CITY OF PAWTUCKET

REQUEST FOR PROPOSALS

13-030
Emergency Medical Rescue Vehicle

Contents:

1.0 - Bid/Solicitation Information

Schedule

Pre-Bid/Proposal Conference: ☒ No ☐ Yes

Requests for Further Information:
May 9, 2013 at 10:00 AM

Requests for information or clarification must be made electronically to the attention of:
David Clemente - Purchasing Agent
E-mail: dclemente@pawtucketri.com

Please reference the RFP / LOI number on all correspondence. Answers to questions received, if any, will be posted on the internet as an addendum to this bid solicitation.

RFP Submission Deadline:
May 23, 2013 at 10:00 AM
Late submittals will not be considered.

Proposals must be mailed or hand-delivered in a sealed envelope **marked with the RFP/Bid # and Project Name** to:
Pawtucket City Hall - Purchasing Office
137 Roosevelt Avenue
Pawtucket, RI 02860

Bonds/Surety Required

Surety Bond: ☐ No ☒ Yes
Bidder is required to provide a bid surety in the form of a bid bond or certified check payable to the City of Pawtucket in an amount not less than five percent (5%) of the bid price.

Fidelity Bond: ☒ No ☐ Yes

Performance Bond: ☐ No ☒ Yes

The successful bidder will be required to furnish all insurance documentation as outlined in the attached Purchasing Rules & Regulations and General Terms & Conditions of Purchase.

Miscellaneous

The bid process and resulting contract are subject to the Rules and Regulations and General Terms and Conditions of Purchase. Submission of a bid in response to this solicitation is acknowledgement and acceptance of these Rules and Regulations and General Terms and Conditions of Purchase.

The City of Pawtucket reserves the right to award on the basis of cost alone, accept or reject any or all bids, and to act in its best interest including, but not limited to, directly negotiating with any vendor who submits a proposal in response to this RFP and to award a contract based upon the results of those negotiations alone. Proposals found

to be technically or substantially non-responsive at any point in the evaluation process will be rejected and not considered further. The City of Pawtucket may, at its sole option, elect to require presentations(s) by bidders clearly in consideration for award.

2.0 - Instructions and Notifications to Bidders

- It is the vendor's responsibility to examine all specifications and conditions thoroughly, and comply fully with specifications and all attached terms and conditions. Vendors must comply with all Federal, State, and City laws, ordinances and regulations, and meet any and all registration requirements where required for contractors as set forth by the State of Rhode Island. Failure to make a complete submission as described herein may result in a rejection of the proposal.

- All costs associated with developing or submitting a proposal in response to this Request, or to provide oral or written clarification of its content shall be borne by the bidder. The City of Pawtucket assumes no responsibility for these costs.

- A submittal may be withdrawn by written request to the Purchasing Agent by the proposer prior to the stated RFP deadline.

- Prior to the proposal deadline established for this RFP, changes may be made to a proposal already received by the City if that vendor makes a request to the Purchasing Agent, in writing, to do so. No changes to a proposal shall be made after the RFP deadline.

- Proposals are considered to be irrevocable for a period of not less than ninety (90) days following the opening date, and may not be withdrawn, except with the express written permission of the Purchasing Agent. Should any vendor object to this condition, the vendor must provide objection through a question and/or complaint to the Purchasing Agent prior to the proposal deadline.

- All pricing submitted will be considered to be firm and fixed unless otherwise indicated herein.

- The vendor has full responsibility to ensure that the proposal arrives at the Purchasing Division Office prior to the deadline set out herein. The City assumes no responsibility for delays caused by the U.S. Postal Service or any other delivery service. Postmarking by the due date will not substitute for actual receipt of response by the due date. Proposals arriving after the deadline may be returned, unopened, to the vendor, or may simply be declared non-responsive and not subject to evaluation, at the sole discretion of the Purchasing Agent. **For the purposes of this requirement, the official time and date shall be that of the time clock in the City of Pawtucket's Purchasing Office.**

- It is intended that an award pursuant to this Request will be made to a prime contractor, who will assume responsibility for all aspects of the work. Joint venture and cooperative proposals will not be considered, but subcontracts are permitted, provided that their use is clearly indicated in the bidder's proposal, and the subcontractor(s) proposed to be used are identified in the proposal.

