

MOULTONBOROUGH FIRE RESCUE

Specifications for Fire Apparatus Pumper/Tanker

BIDDER COMPLIES

YES

NO

I. Cab and Chassis

Two (2) person commercial cab and chassis (International Workstar 7600 SBA 6X4) **NO EXCEPTIONS**

Vinyl bucket seats with armrests

Center console

The console shall contain space for the following items as standard:

Siren control head

Motorola Astro Mobile Radio

Kenwood TK 5710 Mobile Radio

Three (3) Blank Filler Plates

One (1) Kussmaul 091-219 Dual Port USB charging port

Wireless intercom headset system w/ PTT system

Cab Color: single color, factory "Red"

Cummins ISX15-500 HP diesel motor

Allison Automatic Transmission (4 mode 5)

Jacobs 3 position engine brake

Air brakes

Dual rear axles

Axle interlocks

Fuel tank, 50-gallon minimum, left side mounted

Standard cab steps with battery covers

Onspot tire chains

Power/heated mirrors

Fender mirrors (heated)

Kussmaul Auto Eject (male air and male electrical) w/ supplied female adapters

On board battery charger

Aluminum Rims

Michelin Tires

Roof mounted, dual stuttertone air horns w/ chain inside cab

Exterior Sunshade (painted to match truck)

LED headlights

LED ground lights illuminating road under driver and passenger doors/steps

MagneGrip exhaust ventilation system set up on exhaust tip

II. PUMP PANEL

PUMP CONTROL PANELS

All pump controls and gauges shall be located at the left (street) side of the apparatus and properly identified.

The layout of the pump control panel shall be ergonomically efficient and systematically organized. The pump operator's panel shall be removable in two (2) main sections for ease of maintenance. The pump and gauge panels shall be constructed of 12-gauge stainless steel. The gauge panel shall contain a panel for mounting of all instruments, engine monitoring system, and pressure control system.

The gauge panel shall be a double panel door design to protect in the enclosed door all gauge tubing, switch, and control wiring. The gauge panel exterior shall be made of stainless steel. The inner pan shall bolt onto the stainless exterior panel. There shall be an access panel in the inner panel easily removable for control or gauge service or replacement.

The gauge panel door shall be designed as an hinged, pump house service door on the street (left) side of the pump house. This gauge panel door shall provide an opening minimum size of 36 inches wide by 12 inches in height.

The lower section of the panel shall contain all inlets, outlets, and drains. All push-pull valve controls shall have quarter turn locking control rods with chrome plated zinc tee handles. Guides for the push-pull control rods shall be chrome plated zinc castings securely mounted to the pump panel. Push-pull valve controls shall be capable of locking in any position. The control rods shall pull straight out of the panel and shall be equipped with universal joints to eliminate binding.

There shall be an hinged, pump house service door on the curb (right) side of the pump house. This door shall provide an opening minimum size of 36 inches wide by 12 inches in height.

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PUMP PANEL IDENTIFICATION TAGS

The identification tag for each valve shall clearly identify its respective control handle. All discharges shall have color-coded plastic identification tags, with each discharge having its own unique color. Color-coding shall include the labeling of the outlet and the drain for each corresponding discharge.

PUMP PANEL FINISH

All stainless panels used in the construction of the pump house shall have a brushed finish.

CONTROLS AND GAUGES

The following shall be provided on the pump and gauge panels in a neat and orderly fashion. The gauge panel shall include the following:

PRESSURE GOVERNOR, MONITORING, & MASTER PRESSURE DISPLAY

A pressure governor and monitoring display kit shall be installed. The kit shall include a control module, intake pressure sensor, discharge pressure sensor, and cables. The control knob shall be 2" in diameter with no mechanical stops, have a serrated grip, and a red idle push button in the center. It shall not extend more than 1-3/4" from the front of the control module. Inputs for monitored information shall be from a J1939 databus or independent sensors. Outputs for engine control shall be on the J1939 databus or engine specific wiring.

The following continuous displays shall be provided:

- Pump discharge; shown with four daylight bright LED digits more than 1/2" high
- Pump Intake; shown with four daylight bright LED digits more than 1/2" high
- Pressure / RPM setting; shown on a dot matrix message display
- Pressure and RPM operating mode LEDs
- Throttle ready LED
- Engine RPM; shown with four daylight bright LED digits more than 1/2" high
- Check engine and stop engine, warning LEDs
- Oil pressure; shown on a dual color (green/red) LED bar graph display
- Engine coolant temperature; shown on a dual color (green/red) LED bar graph display
- Transmission Temperature; shown on a dual color (green/red) LED bar graph display
- Battery voltage; shown on a dual color (green/red) LED bar graph display.

The dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. All LED intensity shall be automatically adjusted for day and night time operation.

The program shall store the accumulated operating hours for the pump and engine to be displayed with the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

- High Battery Voltage
- Low Battery Voltage (Engine Off)
- Low Battery Voltage (Engine Running)
- High Transmission Temperature
- Low Engine Oil Pressure
- High Engine Coolant Temperature
- Out of Water (visual alarm only)
- No Engine Response (visual alarm only)

The program features shall be accessed via push buttons and a control knob located on the front of the control panel. There shall be a USB port located at the rear of the control module to upload future firmware enhancements.

Inputs to the control panel from the pump discharge and intake pressure sensors shall be electrical. The discharge pressure display shall show pressures from 0 to 600 psi. The intake pressure display shall show pressures from -30 in. Hg to 600 psi.

The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A throttle ready LED shall light when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator.

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PRESSURE GAUGES

Each line pressure gauge shall be mounted immediately above the control for the corresponding valve. The individual line pressure gauges for the discharges shall be 2-1/2" in diameter with white dial face gauges with black lettering and markings. The gauges shall be a compound style gauge with a vacuum/pressure range of 0 - 400 psig.

The gauges shall be fluid filled with pulse and vibration dampening Interlube to lubricate the internal mechanisms to prevent lens condensation and to ensure proper operation to -40 degrees F. The cases shall be temperature compensated with an internal breathing diaphragm to permit fully filled cases and to allow a rigid lens with a distortion free viewing area. The gauge accuracy for the gauge shall be plus or minus 2% mid-scale, plus or minus 3% balance, per ANSI B40.1, Grade 1A.

