX09166.

BATTERIES

Two 750 CCA mounted in the engine compartment and wired parallel in OEM configuration that complies with Ford QVM and KKK-A-1822-F requirements. Batteries will be wired so that both will always be used for starting and controlled by a 300-amp power cut off switch. The power cut off switch circuit shall be protected by a 250-amp fuse. The Ford ignition key activates the cutoff switch. Power can be provided to the module without the engine running by turning the ignition key to accessory position.

ALTERNATORS

Dual Ford OEM alternators with internal regulators. One 200-amp alternator and one 150-amp alternator for a combined for a total of 350 amps.

HIGH IDLE, ENGINE SPEED CONTROL

An NFPA 1906 compliant Engine Speed Control Device shall be installed to allow an increase in engine speed while the vehicle is parked.

A high idle switch shall be provided, inside the cab, on the instrument panel, that shall automatically maintain a preset engine rpm. A switch shall be installed, at the cab instrument panel, for activation/deactivation.

The high idle shall be operational only when the parking brake is on and the truck transmission is in neutral. A green indicator light shall be provided, adjacent to the switch. The light shall illuminate when the above conditions are met. The light shall be labeled "OK to Engage High Idle".

AXLES

Maximum GVWR – 16,500 lbs GVWR

Front: Monobeam with coil springs, shock absorbers and stabilizer bar.

Rear: Non independent live axle with Liquid Spring Suspension System.

Unit will be re-aligned post production, pre delivery to assure still within manufactures specifications. Alignment report will be produced at pre-delivery inspection.

WHEELS AND TIRES

Seven (7) LT 225/70RX19.5 Michelin XDE tires. **Alcoa Aluminum wheels shall be provided by the builder.** The valve stem extensions are to be steel braided lines that are held in place with stainless steel brackets. These brackets are to be located in such a way as to provide easy access to both the inside and outside rear tires valve stems for the checking of tire pressure and for the addition of air when required. Stainless steel lug nut covers will be provided.

ANTI-LOCK BRAKE SYSTEM

The vehicle shall be equipped with an anti-lock braking system.

AUTOMATIC TRACTION CONTROL

An anti-slip feature shall be included with the ABS. The Automatic Traction Control, or approved substitution, shall be used for traction in poor road and weather conditions.

INTERIOR

XLT Trim Package, Color keyed door trim with map pockets, rubber floor mat, padded sun visors, courtesy and dual dome lights, AM/FM Stereo Radio w/ CD & Clock w/ dual cab speakers. Power door locks, cruise control, tilt steering wheel, and power adjustable brake and accelerator pedals.

Remote Entry & anti-theft with two key FOBs shall be included.

All Exterior Module cabinets and entry doors shall have electric door locks.

There shall be a hidden door unlock switch in the front grille.

Auxiliary lights shall be provided in the cab and consisting of:

- One (1) Clear Dome Light: Located in the center, controlled by automatic door switches.
- One (1) adjustable map light mounted on dash area on passenger side.

There shall be one (1) map box with three (3) bins, open at top. The location required shall be determined at pre-construction meeting. The map box shall be divided into three (3) bins. The map box shall be constructed of .125" aluminum and shall be painted to match the cab interior.

EXTERIOR

XLT Trim Package with the following Ford OEM supplied exterior hardware included:

- Front fender vents
- Chrome plated grille
- Halogen headlights
- 3-blink lane change signal
- Roof clearance lights
- Solar tinted glass
- Fixed rear window
- Black or chrome plated door handles
- Under hood service light
- Heavy-duty aluminum Diamond Plate running boards will be installed from the back of the front wheel opening to the front of the module box. They will include mudguards to protect the chassis and module. Rubber mud flaps will be installed behind the dual rear wheels.

GENERAL WIRING SPECIFICATION

The apparatus electrical system shall remain independent of the OEM system unless there is authorization from the OEM chassis manufacturer.

The apparatus body, modules of the apparatus body (i.e. patient compartment) and chassis shall

be individually wired as independent modules and connected as a completed unit at the final assembly via waterproof electrical connectors located in the electrical compartment. The intent of this is to be able to remove portions of the completed apparatus for major service and repair without requiring the electrical system to be cut. Seals shall be provided on each individual wire

and the assembly. All GXL/SXL wiring for the apparatus body shall be within a temperature resistant harness rated at a minimum of 280 degrees. All wires in each harness shall be color and function coded. Wiring shall be run along structural rails and tied in a neat and orderly manner. Wiring passing through compartments shall be protected from tears, abrasions, and cuts caused by loose items moving in the compartment space. Wiring shall comply with OEM / component manufacturers recommendations and standards.