- Bidders are advised that all materials submitted to the City of Pawtucket for consideration in response to this Request for Proposals shall be considered to be public records as defined in Title 38 Chapter 2 of the Rhode Island General Laws, without exception, and may be released for inspection immediately upon request once an award has been made.

- Vendors are responsible for errors and omissions in their proposals. No such error or omission shall diminish the vendor's obligations to the City.

- The City reserves the right to reject any or all proposals, or portions thereof, at any time, with no penalty. The City also has the right to waive immaterial defects and minor irregularities in any submitted proposal at its sole discretion. All material submitted in response to this RFP shall become the property of the City of Pawtucket upon delivery to the Purchasing Agent.

- There is no official, public opening of proposals. The City asks that companies refrain from requesting proposal information concerning other respondents until an intention to award is determined, as a measure to best protect the solicitation process, particularly in the event of a cancellation or re-solicitation. Proposal materials become public information only after a contract is awarded.

3.0 - Overview

The Pawtucket Fire Department (PFD) is seeking sealed bids for the furnishing of one (1) new, 2013 model year, Class 1, Type 1 emergency medical vehicle. The PFD reserves the right to purchase an additional identical rescue at its sole discretion. This pricing will appear in Section 11.0 – Bid Form as Alternate #1.

4.0 - Scope of Work

INTENT OF SPECIFICATIONS

It is the intent of this specification to cover a new, tested and certified, commercially produced emergency vehicle of the type specified in the Ambulance design Criteria of the National Highway Traffic Safety Administration, U.S. Department of Transportation, Washington, D.C. This specification is based upon compliance to minimum standards as outlined in Federal Ambulance specification KKK-A-1822, and may reference specific paragraphs throughout these specifications. The intent of this specification is to purchase a vehicle that complies with these minimum standards and other Federal referenced standards in effect at time of issuance. Where these specifications do not reference any specific section of the KKK-A-1822 document, it is not to be construed that the paragraph is not required for compliance. However, where specific requirements are detailed in this specification, they will supersede those referenced in the KKK-A-1822 document.

Before awarding the bid, the City of Pawtucket reserves the right to require the bidder to submit such evidence of their qualifications as may be deemed necessary. The following documentation may be required: financial stability, technical expertise, experience, and other qualifications and abilities of the bidder, including past performance with the purchaser, in making the award in the best interest of the Pawtucket Fire Department and in the interest of public safety.

Contract

These specifications shall become a part of the final contract. There is no intention to disqualify any bidder who meets the minimum requirements of these specifications. It should be noted, however, that this specification is written to address specific needs of the Pawtucket Fire Department. As such, price will not be the primary consideration in the final bid award. Purchase will be made from the vendor whose product exhibits and meets all established requirements, at the most competitive price. The bid shall be awarded to the lowest responsive and responsible bidder.

SCOPE AND GENERAL REQUIREMENTS

This specification describes a commercial type emergency medical vehicle constructed to withstand the rugged and intense use of providing emergency medical care in the New England region. The vehicle being proposed must meet all federal regulations as

specified in KKK-A-1822 and the current National Truck Equipment Association/Ambulance Manufacturers Division Standards as well as International Truck Incomplete Vehicle Manual, Body Builders Layout Book and Qualified Vehicle Modifier (Q.V.M.) Program Truck Guidelines.

Comparison:

Each vendor must comply with the following:

A. In order that an equal uniform comparison may be made, all bids must be submitted in the exact sequential format herein outlined. Bidder's standard proposal will not be considered in lieu of bid proposal format herein required. Purchaser will not attempt to decipher various manufacturer's proprietary specification documents, etc. in an effort to determine compliance with all items required herein, and to make a determination if all bidders are bidding equal components and quality.

B. If the bidder is not going to furnish the item exactly as described in these specifications, he must indicate a deviation even though he may feel he is exceeding what is described. For each deviation taken, the bidder must include sufficient data of the intended substitution for a proper evaluation to be made. Terms such as "to the intent of" will not be acceptable and may deem the bid unacceptable for evaluation.

All exceptions taken must be referenced and explained thoroughly. Final inspection of the vehicle will be accomplished using these specifications to determine compliance. Therefore, paragraphs marked as complying will be inspected as such.