To prevent internal freezing and to keep contaminants from entering the gauge, the stem and bourdon tube shall be filled with low temperature oil and be sealed from the water system using an isolating diaphragm located in the stem. A bright metal bezel shall be supplied for resistance to corrosion, and to protect the lens and case from damage.

All line pressure gauges shall be mounted adjacent to the corresponding discharge control tee handles.

LED GUAGE LIGHTING

The 2-1/2" pressure gauges shall be equipped with LED back lighting.

PUMP PANEL LIGHTING

The pump operator's panel shall be supplied with a LED light system. LED strip lights with a stainless steel hood shall be mounted across the top of the pump panel gauges and controls.

LED strip lights with a stainless steel hood shall be provided on each side of the pump module above the side panels.

All pump module lighting shall illuminate when the parking brake is engaged.

DRAIN DISCHARGES

The 3/4 inch drain valves shall be equipped with 90-degree fittings with 3/4" I.D. tubing to direct the discharge water toward the ground.

AIR HORN ACTIVATION SWITCH

A switch shall be located on the pump panel to activate the chassis air horn. The switch shall be a momentary pushbutton type switch with a red cover. The switch shall be supplied with the proper identification label.

WATER TANK INDICATOR

A tank indicator kit shall be installed. The kit shall include an electronic indicator module, a pressure sensor, and a 10' sensor cable. The indicator shall show the volume of water in the tank on nine (9) easy to see super bright LEDs. A wide view lens over the LEDs shall provide for a viewing angle of 180 degrees. The indicator case shall be waterproof, manufactured of aluminum, and have a distinctive blue label.

The program features shall be accessed from the front of the indicator module. The program shall support self-diagnostics capabilities, self-calibration, and a data link to connect remote indicators. Low water warnings shall include flashing LEDs at 1/4 tank, down chasing LEDs when the tank is almost empty, and an output for an audio alarm.

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The indicator shall receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the water tank near the bottom. No probe shall place on the interior of the tank. Wiring shall be weather resistant and have automotive type plug-in connectors.

HIGH VISIBILITY WATER TANK LEVEL INDICATOR - ADDITIONAL

There shall be in addition to the Class 1 water tank level gauge on the pump operator's panel, a Whelen PSTANK or equivalent LED high visibility water level indicator supplied one (1) on each side (driver & curb) of the pump module on the dunnage area sides.

The lights indicate the tank level as follows

Full	Green
3/4 Full	Blue
1/2 Full	Amber
1/4 Full	Red

HIGH VISIBILITY WATER TANK LEVEL INDICATOR

There shall be a Whelen PSTANK or equivalent LED high visibility water level indicator supplied on the rear of the apparatus.

The lights indicate the tank level as follows

Full	Green
3/4 Full	Blue
1/2 Full	Amber
1/4 Full	Red

III. PUMP

Hale Qmax 200 model midship pump, 2,000 gallon per minute pumping capacity at 150 PSI. The pump shall be equipped with a "G" Gearbox and a priming pump shall be a positive displacement, oil-less rotary vane electric motor driven pump conforming to the requirements of NFPA 1901. The pump body shall be manufactured of heat treated anodized aluminum for wear and corrosion resistance. The pump shall be capable of producing a minimum 24 Hg vacuum at 2000 feet above sea level. The electric motor shall be a 12 VDC (or 24 VDC) totally enclosed unit. The priming pump shall not require lubrication. The priming pump shall be operated by a single push-pull control valve mounted on the pump operator panel. The control valve shall be of all bronze construction.

AIR PRIMER

The pump shall be furnished with an air driven venturi priming system. The system shall be plumbed to the chassis air. A switch to control the air primer shall be provided on the pump operator's panel.

PUMP HOUSE HEATER

A 53,500 BTU, automotive type hot water heater shall be provided and mounted in the fire pump compartment. The heater shall be connected to the truck engine coolant system and have shutoff valves in both the feeder and return lines. Heater shall include a 12 volt fan with a switch located at the pump operator's panel.

HEAT PAN ENCLOSURE

A removable casing constructed of aluminum, completely enclosing the underside of the pump compartment and heated by the engine exhaust shall be provided. The heat pan assembly shall include access panels that can be easily removed from their mounting locations.

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IV. INTAKES & SUCTION PORTS

LEFT SIDE STEAMER INLET

There shall be one (1) steamer inlet furnished on the left side pump panel.

The suction inlet shall have 6" NST thread.

The suction inlet shall have a removable strainer provided inside the external inlet.

HALE MIV VALVE - LEFT SIDE

There shall be a full flow Hale MIV-M valve furnished on the driver's side pump panel. The gate valve shall have a manually operated hand wheel control on the valve. The inlet valve shall be a full flow butterfly type valve designed to mount on the fire pump between the suction extension and suction tube behind the pump compartment panel. The valve shall not interfere with other suction or discharge openings on the fire pump or with pump operating controls when properly mounted.

SUCTION PRESSURE RELIEF VALVE

A pressure relief valve shall be provided. The valve shall have an easy to read adjustment range from 90 to 300 PSI in 90, 125, 150, 200, 250, 300 PSI increments. For corrosion resistance the cast aluminum valve shall be hardcoat anodized with a powder coat interior and exterior finish. The valve shall be configured for either a Waterous or Hale pump, and have a 2" male NPT threaded discharge outlet. The unit shall be covered by a five-year warranty.

The discharge side of the intake relief valve shall be plumbed to the right side below the running boards, away from but, visible to the pump operator, and shall terminate with an unthreaded pipe. The adjustment control shall be located behind the street side pump panel.

The air bleeder valve shall be mounted on the lower left pump panel drain panel. Air bleeder valve connections shall have a restriction no larger than 3/4" (19 mm) to prevent water hammer when filling hose. If an intake primer/bleeder selector is selected this valve will not be installed to reduce operator complexity.