The completed body shall be grounded to the chassis with a minimum "0" gauge wire with crimped and soldered lugs. The lug shall be bolted to the chassis after the removal of all paints, rust, etc. Additionally, a minimum 3/4 inches braided ground strap shall be furnished between the body and chassis.

The ground strap shall have soldered tabs on each end and attached to the chassis as above except that stainless steel star washers shall be used between the ground strap tab and bolt. After attachment, all ground connection points shall be sprayed (soaked) with non-hardening battery terminal sealer. A ground strap shall also be installed from the pump engine to the apparatus body.

ELECTRICAL COMPONENTS

All electrical components such as solenoids, speakers, motors, etc. shall be environmentally rated to a minimum of IP67 and shall be MIL-STD 810 compliant for temperature, humidity, vibration, altitude, shock, sand and dust, immersion, contamination by fluids, humidity and solar radiation.

WIRE GRADE

GXL or SXL Grade Rated from 60-260° F.

CONNECTIONS TERMINATIONS

Connections shall be environmentally sealed to prevent corrosion or degradation.

LOOM AND TIES

All wire loom and wire ties shall be rated to a minimum of 260° F.

ELECTRICAL SYSTEM COMPONENTS

A Weldon V-MUX 100% solid-state microprocessor based multiplex system or similar will be installed to control the electrical functions. The system will provide diagnostics lap top plug in capability. The front console shall contain fifteen (15) PODS buttons with an OLED, text display. The rear panel shall contain twelve (12) PODS buttons. PODS buttons are flexible to be used as latching, multi-level or momentary buttons. A Weldon High Content Node (S) shall be provided. There could be one or more depending upon demand requirements.

WARNING DISPLAYS

A digital OLED display and audible alarm will be integrated into the cab console and programmed through the multiplex system to provide visual and audible indications for:

- Outside storage compartment "door open" warnings
- Module Curbside and Rear "Door Open" Warning
- Low voltage alarm
- System Voltage
- System Errors

VOLTMETER

The OLED display on the console will display system voltage

CONTROL PANEL PODS BUTTONS

A console panel will be mounted in the cab and a rear panel will be mounted in the access door to the electrical service cabinet in the action area. The PODS buttons will control all Emergency Warning functions as well as being able to control the Patient Compartment lighting and module heat/ac functions.

The PODS buttons will have dimmable perimeter backlighting for easy identification and a red LED will light up when turned on.

MODULE POWER BUTTON

A module power button for the electrical system will be provided on the front panel.

EMERGENCY MASTER BUTTON

A single emergency master button will be supplied for activating all the emergency warning lights and will be provided on the front console panel. The emergency master button will activate the module power automatically.

FLASHER

The flasher will be provided within and programmed by the multiplex electrical system.

PARK OVERRIDE

A park override PODS button, located on the Front Console Panel, will reactivate all lights disabled when the transmission is placed in the neutral/park position.

BACKUP ALARM OVERRIDE

The Front Console Panel will have a PODS button to disable the backup alarm. This override will automatically reset to "Enabled" when the vehicle is removed from Reverse.

CURBSIDE SCENE LIGHTS "ON" WITH CURBSIDE DOOR

Four (4) 4.00-inch clear LED lights shall be provided around the vehicle's perimeter. The lights shall be activated when either the "PERIMETER LIGHTS" switch is activated on the center console, when a cab door is "OPEN", or when the vehicle is placed in "blocking mode." The vehicle is in blocking mode when the vehicle transmission is in "PARK" with the parking brake set and the emergency master switch turned "ON" with the forward-facing takedown lights "OFF". The perimeter lighting "OFF" delay shall be synchronized with the chassis exterior courtesy lighting delay.

The lights shall be wired to the "PERIMETER LIGHTS" switch located in the cab center console.

REAR SCENE LIGHTS "ON" WITH REAR DOORS OPEN

The rear scene lights will be programmed to activate when the rear doors are in the open position.

REAR SCENES "ON" IN REVERSE

The system will be programmed to provide activation for the rear scene lights, and the rear side scene lights, when the transmission selector lever is placed into the "reverse" position.

ELECTRICAL WIRING

All of the vehicle's electrical equipment will be served by circuits separate and distinct from the chassis electrical system. All circuits shall be rated to carry 125% of its maximum load. All electrical wiring will be run in grease, oil, heat, and moisture resistant looming. Harnesses will be fastened with vinyl-clad clamps and grommets at any area they contact a metal edge.

Every load carrying wire will be a minimum of 14-gauge and will be color-coded and heat embossed with its function every 6 inches. There will be at least a 6-inch service loop of wire at the point of attachment to each component. All electrical connections will be machine crimped; the use of Scotch-locks is strictly prohibited.