Proposals that are found to have deviations without listing them will be rejected.

Descriptive Materials:

Descriptive material such as plans, drawings, photographs, diagrams, illustrations, written descriptions, and manufacturer's literature which will enable the purchaser to determine the exact quality, design, and appearance of the ambulance proposed, shall accompany the bid. All equipment listed, or shown, in the manufacturer's literature, drawings, or photographs, and approved by the purchaser, shall be furnished.

Complete Ambulance:

This bid is for a complete ambulance, as outlined herein. No omissions shall be permitted, and the ambulance shall be complete, serviced, and ready to use upon delivery.

Vendor Liabilities:

Successful bidder assumes all liability for patent infringements, trademarks, etc., if any, in construction of the ambulance outlined herein and shall deliver the ambulance free of all liens. Both the chassis and body manufacturer's original statement of origins, properly assigned to purchaser, shall be furnished upon completion of contract,

acceptance, and payment. Bidders are cautioned that a certificate of origin from the body builder only is not acceptable.

Pre-Construction Conference:

Successful bidder may be required, prior to issuance of a final contract, to have a Pre-Construction Conference which can also be classified as a Post-Bid Conference. Bidder must be present in person to finalize all details and answer any final questions the purchasing and specification committee have regarding the bid proposal submitted. No contract or authorization to begin construction will be authorized until such time as this conference is scheduled, or determined not be necessary. All necessary materials and final drawings required in this will be required to be presented at this meeting, if not required prior to the bid opening.

Delivery Inspection Procedure:

Upon arrival, vehicle purchased will be inspected, using this specification document, and each item and paragraph of the attached specification will be checked, line by line, for compliance. No deviations from this specification will be permitted unless vendor has submitted such proposed deviation in writing with this bid proposal and such exceptions are granted.

GENERAL REQUIREMENTS:

Service Requirements

It is the intent of the purchaser to assure that parts and service are readily available for the emergency vehicle specified. To insure proper service, no bid will be accepted unless the bidder owns or offers facilities within ten (10) miles where substantial parts and service are available. The facility must be staffed by full time personnel who are factory trained and EVT certified in the operation and repair of the emergency vehicle with full authorization of the manufacturer.

In addition, in order to ensure prompt service, the facility must be solely dedicated to the service/repair of emergency vehicles. Facilities that cater to construction and fleet trucks (i.e., highway dept., DPW, oil, concrete, etc.) will not be considered. The facility shall maintain a substantial inventory including body components, electrical items, vehicle hardware, etc., and shall offer on-site services including body fabrication, collision repair, and a paint shop complete with a cross flow booth with air makeup and bake options to insure the highest quality paint finish available. Bids from manufacturers who use third party service people or facilities, or who do not offer a service center will be immediately rejected. Furthermore, due to a concern over having vehicles "out-of-service" for extended periods of time as a result of having to be sent back to the original manufacturer’s location for repairs, any bidder who cannot guarantee that all future repairs will be handled at a local level will not be acceptable.

Emergency Vehicle Technician Qualifications

Due to the highly specialized nature of emergency vehicle repair, emergency vehicle technicians employed by the bidder shall be in conformance with NFPA standards 1915 and 1071. The bidder shall employ full time E.V.T. and ASE certified technicians including a minimum of one (1) technician certified as a "Master Mechanic" (having amassed every EVT certification). Proof of current certification shall be supplied with the bid. There shall be no exceptions to this requirement. Bids from organizations that do not meet these requirements shall be immediately rejected.

OTHER REQUIREMENTS:

The Manufacturer of this vehicle;

- shall be a current member in good standing of Ford Qualified Vehicle Modifier Program and shall submit a copy of membership as part of the bid package.

- shall be a participating member of the National Truck Equipment Association's Ambulance Manufacturers Division and shall submit a copy of membership as part of the bid package.

- shall submit a copy of current certificate of compliance with Federal Specification KKK-A-1822 for the vehicle herein proposed, as prepared by an independent testing company.

- shall carry not less than $25,000,000.00 in product liability insurance (copy of insurance certificate to be supplied with bid package).

- shall employ a full time warranty representative.