STORZ ADAPTER

One (1) 6" NST Female swivel thread with long handle 30-degree down to 5" Storz hard coated aluminum adapter shall be provided.

One (1) 5" Storz cap and chain with a suction gasket shall be provided.

RIGHT SIDE STEAMER INLET

There shall be one (1) steamer inlet furnished on the right side pump panel.

The suction inlet shall have 6" NST thread.

The suction inlet shall have a removable strainer provided inside the external inlet

HALE MIV VALVE - RIGHT SIDE

There shall be a full flow Hale MIV-E valve furnished on the officer's side pump panel. The gate valve shall have an electrically operated control on the pump operator's panel. The inlet valve shall be a full flow butterfly type valve designed to mount on the fire pump between the suction extension and suction tube behind the pump compartment panel. The valve shall not interfere with other suction or discharge openings on the fire pump or with pump operating controls when properly mounted.

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The discharge side of the intake relief valve shall be plumbed to the right side below the running boards, away from but, visible to the pump operator, and shall terminate with an unthreaded pipe. The adjustment control shall be located behind the street side pump panel.

STORZ ADAPTER

One (1) 6" NST Female swivel thread with long handle 30-degree down to 5" Storz hard coated aluminum adapter shall be provided

One (1) 5" Storz cap and chain with a suction gasket shall be provided.

SUCTION PRIMER/BLEEDER SELECTOR VALVE

A selector valve shall be furnished, piped directly to the pump primer. The selector valve shall divert the suction from the standard pump primer to the suction inlet or inlets listed below to assist in filling the suction line with water during remote suction operations. The selector valve control shall be located on the pump operator's panel.

A separate 3/4" ball valve shall be provided with control on the pump operator's panel. When open this valve shall allow bleeding the air from the selected inlet line when connecting to a pressurized water source. When closed the valve shall allow normal priming operations.

The primer /bleeder selector valve shall be plumbed to the left side gated suction.
The primer/bleeder selector valve shall be plumbed to the right side gated suction.

LEFT SIDE INTAKE

There shall be an intake located on the left (street) side rear of the pump and shall contain:
A 3" intake shall be provided. The inlet shall have a 2-1/2" quarter-turn swing-out valve. The inlet shall be provided with a 2-1/2" NST female swivel that extends through the pump panel.

The inlet valve shall have a push-pull type control handle located adjacent to the valve.

One (1) 2-1/2" chrome plated rocker lug plug with chain shall be supplied.

RIGHT SIDE INTAKE

There shall be an intake located on the right (curb) side rear of the pump and shall contain:
A 3" intake shall be provided. The inlet shall have a 2-1/2" quarter-turn swing-out valve. The inlet shall be provided with a 2-1/2" NST female swivel that extends through the pump panel.

The inlet valve shall have a push-pull type control handle located adjacent to the valve.

One (1) 2-1/2" chrome plated rocker lug plug with chain shall be supplied

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V. DISCHARGES

Left Side

(2) 2 1/2" discharges, each discharge outlet shall have a 2-1/2" quarter-turn swing-out valve. The discharge shall be provided with chrome plated 30-degree discharge elbow with 2-1/2" NST male threads that extends through the pump panel. Each discharge shall be furnished with a Class 1, chrome plated, 2-1/2" rocker lug cap with lug vent and chain.

Right Side

(1) 2 1/2" discharge on right side, the discharge outlet shall have a 2-1/2" quarter-turn swing-out valve. The discharge shall be provided with chrome plated 30-degree discharge elbow with 2-1/2" NST male threads that extends through the pump panel. The discharge shall be furnished with a Class 1, chrome plated, 2-1/2" rocker lug cap with lug vent and chain.

(1) Three inch (3") diameter discharge, the discharge outlet shall have a 3" quarter-turn swing-out valve. The discharge shall be provided with chrome plated 30-degree discharge elbow with 3" NST male threads that extends through the pump panel. A 3" NST Female Rigid Rocker to 5" Storz hard coated aluminum adapter shall be provided with a 5" Storz cap with a suction gasket and chain shall be provided.

Rear

One (1) hose bed preconnect with a 3" NST outlet, shall be provided on the right side of the rear hose bed. The preconnect shall be plumbed with 3" Schedule 40 stainless steel high-pressure pipe. A 3" quarter-turn ball valve shall be used to control water flow. The outlet shall be equipped with 2-1/2" chrome adapter with NST male threads. The preconnect controls shall be mounted on the operator's panel. A Class 1, 3/4" quarter-turn drain valve shall be plumbed into the discharge side of the valve. The drain valve controls shall be located at the lower edge of the pump panel.

HEAT EXCHANGER DISCHARGE

A gated discharge line shall be installed to provide water from the fire pump to the chassis supplied heat exchanger to assist in engine cooling during pumping operations. The heat exchanger line shall be controlled at the pump operator's panel with a Class 1 valve.

VI. Preconnects

Above the pump panel there shall be three pre-connected cross lays.

There shall be two (2) cross lays plumbed with 2" Schedule 40 stainless steel high pressure pipe. A 2" quarter turn ball valve shall be used to control water flow. The outlet shall be equipped with a 2" polished stainless steel 90 degree swivel with 1-1/2" male NST thread located in the hose bed.

A 1-1/2" NST female to 1-1/2" NPSM Male adaptor shall be supplied for each cross lay.

Each cross lay shall be capable of carrying a minimum of two hundred feet (250') of 1-3/4" double jacketed hose. Each cross lay shall have a control valve operated from the pump panel. Each cross lay shall have a 1/4 turn drain valve. The valve shall be made of a corrosion resistant material and have 3/4" NPT female inlet and outlet threads.

There shall be one (1) cross lay plumbed with 2-1/2" Schedule 40 stainless steel high pressure pipe. A 2-1/2" quarter turn ball valve shall be used to control water flow. The outlet shall be equipped with a 2-1/2" polished stainless steel 90 degree swivel with 2-1/2" male NST thread located in the hose bed. The cross lay shall be capable of carrying a minimum of two hundred feet (250') of 2-1/2" double jacketed hose. The cross lay shall have a control valve operated from the pump panel. Each cross lay shall have a 1/4 turn drain valve. The valve shall be made of a corrosion resistant material and have 3/4" NPT female inlet and outlet threads.