GROUNDING SYSTEM

Due to the fact that most electrical problems in all 12-volt systems, but especially in emergency vehicles are due to problems with bad grounds, the body will be grounded to the chassis frame with 2 heavy duty braided grounding straps. In addition, there will be grounding straps from the engine block to the body and frame. There is to be a Major Ground Buss Bar in the electrical panel that is connected to the ground straps and frame, and then each individual circuit will have its own ground wire run to that ground buss bar. This will greatly improve the grounding of all circuits in the vehicle and insure less electrical problems.

The Weldon HC NODES shall be ground directly to the chassis batteries to eliminate any interference or possible loss of ground which would result in the shutdown of the entire NODE.

ELECTRICAL SERVICE CABINET

The electrical service panel will be mounted in the electrical service cabinet above the action area and will be easily accessible by activating a single latch allowing the Button POD Panel section to swing down. The V-Mux Node(s) will be located in an easily accessible location in the electrical service cabinet for service technicians to perform troubleshooting and service work. This cabinet must be solely for the electrical system components with a large enough door opening to perform work on the systems completely without removing them from the cabinet.

12V DC OUTLETS and PREWIRES

There shall be two (2) Cigar style 12V DC outlets, one located in the action area, and one in the right front bulkhead ALS compartment.

There shall be one 20-amp 12 volt prewire in the lower portion of Compartment #4 (Shoreline and Ignition hot)

There shall be one 20-amp 12 volt prewire in the Cab Console (Ignition Hot)

There shall be one 20-amp 12 volt prewire in the Cab Console (Constant Hot)

There shall be two (2) Dual USB outlets, one in the cab console and one in the action area.

There shall be a Smithworks IV warmer installed in the lower front of Cabinet A

110V AC SYSTEM

There shall be a Kussmaul 20amp Super Auto Eject Shoreline located on the front left corner of the module body for incoming 110-volt power. This receptacle shall be labeled. It shall be wired through one 15-amp circuit breaker. The circuit shall include two (4) 110-volt interior receptacles, one located in the action wall area, one in the ALS area, one located in the telemetry area and one located in the cab console.

There shall be a Vanner 20-1050CUL inverter Charge installed.

LIGHTING, EMERGENCY

The unit shall be equipped with the following warning lights:

14) Whelen M92JC LED lights as follows:

6) Facing forward

5) Facing rearward (2 installed rearward top right and left, 2 installed rearward mid box right and left, 1 installed top center rearward

2) Facing right

2) Facing left

1) Whelen M9 Series clear LED light installed top center forward.

2) Whelen M7 red LED lights mounted in the Front Fenders.

2) Whelen M7JC Red/Blue LED's in Chrome Housings in the Grill.

1) Whelen M7DC Red/Clear LED in Chrome Housings in the Grill Driver side.

1) Whelen M7EC Blue/Clear LED in Chrome Housings in the Grill Passenger side.

There shall be an OptiCom traffic device mounted on the front of the module.

Circuit shall have a dual mode switch. "Primary" shall flash all lights. "Secondary" shall flash top corner lights & amber lights only.

SCENE LIGHTS

There shall be four (4) Whelen M9V2 Series LEDs with (1) Red and Blue with a clear lens on the left side and (1) Red and Blue with a clear lens on the right side. There shall be two (2) Whelen M9v2A Series LEDs Amber with clear lenses mounted on the rear. A separate switch on the driver's switch panel shall control each pair. Also, the right side and rear scene lights shall activate when the right side or rear doors, respectfully, are open.

There shall be three (3) Whelen Pioneer plus surface mount dual flood/spot PCPSM2C. One right/left side center of the box. One center front of the box. A separate switch on the driver's

switch panel shall control each light.

Pre-wiring for customer installed perimeter lighting to be identified at pre-construction meeting.

DOOR SWITCHING

Magnetic Door Switches shall be installed to activate Door Open, Compartment Open, Dome and Scene Lights.

SIREN AND SPEAKERS

Siren shall be a Whelen 295-HFSA7 Dual Amp. Dual Cast Products Siren Speakers shall be mounted outboard in the face of the Chrome Front Bumper, below the Headlights, in cast aluminum housings.

There shall be Dual Buell Air Horns mounted under the front bumper.

SPOTLIGHT

There shall be a "300,000 candle power" spotlight, with eight foot coiled cord and momentary switch, permanently wired into front console. A "Mic" style storage clip shall be provided.

LIGHTS, PATIENT COMPARTMENT

The ceiling headliner shall contain eight (8) Whelen High - Low intensity LED dome lights. The left and right banks of lights shall be switched separately. In addition, the left bank high mode can be switched from the drivers switch panel and will be activated by opening of the side or rear entry doors. There shall be a timer switch installed in the right wall at the head of the squad bench. The timer switch will allow the left bank of Dome Lights to turn on even when the master switch is in the off position.

In addition, a 10" LED light shall be in the action area.