- shall not offer "Lifetime Warranties". Lifetime warranties are unclear in nature and cause confusion for the end user due to the broadness of the language and the tendency of the bidder to alter definitions of what is, and is not covered by the terms of warranty. Warranty work must be performed at the bidder's established place of business and in no case be performed "off premises" at a third party facility such as a body shop, general automotive repair facility, or the like. The following minimum warranties are required:

Body structure	fifteen (15) years
Ambulance conversion	two (2) years/24,000 miles
Electrical system	six (6) years/72,000 miles
Paint	four (4) years/48,000 miles

- shall furnish custom Computer Aided Design (CAD) interior and exterior construction drawings specific to each vehicle produced.

- shall furnish 3rd party written certification, that the modular ambulance body has been dynamically tested for both frontal and curb side impact at an applied force of 20 G's acceleration to evaluate the body to chassis mounting system, the cabinet, seat belt, gurney, door, and oxygen system supply tank retention, and the occupant interaction with the active and passive restraint systems. Due to the utmost concern for firefighter/EMT and passenger safety, proof of this testing shall be a requirement of the successful bidder. There will be no exceptions to this requirement.

The Local Dealer/Distributor of this vehicle;

- shall employ a minimum of 1 full time parts person with a toll-free access number.

- shall employ a full time electrical technician/troubleshooter.

- shall own and operate a full service/full time parts and service center. Financial stability of the bidder is of the utmost importance, therefore any bidder subletting or renting space to conduct business will not be considered. Service facility must offer full parts, paint, body collision repair, electrical and conversion repair under one roof without use of third party facilities. Any bidder who cannot demonstrate that they meet this requirement will be deemed unresponsive and no further analysis of that bid will take place.

- Shall employ full time E.V.T. (Emergency Vehicle Technician) certified mechanics and technicians. Due to the complex nature of emergency vehicle design and repair, this requirement will not be waived. Proof of employment of full time, on site personnel may be required. Additionally, copies of EVT certificates for all EVT certified employees must accompany your bid/proposal and must be included in your company overview.

- Shall be a corporation registered to do business in the State of Rhode Island**.** Bidders must submit proof that they are a corporation in good standing with their bid response. No contract or purchase order shall be awarded to a bidder not meeting this requirement.

Delivery:

Delivery of a new unit to the City of Pawtucket is extremely important, therefore, consideration will be made with respect to a bidder who can meet the specifications and provide prompt delivery of the new rescue.

The ambulance shall be delivered under its own power to assure adequate break-in while under warranty. It shall first be transported to the local service facility, where final inspection and preparation will be performed, including mounting of related equipment. The ambulance will also be inspected by the State of Rhode Island Office of Emergency Medical Services before delivery to insure KKK compliance. The ambulance will then be delivered to the Purchaser's location.

Construction Time:

Each bidder shall state the number of calendar days required to construct and deliver the completed ambulance. In the interest of public safety expedient delivery is important. Delivery time is a weighted percentage and will be considered when awarding.

Terms of Payment:

The purchaser will pay for the completed ambulance upon delivery. Proposals requiring any payment prior to delivery will not be acceptable. Optional payment programs in exchange for an over-all cost savings will be considered.

Bid Bond:

Each bid shall be accompanied by a Bid Bond in the amount of ten (10) percent of the bid price. Bids submitted without a bond will not be read. The Bid Bond must be issued by an Insurance Company registered with the Insurance Commissioner of this State. Bonds must be signed by an Officer of the Bidder's Company. Bonds issued by non-registered or foreign Insurance Companies will be immediately rejected.

Tag On Orders

The purchaser reserves the right to require tag on purchases to this order for up to one (1) year from contract signing.

THE PAWTUCKET FIRE DEPARTMENT SHALL DETERMINE WHICH, IF ANY, EXCEPTIONS TO THESE SPECIFICATIONS WILL BE ACCEPTED. ANY EXCEPTION WHICH IS TERMED “EXCEED” MUST BE ACCOMPANIED BY A CERTIFIED DOCUMENT FROM A PROFESSIONAL ENGINEERING FIRM WHICH STATES WHY YOUR BID EXCEEDS THE INTENT OF THESE SPECIFICATIONS. CERTIFICATION MUST ALSO BE NOTORIZED BT A NOTARY PUBLIC.

COMPLIANCE WITH THESE SPECIFICATIONS MUST INCLUDE ALL OF THE ABOVE LISTED REQUIREMENTS.