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CROSS LAY DIVIDERS

Two cross lay dividers shall be provided, one between each cross lay. The dividers shall be constructed from aluminum plate of not less than 1/4" gauge material. A hand hole shall be machined into each end of the divider. The edges of the dividers shall be machined to prevent chafing of the hose during deployment and use. A Black vinyl coated nylon hose bed cover shall be provided over the cross lay hose beds. The cover shall be secured with a bungee cord (hook and loop) system. No snaps will be accepted.

VII. FOAM SYSTEM

The foam system will operate as a Class A system. A Hale "FoamLogix 2.1A" 2.1 GPM foam system shall be supplied on the apparatus. The apparatus shall be equipped with an automatic electronically controlled, direct injection, rotary gear pump, discharge side foam proportioning system. Foam proportioning operation shall be based on direct measurement of water flow, and remain consistent within the specified flows and pressures.

FOAM PUMP

The foam proportioning system shall be compatible with Class A foam concentrates. The foam proportioning system shall be based on an electric motor driven, rotary gear foam concentrate pump, rated at 2.1GPM (7.9 LPM) foam concentrate flow rate with maximum operating pressure of 400 PSIG (28 bar).

FOAM CONCENTRATE STRAINERS

Field serviceable foam concentrate strainers shall be provided in the foam concentrate suction line. When the strainer shall not be subject to flushing water pressure a plastic bodied in-line strainer shall be used. The strainer body shall be constructed of plastic with a stainless steel mesh screen and shall be compatible with Class A foam concentrates. A shutoff valve shall be provided to enable isolation of the strainer for service. The strainer shall be mounted in the pump compartment. The strainer shall be a low pressure device and shall not be subject to flush water pressure.

Where strainers are subject to flush water pressure, panel mounted field serviceable foam concentrate strainers rated at 500 PSIG (34 BAR) minimum shall be installed on the pump panel. The strainer body shall be constructed of brass with a chrome cap and an easily removable stainless steel mesh screen for field servicing. A 1-1/2 inch strainer with 3/4 inch NPT connection ports shall be used for Class A foam concentrate.

INJECTOR FITTING AND CHECK VALVES

To prevent contamination of the foam concentrate supply, foam concentrate shall be injected into the water pump discharge stream through an integral check valve/injector fitting. The check valve/injector fitting shall be of one piece construction of brass and stainless steel. To prevent contamination of the water pump and apparatus booster tank wafer type check valves shall be installed in the water pump discharge piping prior to the foam injection point.

FLOWMETER

A paddlewheel type flow meter shall monitor water flow in foam capable discharges. The flow meter body shall be constructed of bronze and the sensor assembly shall be locked into the tee with a pin and screw on cap. The flow meter shall have a 500 PSIG (34 BAR) pressure rating per NFPA requirements.

LOW TANK LEVEL SWITCH

A low tank level switch shall be installed in the foam concentrate tank. The low tank level sensor shall be connected to the foam proportioning system to provide protection against dry running of the foam pump. The low tank level sensor shall be mounted on the side of the foam concentrate tank. The low tank level sensor and electrical connections shall be sealed to prevent infusion of foam concentrate into the wiring and possible short circuit of the tank level sensor

FOAM SUPPLY

The foam proportioning system shall be supplied from a separate apparatus mounted foam concentrate storage tank. The tank shall be constructed of materials compatible with foam concentrates being used in the system. Provision shall be made for installation of low tank level sensors and routing of the wiring for the sensors. Tank capacity, venting, fill opening and foam outlet plumbing connections shall be in accordance with NFPA requirements.

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EXTERNAL FOAM TANK

A thirty (30) gallon polypropylene foam concentrate tank shall be furnished as an external component of the booster tank. The foam tank shall have an anti-foaming fill stack and removable screen located in an accessible area. The foam tank fill tower shall be equipped with a latch, pressure/vacuum vent and have a sealed airtight cover.

The foam tank shall be plumbed to the on board "Class A" foam system. A drain valve shall be provided at the lowest point of the foam tank. The foam tank shall drain directly to the surface below the apparatus without contacting other body or chassis components. The following labels shall be attached to the foam tank:

"CLASS A FOAM TANK FILL"

"WARNING: DO NOT MIX BRANDS AND TYPES OF FOAM"

FOAM TANK LEVEL GAUGE

Fire Research TankVision model WLA260-A00 tank indicator kit shall be installed. The indicator shall show the volume of Class A foam concentrate in the tank on nine (9) easy to see super bright LEDs. A wide view lens over the LEDs shall provide for a viewing angle of 180 degrees. The indicator case shall be waterproof, manufactured of aluminum, and have a distinctive green label.

The indicator shall receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the foam tank near the bottom. No probe shall place on the interior of the tank. The foam tank vent shall be installed on the foam fill tower. Wiring shall be weather resistant and have automotive type plug-in connectors.

SINGLE TANK FOAM TANK REFILL SYSTEM

A truck mounted 12-volt foam tank refill system shall be provided and installed on the apparatus. The refill system shall be capable of filling the foam tank from a 5-gallon foam container sitting on the ground. The operator shall be able to replenish the foam tank without lifting any foam solution containers of the ground.

The refill system shall be activated by an on/off rocker switch provided on a control panel installed on the pump panel. The foam refill system will automatically shut off when the foam tank is full. The refill system quick connection shall be located beneath the pump panel running board to prevent foam from spilling onto the running board during connection operations.

FOAM SYSTEM OUTLETS

The foam system shall be distributed into the following pre-connected discharge outlets:

Two (2) 1-3/4" cross lay discharges and one (1) 2-1/2" cross lay.

FOAM SYSTEM CONTROLS

The system shall be equipped with an electronic control unit, installed on the pump operator panel as the single point of operation for the foam proportioning system.