There shall be Stop and Turn indicators over the rear doors.

CLOCK, PATIENT COMPARTMENT

A battery-powered Atomic Digital Clock w/Indoor Temp. & Date. 12/24 Hour display, Automatic updates for time (including DST), month, day, date Calendar.

SUCTION - ON BOARD

An SSCOR/Board On-Board suction system with an Impact E-12 Suction Pump shall be provided and mounted on the back wall above the action area countertop just forward of the CPR Seat.

VENTILATION

A 138-CFM exhaust fan shall be mounted near the ceiling in the left rear of the patient compartment and shall be activated by a switch on the action wall.

LOW VOLTAGE ALARM

A Low Voltage Alarm shall sound when the voltage drops below 11.8 volts for more than 120 seconds.

CAB CONSOLE

The cab shall be equipped with an angled front, form-fitted control console located between the front driver's and officer's seats. This console shall be sized to accommodate the installation of a switch panel for the control of the emergency and general illumination lighting, siren controller, traffic advisor control head, and customer-mounted radios. The switch panel shall consist of a sixteen (16) switch multiplex module with lighted switches. The switch module shall have back lighted identification plates on a non-glare panel surface. The switch panel shall be illuminated whenever the master switch is in the "ON" position. Panel light brightness shall dim

automatically via the multiplexing system when the chassis headlights are turned "ON". The cab console shall be fabricated from steel, and powder coated with a black finish.

The following controls and switches shall be positioned from forward to rear on the center console as follows:

- One (1) LED blue/white flexible map light
- One (1) faceplate for customer specified radio
- An Innovative Products, Inc. Magnetic Mic base for each of the department's radios
- One (1) microphone hanger for the electronic siren microphone
- One (1) switch panel with sixteen (16) switches
- One (1) electronic siren controller
- Four (2) cup holders
- Two (2) adjustable arm rests
- Two (2) 12-volt aftermarket power outlets
- Four (4) 12-volt USB outlets
- One (2) storage compartments for 3 boxes of medical Gloves and map books

The specific console layout shall be discussed/determined during the pre-work conference and a drawing of the layout shall be provided to the department for approval.

SPS Switch Panel and Programming

All accessory and emergency lighting shall be controlled by a master electrical control module mounted in a location within the cab that is easily accessible by driver and operator. The module shall consist of a multiplex smart programmable switch (SPS) module of sixteen (16) one-touch switches. The module shall have back lighted identification plates on a non-glare panel face illuminated when the master switch is "ON".

The function and layout of the sixteen (16) one-touch switches are as follows with the first switch located at the far left of the panel.

- Switch 1 Upper: **EMR LIGHTS:**
 - Description: Activates all emergency or hazard lights
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on
 - Requires Body Master to be "ON": **No**

- Switch 1 Lower: **HORN/SIREN:**
 - Description: Designates whether the chassis horn toggles the electric horn or sounds the Air horn
 - Function: Switch is press on press off
 - Indicator: Illuminates solid in siren mode
 - Requires Body Master to be "ON": **No**

- Switch 2 Upper: **UPPER CANCEL:**
 - Description: Deactivates all upper zone emergency or hazard lights
 - Function: Switch is press on press off
 - Indicator: Indicator flashes when activated
 - Requires Body Master to be "ON": **No**

- Switch 2 Lower: **LOWER CANCEL:**
 - Description: Deactivates all lower zone emergency or hazard lights
 - Function: Switch is press on press off
 - Indicator: Indicator flashes when activated
 - Requires Body Master to be "ON": **No**

- Switch 3 Upper: **Mod Power:**
 - Description: Deactivates Mod Power
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on

- Switch 3 Lower: **HIGH IDLE:**
 - Description: Activates/Deactivates the high idle function of the chassis motor. This function shall only function if the chassis transmission is in "PARK" and the parking brake is set. The function deactivates if any of the following happen; the chassis transmission is shifted out of "PARK", brake pedal is pressed, parking brake is released, or the switch is pressed again.
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on
 - Requires Body Master to be "ON": **Yes**

- Switch 4 Upper: **DS FLOOD:**
 - Description: Activates/Deactivates the left side swivel flood light
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on
 - Requires Body Master to be "ON": **Yes**

- Switch 4 Lower: **PS FLOOD:**
 - Description: Activates/Deactivates the right-side swivel flood light
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on
 - Requires Body Master to be "ON": **Yes**

- Switch 5 Upper: **REAR FLOOD:**
 - Description: Activates/Deactivates the rear panel flood (backup) lights
 - Function: Switch is press on press off