BIDDERS ARE ADVISED THAT THIS SECTION OF THE SPECIFICATIONS WILL BE EVALUATED BEFORE THE VEHICLE TECHNICAL SPECIFICATIONS. BIDS THAT DO NOT COMPLY, OR ARE NOT VERIFIABLE, TO THE ABOVE REQUIREMENTS WILL BE IMMEDIATELY DEEMED UNRESPONSIVE AND THE BID WILL BE REJECTED WITHOUT FURTHER REVIEW OF THE TECHNICAL SPECIFICATIONS.

SPECIFICATIONS FOR A NEW EMERGENCY MEDICAL VEHICLE

BIDDER INSTRUCTIONS:

The following specification describes a new ambulance that is expected to be acquired

by this purchaser. The specification describes the needs of this purchaser as far as chassis configuration and module body design. A state of the art vehicle is required. However, manufacturers that utilize prototype equipment or manufacturing processes will not be considered. The builder's manufacturing history shall be supported by documentation where applicable, and by the reference section within this specification. The benchmark for the initial configuration of this ambulance shall be the current KKK Federal Specification for Ambulances. However, most requirements in this specification exceed the federal specifications because of the specific needs of this purchaser.

Please note that the following specifications represent minimum general terms or requirements. While it is not the intent of this purchaser to preclude any qualified bidder from submitting a proposal it must be clear that any bidder deviating in any substantial manner from these specifications will be rejected as being non-compliant.

Finally, manufacturers or distributors for manufacturers submitting bids shall include the following information with their proposal:

MINIMUM REQUIRED STANDARDS:
The highest degree of quality, both in the materials and in the building processes, is required for the emergency medical vehicle being proposed. At a minimum the manufacturer being proposed must meet all current mandated and voluntary ambulance design standards in effect at the date of the proposal submission. All current Federal Motor Vehicle Safety Standards (FMVSS) must be met, as well as all current Federal Ambulance Design Standards (KKK-A-1822).

SINGLE SOURCE MANUFACTURER:
To simplify warranty coverage and to assure a consistent level of quality throughout the vehicle, a manufacturer is desired that manufactures the major components for the ambulance (excluding the chassis). Major components are defined as including the module body, the interior cabinets, and the converter-added electrical wiring system. This purchaser understands that manufacturers may purchase some elements, such as switches, boards, etc. with which to manufacture a system.

These requirements are addressed elsewhere within this specification where the specific defined items are located.

WARRANTY:
The proposal shall include all warranties that are required in the following detailed specification. Lifetime warranties will not be accepted because of their unclear nature of duration. All warranties must have specific time durations and shall define warranties on specific components. The minimum acceptable warranty periods are noted below. In the blank lines the bidder shall note the terms of the warranties that apply to the manufacturer being proposed.

Note: The structural warranty, as noted in the structural section of this specification, will include the module doors, continued module body door alignment, and all interior

cabinet construction. The remounted body shall be completed with the greater of the existing body structural warranty from the OEM still in effect or an extension of (5) years from the date of completion, whichever is greater. The body structural warranty will be effective under the following conditions: (1) the re-chassis is performed by the original manufacturer, (2) the structural warranty has not expired at the time of the re-chassis, and (3) this purchaser approves any structural repairs at the time of the re-chassis. These terms and conditions must be explicitly stated in the manufacturer's warranty certificate.

For verification of the completed warranty terms stated above the bidder must include printed manufacturer's warranty certificates that meet or exceed the minimum required periods stated above.

Warranties shall not be pro-rated in any manner and shall be transferable for their duration. All warranties shall be from the manufacturer as opposed to a distributor or service center. This is necessary for the protection of the purchaser, and to guarantee a certain known level of service and warranty. If, however, the bidder feels that it is necessary to modify the manufacturers' warranties, then the bidder shall state why this modification is necessary. In addition, the bidder shall provide a full descriptive warranty certificate describing the warranty modification and the fact that it takes specific precedence over the warranty offered by the manufacturer. If no such certificate is provided, then the modified warranty shall be considered invalid and the manufacturer's warranty shall remain in force. If a warranty modification is proposed through either a distributor or service center, then complete financial statements for that business covering the past five (5) years MUST BE SUBMITTED with the bid. If the manufacturer states that no party is permitted to modify its warranty, then any warranty modification provided by the bidder, despite being in writing, shall automatically be rejected.