VIII. FIRE APPARATUS BODY

APPARATUS BODY DESIGN AND CONSTRUCTION

The apparatus body shall be built of stainless steel and shall be designed for Fire Service use only. The body shall be constructed in accordance with current NFPA requirements. All metal work shall be free of sharp edges, objects or corners. Body width shall be 100" and shall be completely modular in design, allowing transfer of body components to a new chassis in the event of an accident or wear. Body components shall be removable from the chassis without cutting or bending. The modular design shall also facilitate ease of repair or replacement of major or minor body parts.

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The entire apparatus body shall be precision-machined, fabricated bolted construction, properly reinforced with integral flanges eliminating the need for add-on structural shapes. Stainless button head recessed alien head bolts and stainless aircraft style "ESNA" nuts shall be applied with a torque wrench set with proper torque rating for each fastener. This type of construction shall greatly enhance the strength, ease of parts replacement in the event of damage and future modifications. Wherever possible, body bolts shall be hidden from plain view for appearance and ease of apparatus cleaning.

The body design should allow for maximum chassis flexing without undue stress transfer to the apparatus body.

Two (2) tow eyes with an eye diameter of not less than 3.5" shall be attached to the frame assembly. The tow eyes shall be fabricated of .625" thick steel.

MODULAR BODY REQUIREMENTS

All body panels are to be machined to ensure accuracy and enhance assembly and matching of repair parts. No components shall be welded to the chassis frame. Pop rivets or metal screws shall not be used in any part of the structural body build up. All fasteners shall be stainless steel bolts with self-locking nuts of the proper size and strength for the required application.

Major body components shall consist of right and left body sides, and rear facing compartments. The pump module is to be completely separate from the main body to prevent damage due to flexing.

COMPARTMENT INTERIOR FINISH

The interior finish of all compartments shall be of a bright finish to reflect light and provide ease of maintenance. All welds shall be seamless and ground to smooth finish.

EXTERIOR ROOF FINISH

The roof shall contain 'Not a Stepping Surface' labeling.

REAR TAILBOARD

A rear tailboard shall be provided at the rear, meeting NFPA 1901 step requirements. The tailboard shall provide protection for the side body compartments and shall provide mounting for the rear ICC marker lights. It shall be bolted to the rear support structure.

REAR BODY NFPA 1901 RETROREFLECTIVE CHEVRON STRIPING

The rear-facing vertical surfaces of the rear taillight panels and the rear body area, visible from the rear of the apparatus, including the rear compartment door(s) if equipped, shall be equipped with six (6) inch wide retroreflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.

Each stripe in the chevron shall be a single color alternating between red and yellow.

CHASSIS FRAME EXTENSIONS

There shall be a rear chassis drop frame extension to provide frame support for the rear of the apparatus body.

This extension is to be bolted to the truck chassis as an integral part of the truck frame assembly and is to include rear tow eyes, crossmember and tailboard reinforcement.

The rear frame extension shall be hot dip galvanized for corrosion resistance.

20 YEAR TANK FRAME EXTENSION CORROSION WARRANTY

The rear frame extension shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

COMPARTMENT DESIGN AND CONSTRUCTION

All compartments shall be manufactured from stainless steel and shall be of sweep out design and shall be bolted together. Stainless recessed round head bolts and stainless aircraft style "ESNA" nuts shall be applied with proper torque rating for each fastener. This type of construction shall greatly enhance the strength and ease of parts replacement in the event of damage and future modifications. Wherever possible, body bolts shall be hidden from plain view for appearance and ease of apparatus cleaning.

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COMPARTMENT VENTILATION

Each compartment shall be provided with a louver to provide adequate ventilation.

FIRE APPARATUS BODY PAINT COLOR

The apparatus body will be painted to match the same factory "Red" color paint as the cab of vehicle

ROLLUP DOOR CONSTRUCTION

All compartments shall be provided with Gortite (or equivalent) roll up doors. The roll up doors shall be constructed of double sided aluminum extrusions connected with a ball and socket joint. The extrusions shall be 1-3/8" wide x 3/8" thick with satin anodized finishing. A flexible EDPM extrusion shall be provided between each slat to insure a weather tight seal. Aluminum extrusions shall be individually replaceable without disassembling the entire door by removing push out clips on each end.

Side channels for each door to ride in shall be provided with santoprene seals to prevent dirt and moisture from entering the exterior compartment. A single piece top drip rail shall be provided with a santoprene seal to prevent dirt and moisture from entering the compartment when the door is fully closed. The bottom of each door shall also be provided with a santoprene seal. All nonmetallic parts shall be glass filled nylon.

The left side door latches shall be non-locking stainless steel lift bars and shall be provided with a magnetic door ajar switch system.

Two (2) LED strip lights shall be provided for each body compartment. Each body door shall have an automatic compartment light switch.

IX. COMPARTMENTATION

Compartments listed below shall be considered the minimum requirements of Moultonborough Fire Rescue; more compartments are acceptable and should be listed and demensioned by the vendor.

Left Side

Left side, front compartment 2 pull out trays or tool boards for fittings and adapters

Left side, rear slide out tray capable of holding the weight of a 750-GPM portable pump (28" x 22" x 23" - 500 lbs.)

Right Side

Right side, front compartment, shall be constructed to hold four (4) Scott Air Pak NxG2 SCBA on Ziamatic mounting brackets and four (4) masks. The SCBA brackets shall be installed on the vertical tool board.

Right side rear compartment 2 pull out trays for tool mounting

SCBA BOTTLE COMPARTMENTS

A minimum of four (4) SCBA bottle tube compartments shall be provided, two (2) in each side rear wheel well area. Each compartment shall be constructed to provide SCBA scuff protection. A door seal shall be provided at the perimeter of the SCBA compartment. The doors shall be stainless steel with a push button trigger latch.