- Indicator: Indicator light is solid when on
- Requires Body Master to be "ON": **Yes**
- Switch 5 Lower: **PERIMETER LIGHTS:**
 - Description: Activates /Deactivates the perimeter/step lights on the apparatus body and rear bumper
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on
 - Requires Body Master to be "ON": **Yes**
- Switch 6 Upper: **ALARM CANCEL:**
 - Description: Cancels the audible alarm that sounds to alert the driver that a cab or compartment door is "OPEN" when the parking brake is released, or the vehicle has a low voltage condition. This alarm cancel function is reset when any of the following actions happen the chassis ignition is turned "OFF", the parking brake is set, or the switch is pressed again.
 - Function: Switch is press on press off
 - Indicator: Indicator flashes when activated
 - Requires Body Master to be "ON": **No**
- Switch 6 Lower: **LIGHT TEST:**
 - Description: Illuminates all apparatus lighting to performing light checks. It shall be programmed to turn "OFF" after 90 seconds to prevent battery draining. It shall be programmed to function only when the parking brake is set.
 - Function: Switch is press on press off
 - Indicator: Indicator flashes when activated
 - Requires Body Master to be "ON": **Yes**
- Switch 7 Upper: **Mod Dome Lights:**
 - Description: Turns on/off mod dome lights
 - Function: Switch is press on press off
 - Indicator: Indicator light is solid when on
 - Requires Body Master to be "ON": **Yes**

SWITCH CONSOLE, PATIENT COMPARTMENT

The following switches shall be in the rear control panel, which shall be hinged for easy access to components. They shall be mounted in a double row at an angle facing the center of the cot and the squad bench.

Top Row:

Mod Power / Left Domes / Right Domes / O2 Light / Attendant Light/ Cabinet Lights

Bottom Row:

Inverter / Suction / Exhaust Fan / HVAC Fan Speeds / Heat - AC

All switches in front and rear panels shall be Weldon Button Pod switches that are permanently marked by function, illuminate when activated and backlit for night visibility.

Antenna Leads and Bases

One (1) antenna mounts with coaxial cable shall be supplied and installed a minimum of 18.00-inches apart and centered on the chassis cab roof. The components shall consist of a brass $\frac{3}{4}$ -inch New Motorola (NMO) style Antenna Mount and Double Shielded Coaxial Cable soldered to the base. The coaxial cable shall terminate in the cab console and have a minimum of 4-feet of additional cable. The cable shall be routed from the chassis/cab headliner to the console in a concealed manner. All cables shall be labeled as to where they are installed on the roof. A protective rain cap shall be installed on each NMO antenna mount. Each cap shall be labeled as to the respective pre-wired set by placing a "#1" or "#2" on the rain cap itself.

Wiring for Radio(s) Installation

The chassis cab interior shall be wired with one (1) wiring bundle for a Motorola 6500 mobile radio

The bundle shall be separate from each other and terminate in Deutsch brand connectors. The antenna wire shall remain separate from the connector. A pigtail shall be included for each bundle for connecting the agency radio into the wiring harness. Each bundle including antenna wires shall be labeled RADIO 1 In addition, the individual wires in each pigtail shall be labeled (Battery Power, Ground, PA Input, etc.). The pig tails and antenna wires shall be a minimum of 3 feet or as long as required for installation of the radios.

All connections shall be made to the battery. Blade style fuse holders, using the same size fuses as the chassis, shall be installed in the pigtails for the constant power, but no fuses shall be installed.

The location for the radio installation and radio wiring bundles shall be determined in conjunction with the NFEF, overhead shall not be acceptable.

- One (1) Motorola 6500 mobile radio

FLOOR, PATIENT COMPARTMENT

The subfloor shall consist of .090" thick 3003 H14 corrosion resistant aluminum sealed watertight. Over the aluminum subfloor there shall be a sheet of $\frac{3}{4}$ ", 13 ply, exterior grade plywood that is caulked and sealed.

The floor is then to be covered with a single piece of commercial-grade, LON-PLATE non skid flooring, which shall roll up the left wall and the squad bench approximately 3". Behind the linoleum at the base of the left wall and the squad bench, coving shall be installed providing a solid backing at the point of the bend in the floor. This coving shall run the full length of the left wall and the squad bench. Flooring shall be sealed at all edges to prevent water from seeping between the floor and cabinets.

A formed 6-inch, full width stainless steel floor protection strip shall be installed forward of the rear patient compartment door seal. Additionally, antiskid tape, 2-inch-wide, is to be laid the full width just inside the rear entry doors over the floor protection strip.

CABINET'S, INTERIOR

All interior cabinets shall be built using $\frac{3}{4}$ " cabinet grade, finished both sides, 7 ply, solid core, birch plywood. The use of plywood of any lesser quality or thickness is strictly prohibited.

All interior cabinets shall be constructed using wood screws. The use of staples or nails in the fastening of cabinet components is strictly prohibited.

Exposed cabinet surfaces, interior, and exterior, are to be covered with "Wilsonart" laminate. All cabinets and countertops shall be caulked and sealed. Cabinets shall incorporate 1-inch aluminum radius corners throughout and have generous padding to lessen the chance of injuries in the event of an accident. Sliding Plexiglas windows shall be 1/4" thick with full height extruded aluminum handles mounted in full perimeter slide track. Door catches shall be flush-mount slam-type positive latching.

Lights: Accent, TecNiq D04-B001-1 Linear Dragon Light Vertical, Blue LED w/white case (D04-0WV0-1), 36" wire. Will have Rocker On/Off Switch in Rear Panel, labeled "CABINET LIGHTS"

CABINETS, LEFT WALL

A one-piece molded countertop will be Corion or similar solid, stain resistant material for the attendant in the action area. Storage cabinets shall be located in the left rear and above the action area. The cabinet over the action area will have the same angle front to back as the cabinet with the switch panel — storage cabinet located over the CPR seat with flip-up Lexan lid.

The action wall shall house the technician's console, two oxygen outlets, vacuum outlet, aspirator collection bottle, climate control thermostat, and fan control, one 12-volt connection and one lighted 110V duplex outlet. The upper action wall area shall be hinged for ease of access.

BULKHEAD CABINETS

The driver side cabinet shall incorporate bulkhead mounted climate control unit. Unit shall drain directly through the floor. Air intake shall be at floor level, while output shall be ducted overhead, across the bulkhead cabinets. The return air shall be filtered.

A horizontal cabinet shall be located above the walk-thru at ceiling level. The right side shall have a locking drug box at ceiling level and inside/outside access cabinets below all the way to floor level with two adjustable shelves, and two solid full-length doors. The inside/outside cabinet shall be lighted at each shelf level with recessed lighting. The face of the overhead bulkhead cabinet doors shall be padded.

The bulkhead shall incorporate a pass-through Plexiglas sliding window from the rear patient compartment to the front cab. This window shall be sealed and weather proof via a flexible rubber boot connection between the cab and the modular body.

SQUAD BENCH

The squad bench base shall be constructed of .075" gauge stainless steel for strength and ruggedness". The lid shall be split into two sections. Each lid will have a gas strut hold open device and paddle style latches. The interior shall be lined with white Wilsonart laminate.

There shall be a cabinet over the squad bench with flip up lexan doors.

There shall be (3) glove holder storage over the curbside door.

There shall be a Cargo net at the head of the squad bench.

There shall be small IV supply storage along the bench.

SEAT, EMT / ATTENDANT

An attendant seat shall be located at the head of the primary cot. It shall be a high back deluxe seamless vinyl captain's chair with child seat mounted on a base as approved by the seat manufacturer with a 3-point seat belt for attendant safety.

SEAT, CPR

A sidewall seat will be mounted in the center of the left wall with lift up seat for storage below. This seat will be comprised of three molded/contoured seamless vacuum formed vinyl cushions. A seat belt shall be provided for attendant safety. Cushions shall be vacuum-formed seamless. One-inch cushions shall be installed on three sides of Head area.

UPHOLSTERY

All door panels, seat cushions, and protective pads shall be constructed of fire-retardant foam, covered with minimum 40-ounce vinyl. All seat and back cushions in the patient compartment shall be vacuum-formed seamless.

HEADLINER

The headliner shall be constructed of padded white vinyl in three sections, with the center section being removable to gain access to wiring.

I.V. HOLDERS

There shall be two recessed, swing-up dual I.V. bag holders mounted in patient compartment headliner.

PANELING, INTERIOR

Exposed surfaces shall be mar, dent and scratch resistant. Walls shall be covered with high pressure Wilsonart laminate material.

GRAB RAIL, OVERHEAD

A full-length stainless-steel handicap style 1 1/2" diameter grab rail shall be installed on patient compartment ceiling. This rail shall be capable of supporting a minimum of 300 pounds. This Rail shall be treated with Agion Anti-Bacterial Coating.

GRAB HANDLES, DOORS

All entry doors will have a matching heavy-duty stainless-steel handicap style 1 1/2" "V" bar grab handle that will be securely mounted slightly below the window. These Bars shall be treated with Agion Anti-Bacterial Coating.

STAINLESS STEEL WALL

The lower left aisle wall shall be .060 stainless steel from action shelf down to the floor.

The stainless steel shall be installed after the floor is in place and installed over the edge of the floor. This will eliminate the seam and possibility of fluid retention.

COT MOUNT

Floor plating shall be installed for a Stryker power load Model Number 6390.