SCBA BOTTLE RETENTION STRAP

One (1) one-inch (1") wide loop of red webbing shall be installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in the event the door is not latched for travel. The loop shall be mounted, centered in the compartment and shall hang within one-inch (1") of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

PIKE POLES & ATTIC LADDER

Compartments shall be provided for two pike poles and one attic ladder

MOULTONBOROUGH FIRE RESCUE

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BIDDER COMPLIES

YES

NO

UNDERBODY LIGHTING

Underbody ground lights shall be provided under the apparatus body as required by current NFPA 1901. Four (4) 4" round LED ground lights shall be provided at the rear of the apparatus body, two (2) each side, to illuminate under the rear compartments.

There shall also be two (2) 4" round LED ground lights provided at the outer front corners of the apparatus body, one (1) each side, to illuminate the area under the forward compartments and pump panel areas. All underbody ground lights shall be switched on when the parking brake is set and the apparatus is running with the master battery switch in the "ON" position.

REAR STOP/TAIL/TURN/BACKUP LIGHTS

The rear of the apparatus shall be equipped with Whelen M6 LED lights. The top light in the assembly shall be a red LED stop/tail light, Whelen M6BTT. The middle light set shall be an amber LED, Whelen M6T and the lower lights shall be white LED backup lights, Whelen MBUW.

APPARATUS BODY HOSE BED

A hose bed shall be provided on the top of the apparatus body. The capacity of the hose bed shall be designed to hold 1,000 feet of five (5) inch rubber jacketed LDH supply hose. The hose bed shall be constructed in such a manner that will prevent damage to fire hose. The hose bed shall comply with the current NFPA requirements. The interior of the hose bed shall be free of projections such as nuts, sharp edges or brackets that may damage hose. The hose bed bottom shall be fitted with removable slatted, ribbed 6" heavy-duty extruded aluminum floorboards. Two (2) adjustable hose bed dividers shall be provided. Each divider shall be fabricated from .250" thick smooth aluminum plate. The rear end of each divider shall have a 3" radius corner and shall be sanded and deburred to prevent damage to hose. There shall be two hand hold openings provided. One (1) at the rear in a vertical position and one (1) approximately 24 inches in from the rear in a horizontal position.

APPARATUS LDH HOSE BED COVER

A Black vinyl hose bed cover shall be provided and designed to cover the entire main hose bed area. The cover shall be installed with "bungee cord type" fasteners along each side of the hose bed. A sand filled flap shall be incorporated into the rear edge of the cover. The hose bed cover rear flap shall have a positive locking device to meet the requirements of NFPA Storage.

HOSE BED ACCESS LADDER

A Ziamatic 18" wide, swing out and down ladder shall be supplied to access the LDH hose bed. The ladder shall be d mounted on the left side of the read of the apparatus.

PORTABLE TANK STORAGE

An electric portable tank storage rack shall be installed on the left side of the apparatus body to provide tank storage above the side compartments.

The Ziamatic "Quic-Lift" tank rack shall be of the dual electric actuator design. The tank rack assembly shall be located in the center of the body, above the rear wheel well area, with a weatherproof control switch provided on the left side pump panel in full view of the rack.

FOLDING TANK RACK COVER

An aluminum cover shall be fabricated for the Zico folding tank rack. The cover shall enclose the top and outer exposed side of the folding tank rack only. The cover shall be painted to match the color of the apparatus.

FOLDING TANK

A portable 3500 US gallon Fol-Da-Tank brand, model FDTA-3500-ALUM, folding tank shall be provided with the apparatus. The tank size is 14'3" x 14'3" x 29" open and 14'3" x 7" x 29" collapsed with a weight of 155 pounds. The folding tank shall have an aluminum square tube frame and a yellow 22 ounce vinyl liner.

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BIDDER COMPLIES

YES

NO

HYDRAULIC LADDER RACK STORAGE FOR 35-FOOT LADDER AND 16-FOOT ROOF LADDER

An electric over hydraulic ladder rack shall be installed on the right side of the apparatus body to provide ladder storage in a horizontal position above the side compartments. Power to the hydraulic cylinder shall be supplied by means of a 12 volt electric motor power pack and shall be installed in an area that provides proper protection of the electric and hydraulic components.

The Ziamatic LAS-HA "Quic-Lift" ladder rack shall be installed. A weatherproof control switch provided on the right side pump panel in full view of the rack.

Flashing lights shall be installed on the rack and shall be illuminated when the rack is in the lowered position. The outward side of the equipment rack that protrudes beyond the body of the apparatus shall be stripped or painted with reflective material.

A red warning light shall be provided in the cab to warn the driver when ladder rack is not in the stowed position. Cast aluminum ladder brackets with chrome plated quick release type mounting clamps shall be provided to hold the ladders to the pivot arm assembly.

A locking device with a control on the side panel shall be provided that shall engage and hold the ladder rack in the stored position. The locking device must be disengaged prior to the rack being lowered. The safety lock must be included in the original design of the ladder rack.

SUCTION HOSE STORAGE

- The apparatus shall be equipped with and storage provided for the following
- Two (2) 6" x 10' lengths of flexible PVC suction hose
- One (1) 6" x 15' length of flexible PVC suction hose
- Two (2) 2-1/2" x 10' lengths of flexible PVC suction

BACKUP CAMERA

There shall be an ASA Audiovox or equivalent video system provided on the apparatus. The color monitor shall be an ASA AOM713WP. The 7 inch color LCD monitor contains a water proof housing, circuit protection, backlit controls, integrated audio speaker, NTSC and PAL video signal compatible, 3-camera inputs, manual (pushbutton) or automatic (trigger) source selection, auto power on (standby) day / night brightness modes, on screen display (OSD) for AV source, picture adjustment and volume level, non-volatile memory for picture and volume adjustment settings, anti-glare / anti-scratch protective lens, detachable sunshield.

The monitor for the back-up camera shall be mounted on cab ceiling, on a flip down bracket, or on the dash within view of the driver to aide in backing up the apparatus.

The back-up camera system shall be powered with the ignition power in the cab. Operation of the camera will be by the driver with the monitor controls.

REAR CAMERA - COLOR - HIGH PERFORMANCE

There shall be supplied a color, heavy duty high resolution observation camera, ASA Model VCCS155. The camera shall have a white housing, built-in microphone, enhanced low light performance (0 LUX LED assisted), 150° wide angle lens, waterproof with an IPX7 rating, image orientation selector switch, and locking cable connector. The camera shall have a non-corrosive mounting bracket and stainless steel hardware.