INSULATION

The entire patient compartment, walls, and ceiling shall be blanketed with two layers of reflectix insulation. In between the two layers of reflectix insulation shall be a 2" polystyrene insulation to provide exceptional insulation and sound deadening qualities. To make certain the insulation stays in place, all insulation in the vertical walls is to be glued in place

All exterior compartment and patient compartment entry doors shall be insulated with a single layer of R-14.5 reflectix insulation. Additionally, there shall be a single layer of 2" polystyrene insulation installed in each door.

CLIMATE CONTROL

Rear climate control shall be bulkhead mounted in the center of the bulkhead cabinet to shorten refrigerant and anti-freeze hoses and eliminate vertical circulation. Condensation from high humid conditions shall drain directly through the floor. Air intake shall be at floor level; output shall be at ceiling level with return air at floor level for increased airflow. Return air shall be filtered.

The unit shall be a 40,000 BTU cooling capacity and a 35,000 BTU heating capacity. The blower motor shall have permanent magnets and be capable of delivering 630 CFM of airflow. It must be removable without removing entire heat/cool unit and without disconnection of any coolant lines.

A thermostat shall control both heating and cooling with 3-speed manual fan control. The thermostat shall be located on the action wall.

SHARP'S and TRASH CONTAINER

Sharps and trash container shall be located in the forward section of the squad bench.

OXYGEN OUTLETS

Oxygen system shall be plumbed with conductive hose from oxygen compartment to two Allied, Ohio style oxygen outlets in the action area, a third over the cot mounted in the ceiling and a fourth one at the head of the squad bench.

REAR WHEEL WELL TRIM

The rear wheel wells shall be trimmed with polished Stainless Steel Fenderettes that shall be attached to the body with stainless steel fasteners. There shall be a gasket placed between the aluminum body and the stainless steel fenderette for isolation of the dissimilar metals.

RUB RAILS

There shall be bolt on clear anodized extrusion rub rails with a wall thickness of (.187). They shall run the full length of the body and be mounted at the base of each side of each side of the body.

The rub rails shall be spaced ¼ inch from the body with Delrin spacers. Tracer™ Series, Super-LED® Light Array mounted along the inside of the rails.

BUMPER, REAR STEP

The rear step assembly shall be constructed of 1 ¾" X 1 3/4" tubular steel frame bolted to the chassis frame. The center section shall be non-skid grip strut aluminum and shall "Flip-Up" to allow adequate clearance of the Cot Wheels while Cot is being loaded. The ends shall be constructed of diamond plate end caps with 18" X 4" X 4" heavy-duty rubber dock bumpers.

DOORSTEP, SIDE

The side doorstep shall be formed of aluminum diamond tread and shall be flush sweep out style. Antiskid tape, 2 inches wide, is to be laid the full width of the step just inside the entry door. Additionally, there shall be a formed 3-inch, full-width stainless steel floor protection strip installed over the flooring at the top of the step. An LED step well light is to be installed on the forward vertical wall of the step well with the wiring to be pulled through the backside of the step well. The Lower Side of the step well shall be covered with Hush Mat to reduce road noise.

STONE SHIELDS

Diamond plate stone shields shall be installed on the front edge of the module body directly behind the cab at skirt level. These shields shall extend up the front of the box approximately 16 inches.

EXTERIOR COMPARTMENT CONFIGURATION

NOTE: The body and cabinet layout should match the District's current fleet.

Install Dri-Deck in all exterior Compartments

#1 OXYGEN / BACKBOARD COMPARTMENT

The left front (street side) exterior compartment shall contain a "Zico" nylon triple collar bracket to house one "M" size oxygen cylinder.

The O2 tank is to be stored in the aft side of the compartment.

There shall be an interior access door to allow the attendant to turn the oxygen tank valve on/off from the patient compartment. A separate O2 compartment light shall be provided for the purpose of viewing the tank O2 gauge and be switched on/off from the action panel. A wrench is to be provided for changing the tank regulator. This wrench is to be secured in the compartment with a cable and mounted to the compartment wall when not being used.

This compartment shall have an aluminum divider located between the O2 tank and the backboard storage side of the compartment. A shelf is to be installed from the divider to the compartment aft wall above the O2 bottle.

The forward side of the compartment is to provide storage for two (2) backboards and shall have rubber "nerf" strips, two (2) on the floor and two (2) on the back wall of the compartment, for the protection of the backboards. There shall be a seat belt style-retaining strap installed for the purpose of securing the backboards.

On the forward wall of the compartment, there shall be a removable panel approximately 8" square in size located opposite of the shoreline plug. This panel, when removed, provides access to the shoreline plug when service or replacement is required.

#2 GENERAL STORAGE COMPARTMENT

This compartment shall be located street side between the #1 compartment and the left side drive wheels and is to be used for general storage. There is to be a double door on this compartment.

There shall be a full width, full depth aluminum "pan" style storage shelf installed in the compartment. The shelf is to be mounted on two (2) sets of infinitely adjustable uni-strut tracks at each end of the shelf with rubber matting covering the top side of the shelf.