The back-up camera shall be mounted at the rear of the apparatus beneath the hose bed.

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BIDDER COMPLIES

YES

NO

X. TANK (WATER)

WATER TANK CONSTRUCTION

The tank shall have a rated capacity of a minimum of 2,500-gallons, in U.S. gallons, complete with lifetime warranty. The tank manufacturer shall mark the tank and furnish notice that indicates proof of warranty. The purpose of the notice is to inform department personnel who store or use the tank that the unit is under warranty.

The tank shall be constructed of a minimum of 1/2" thick Polypropylene stock. This material shall be non-corrosive stress relieved thermoplastic, white in color and UV stabilized for maximum protection. The tank shall be of a special configuration and is so designed to be completely independent of the body and compartments. All exterior tank joints and seams shall be extrusion welded and/or contain the Bent Edge™ and tested for maximum strength and integrity. The top of the tank is fitted with removable lifting eyes designed with a 3-to-1 safety factor to facilitate easy removal.

The transverse and longitudinal swash partitions shall be manufactured of Polypropylene material. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow and meet NFPA rules. All swash partitions interlock with one another and are welded to each other as well as to the walls and floor of the tank.

TANK SUMP AND CONNECTIONS

There shall be one (1) sump standard per tank. The sump shall be constructed of white Polypropylene and be located in the left front corner of the tank, unless specified otherwise. On all tanks that require a front suction, a schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. The sump shall have a minimum 3" FNPT threaded outlet on the bottom for a drain plug. This shall be used as a combination clean out and drain. All tanks shall have an anti-swirl plate located above the dip tube.

There will be two (2) standard tank outlets: one for tank to sump suction line, and one for a tank fill line. All tank fill couplings shall be backed with flow deflectors to break up the stream of water entering the tank, and be capable of withstanding sustained fill rates of up to 1,000 GPM. The addition of rear suction fittings, nurse valve fittings, dump valve fittings, and through tank sleeves to accommodate rear discharge piping must be specified. All auxiliary outlets and inlets must meet N.F.P.A. 1900 guidelines in effect at the time of manufacture.

A second tank to pump piping system shall be located to the rear of the tank to allow operation with the vehicle on an uphill attitude.

The tank to pump line shall run from the pump to the front face of the water tank and down into the tank sump. A rubber coupling shall be included in this line to prevent damage from vibration or chassis flexing. The tank to pump line shall be 3" I.D. piping with a 3" ball valve.

The 3" valve be an air operated valve with control switch located on pump operator's panel. A built-in check valve shall be provided in the tank to pump supply line to prevent the unintentional back filling of the water tank through the line.

The second tank to pump line shall come off an inlet manifold and into the tank face. A rubber coupling shall be included in this line to prevent damage from vibration or chassis flexing. The tank to pump line shall be plumbed with 3" high pressure hose.

RIGHT REAR DIRECT TANK FILL

The tank fill shall be fitted with a swing out 1/4 turn 3" valve that is mounted to the tank with the valve exposed on the rear of the apparatus body. The valve shall be equipped with a 30 degree 3" NST female swivel inlet with screen. A self locking direct control shall be provided on the valve.

STORZ ADAPTER

One (1) 3" NST Male Rigid to 5" Storz hard coated aluminum adapter shall be provided.

One (1) 5" Storz cap and chain with a suction gasket shall be provided

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Specifications for Fire Apparatus Pumper/Tanker

BIDDER COMPLIES

YES

NO

XI. DUMPS AND DUMP VALVES

Driver & Curb Side

The side dump valves shall be located on the driver and curb sides, each located ahead of the tandem rear axle in the fender side skirt. The dump valve shall be a minimum of an eight (8) inch diameter air operated dump valve shall be provided and installed on the driver's side of the apparatus body. The dump valve shall include a 14" air operated telescoping chute. The driver and curb side valves shall be controlled by switches located in the cab on the driver's side. An additional dump valve controls shall be provided on driver and curb side pump panels for the driver and curb side dumps.

Rear

A 10" Newton stainless steel air operated, quick dump valve shall be installed at the rear center of the water tank. The dump valve shall be controlled by a switch in the cab on the driver's side. The dump valve shall also be operable from switches located at the rear of the vehicle on the driver and curb sides. There shall be a 36" stainless steel telescoping extension chute furnished on the dump valve specified. The telescoping extension chute shall be manually operated and shall have a retention device to hold in the chute in the closed position for travel. The telescoping chute shall be attached to the dump valve with stainless steel bolts

XII. Warning Equipment:

Roof: Whelen 72" Freedom lightbar (R/R/W/R/R/W/W/R/R/W/R/R)

Front: (2) Whelen M6 (mounted on the lower section of grille) (R/R)

Headlight flashers

Left Side Hood: (1) Whelen M6 (R/R)

Right Side Hood: (1) Whelen M6 (R/R)

Left Body Side Lower: (2) Whelen M6 (1 over each rear wheel) (R/R)

(1) Whelen V series in between the rear axles as a directional (A)

Right Body Side Lower: (2) Whelen M6 (1 over each rear wheel) (R/R)

(1) Whelen V series in between the rear axles as a directional (A)

Left Body Side Upper: (1) Whelen B6 series super LED beacon (R/B)

(2) LED scene light (1 on the front 1 on the rear)

(Rear scene light to come on when the transmission is in reverse)

Right Body Side Upper: (1) Whelen B6 series super LED beacon (R/A)

(2) LED scene light (1 on the front 1 on the rear)

(Rear scene light to come on when the transmission is in reverse)

Rear Body Upper: (1) Whelen LINZ 6 8 head super LED traffic advisor

(2) LED scene light (1 on the left side 1 on the right side) (turn on in reverse)

Rear Body Lower: (2) Whelen M6 series super LED (R/R)

White light cancel switch and white light cancel when air brakes are engaged

Federal Signal Q mechanical siren

- Driver's switch on the floor
- Officer's switch on the dash or accessible for hand operation

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BIDDER COMPLIES

YES

NO

XIII. Supplied Equipment:

3500 US gallon Fol-Da-Tank brand, model FDTA-3500-ALUM

Elkhart R.A.M. with Nozzle, Truck Mount bracket and cover. R.A.M. shall be mounted on the rear of the apparatus.