#4 SPARE TIRE COMPARTMENT

The left rear street side exterior compartment shall be for general storage. There shall be two adjustable shelves in this compartment. The top shelf to be full depth and accessible from the inside and the lower shelf to be half depth. There is to be a double door on this compartment. This compartment shall have a 12 Volt 20 amp and ground coiled in the lower portion. Wired Ignition and Shoreline Hot

#5 BACKBOARD STORAGE COMPARTMENT

The right rear curbside exterior compartment is to be located at right rear corner of the body. This compartment is to provide exterior storage for Backboards. This compartment shall have an aluminum vertical divider located in the center. With one shelf that is accessible from the inside/out.

#6 GENERAL STORAGE COMPARTMENT

This compartment is to provide exterior storage for miscellaneous equipment under the rear portion of the squad bench.

There shall be a full width, full depth aluminum "pan" style storage shelf installed in the compartment. The shelf is to be mounted on two (2) sets of infinitely adjustable uni-strut tracks at each end of the shelf with rubber matting covering the topside of the shelf.

#7 ALS IN/OUT ACCESS

There shall be a single full-length door located at the right front (curbside) allowing for In/Out access to the ALS interior cabinet.

DECALS, NO SMOKING & OXYGEN EQUIPPED

There shall be two NO SMOKING and two OXYGEN EQUIPPED signs, one each in the cab and one each in the patient compartment.

WIRING SCHEMATIC

There shall be a complete **SPECIFIC** wiring schematic showing all circuits, including optional equipment included in the owner's manual.

APPARATUS FINISH

Apparatus Body Color

The color of the apparatus body shall match the color of the chassis cab exterior. The chassis cab shall not be repainted.

Apparatus Body Finish

The exterior finish of the apparatus body shall gel coated to match the chassis cab. All aluminum and stainless steel shall remain unpainted. Any unpainted steel used in the fabrication of the mounting system shall be prepared for painting following the paint manufacturers recommendations for the preparation of the surface. Paint for all steel parts shall be gloss black acrylic automotive grade enamel.

The color of the chassis cab exterior and body shall be **Oxford White (Z1)**.

Graphics/Striping

The unit will have chevroned styled striping places on the rear of the module excluding the double doors.

The apparatus shall be decaled by Frederick-Firestone Fire Protection District independent of this apparatus contract.

CUSTOMER PICK UP

The customer shall pick up the completed apparatus from the apparatus manufacturer facility. The contract will include travel and boarding expenses for two (2) district representatives to attend at least a final inspection of the finished product. If the apparatus manufacturer recommends a mid-project facility visit, that should be included in the contract as well.

THIS COMPLETES THE TECHNICAL SPECIFICATIONS FOR THE TYPE I AMBULANCE.

SECTION E - CONTRACT AND COMPENSATION

A written contract agreement will be required between the District and the selected vendor, which will be in the form and substance required by the District. The contract shall contain a Guaranteed Maximum Price (GMP) for the total cost; the final GMP set forth in the contract agreement may be different from the good faith estimated GMP set forth in the vendor's original proposal and quote based on the concept plans and alternatives developed by the vendor and the District.

The contract shall include insurance requirements for both general liability and errors and omissions. The contract shall include certification concerning employment of illegal aliens. The contract will designate the selected vendor as the Warranty Administrator, which shall be responsible for coordinating and processing any and all warranty claims and work that apply to the labor performed and materials installed on the project. Prior to execution of the contract, the selected vendor shall provide evidence of licensure and good standing for team members where applicable.

If the parties have not signed a professional services agreement acceptable to the District within thirty (30) days of the District notifying the selected vendor, the District may, in its sole discretion, select a different vendor or terminate the RFP process.

SECTION F - EVALUATION CRITERIA

The proposals will be screened by the District. Evaluation criteria for proposals shall generally include the following factors:

1. Adherence to the District's specifications and bid documents;
2. Strength of qualifications of the vendor;
3. Strength of recent, relevant Type VI builds and projects;
4. Longevity and durability of products built by the vendor in the past;
5. Customer service during bid process, build and after from reference checks;
6. Good faith estimated Guaranteed Maximum Price for the total project.

The District is not obligated to accept the lowest cost proposal. The District is not obligated to accept any proposal and will make its determination based on the best interests and mission of the District. The District retains the right to abandon or terminate the RFP process at its discretion at any time for any reason.

VENDOR INFORMATION PAGE

Name of Company

FEIN

Street Address

Mailing Address / P.O. Box

City

State

Zip Code

Phone

Fax

Project Representative

Title

E-mail Address

Alternate Project Representative

Title

E-mail Address

Authorized Signature

Date