Two (2) Streamlight Vulcan LED box light

Two (2) 6" x 10' lengths of flexible PVC suction hose

One (1) 6" x 15' length of flexible PVC suction hose

Two (2) 2-1/2" x 10' lengths of flexible PVC suction

XIV. WARRANTIES

FIRE PUMP WARRANTY

Standard 5 year warranty (Parts and Labor for the first two years, parts only years 3 - 5) See Hale warranty for full details.

20 YEAR TANK CRADLE CORROSION WARRANTY

The tank cradle shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

20 YEAR TANK FRAME EXTENSION CORROSION WARRANTY

The rear frame extension shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

APPARATUS PAINT WARRANTY

The manufacturer shall provide a limited parts and labor warranty to the original purchaser of the custom built apparatus for a period of sixty (60) months. The warranty period shall commence on the date the vehicle is delivered to the end user. The warranty shall include conditional items listed in the detailed warranty document which shall be provided upon request.

WATER TANK WARRANTY

The water tank is to be free from defects in material and workmanship for the normal service life of the apparatus in which the water tank is installed. If a tank has a defect in material or workmanship covered by the warranty, the tank manufacturer shall repair at their cost, by authorized personnel or authorized third parties. The tank manufacturer shall make an effort to effectuate repair within 48 hours following initial notification of a covered defect. The tank manufacturer shall make a reasonable effort to repair tank at most convenient location to end user.

The tank manufacturer shall reimburse all reasonable costs associated with rendering the tank accessible for repair, including, but not limited to, removal and reassembly of the hose bed floor.

10 YEAR BODY STRUCTURAL WARRANTY

The manufacturer shall provide a limited parts and labor warranty to the original purchaser of the custom built apparatus body for a period of one hundred twenty (120) months. The warranty period shall commence on the date the vehicle is delivered to the end user. The warranty shall include conditional items listed in the detailed warranty document which shall be provided upon request.

STAINLESS PIPING WARRANTY

The bidder shall warrant that all stainless steel piping used in the construction of the fire apparatus water/foam plumbing systems against defects and workmanship provided the apparatus is used in a normal and reasonable manner. This warranty is extended only to the original user-purchaser for a period of ten (10) years from the date of delivery to the original user-purchaser, whichever occurs first.

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BIDDER COMPLIES

YES

NO

XV. Allowances:

\$5,000.00 for lettering and decals

\$10,000 for mounting and installation

XVI. Department Supplied Equipment:

Mobile Radio

Door seal patch decals

XVII. DEALER REQUIREMENTS:

INSPECTION TRIP

One (1) inspection trip for up to four (4) Fire Department personnel shall be made to the manufacturer's facility during the course of construction of the apparatus. Air travel (for distances over 250 miles), meals, and lodging expenses shall be included.

SERVICE FACILITY

Dealer shall have a factory approved service facility within **100 miles** of Moultonborough

APPARATUS FAMILIARIZATION

Fire Department personnel shall be instructed as to the use of the entire apparatus including, but not limited to, chassis, fire pump system, the apparatus, and supplied equipment.

The familiarization specialist shall remain at the Fire Department for two (2) days (not less than eight (8) hours), to provide instruction to all personnel, or as instructed by Chief of the Department. All meals, motel, and travel costs shall be the responsibility of the successful bidder.

NFPA 4.3.2 After delivery of the fire apparatus, the purchaser shall be responsible for ongoing training of its personnel to proficiency regarding the proper and safe use of the apparatus and associated equipment as defined in NFPA 1002, Standard for Fire Apparatus Driver/Operator Professional Qualifications, and NFPA 1500, Standard on Fire Department Occupational Safety and Health Program.

DETAILED DRAWINGS REQUIRED

The bidder shall submit two (2) copies of a D-size (full size) engineered construction drawings with its bid. No bids will be considered without complete engineered construction drawings submitted with the bid. Submitted drawings must be specifically for the proposed apparatus and depict all major specified components. These drawings shall show the following minimum views: front view; street side with proposed chassis; curbside with proposed chassis; rear view; top view with proposed chassis; hose bed height, and approach and departure angle.

The drawings shall contain the dimensions for the overall length (in feet and inches), overall height (in feet and inches), wheelbase, angle of approach, angle of departure, overall width of the apparatus, hose bed volume dimensions indicating the hose bed width, length, and height. Submission of "similar to" or "standard" drawings, or statements referencing submission of drawings after award of contract, will disqualify the bid.

No exceptions will be permitted to this section of the document.

XVIII TRADE-IN ALLOWANCE

Quote a trade-in allowance for a 1981 Ford/Farrar pumper with 1,000 gpm pump and 1,000-gallon water tank. Contact fire chief David Bengtson for vehicle information, or to view apparatus.

Fire Chief David Bengtson at 603-476-5658 or dbengtson@moultonboroughnh.gov

MOULTONBOROUGH FIRE RESCUE

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BIDDER COMPLIES

YES

NO

IX PRECONSTRUCTION CONFERENCE

The vendor awarded the bid shall meet with the Fire Chief and Committee members for a preconstruction conference to review the intent the specifications, define the change order process and discuss Dealer and Department supplied equipment processes and delivery dates.

The preconstruction meeting shall be held at the following location at a time the is mutually agreeable to the fire department and the vendor.

Moultonborough Public Safety Building
1035 Whittier Highway
Moultonborough, NH 03254

XX DEVIATIONS AND EXCEPTIONS

If a bidder takes an exception to the specification as listed above, the bidder shall provide specifications, drawings and documentation of the deviation or exception. A written explanation of deviation or exception shall be provided, in plain language detailing why it should prevail over the specifications of Moultonborough Fire Rescue.