In order to simplify the evaluation process the following questions must be answered and this section must be initialed by the bidder.

<u>SAFETY CERTIFICATION:</u>
The verification of construction techniques used throughout the building process must be furnished by the manufacturer/bidder. The installation methods and construction techniques associated with seat belt retention, cabinet construction and installation, oxygen cylinder retention and module to chassis mounting systems must be verified through a controlled Hygee sled test that simulates an actual impact condition. This test must be performed, under both side and frontal impact conditions, to a minimum force of 30 G's. All testing must be performed by a testing agency that is independent of the manufacturer.

The bidder must perform and certify to dynamic sled or impact testing run on the ambulance body to a load of 30 G's. The body tested shall include normally installed components for each of the following areas of the vehicle. The body structure and installed components shall not show evidence of structural failure or separation from its mounted position as a result of the test. All test results must be witnessed and verified

by a Registered Professional Engineer.

Finally, a manufacturer is desired that has had an ongoing testing program. The testing, as described above, is to have been performed on a body built using the same materials and designs as those currently used by the manufacturer. Furthermore, the testing program must have been conducted on a continuous basis for a period of time not less than ten (10) years.

Note: This requirement is in addition to the current minimum KKK requirements. The KKK requirements do not suffice as a substitute for this requirement as they do not address impact crash testing. It should also be noted that neither photographs of vehicles involved in accidents nor written observations of accident damage suffice to fulfill this requirement. This requirement will be fulfilled only when testing verification, signed by an accredited independent engineer, is furnished with the bid. The testing being described takes place in a controlled environment where meaningful data can be collected and used to further the design and safety of the vehicle. Actual accidents present too many variables that hinder the collection of meaningful data. Bidders who submit photographs or written observations, from customers or manufacturer's representatives, should note that such information is considered invalid and will not be a factor in the purchase decision.

If the bidder does not perform sled testing, then the bidder is asked to take exception to this requirement so that the purchaser may evaluate bids on a legitimate basis. Bidders not taking exception shall have all appropriate documentation, as described above, included with the proposal. Bidders who do not take exception, and who do not include all appropriate documentation will be considered non-responsive and will, therefore, be rejected. This also applies to any subsequent sections of this specification that require sled testing where the bid response indicates that no exception has been taken.

BODY INTEGRITY VERIFICATION:

In addition to the testing described in the proceeding section the bidder must also ensure the integrity of the patient compartment of the vehicle in the event of an accident by performing dynamic testing to demonstrate compliance to International Standard ECE R29 and SAE Standards SAE J2422 and SAE J2420 applied to the rear of the body. Testing shall involve a Dynamic Preload side impact on a 20 degree fixture at 13,000 foot lbs, a 22,000 roof load and a rear impact at 32,600 foot lbs. Impact shall be provided by a 13,000 lb platen cart moving at the speeds prescribed to achieve the necessary impact energy. The impact cart shall include DAS, a propulsion system capable of =/-0.25 mph speed control, remote braking and Ethernet communication in concert with an installed barrier facility.

During the above described testing, two Hybrid III 50th percentile mannequins shall be installed, one in the standard attendant's seat, and one on the squad bench area. Bidder will be required to demonstrate via photos or other evidence as may be approved by this agency that the mannequin restraint systems worked properly and that the mannequins remained in their original positions.

Full documentation, signed by a professional engineer from the testing laboratory shall be provided with the bid proposal.

INTERIOR OCCUPANT PROTECTION:

For the safety of the attendants working in the patient area, the vehicle shall be equipped with an interior occupant protection system incorporating an emergency inflatable airbag system at both the attendant and the CPR seat locations. In the event of a side impact rollover collision, the bags shall be triggered by an electronic sensor to inflate and protect the occupants against severe head strikes typical of such collisions.

The attendant seat location shall be protected by an inflatable head cushion technology as well as a unique inflatable tubular system to prevent the attendant from impinging into the danger zones of the inhalation area.

The CPR seat location shall be protected by a combination of an inflatable tubular system at the forward side to protect against entry into the inhalation area as well as a system of progressive resistance head protection cushions. The progressive resistance head protection cushions shall incorporate layers of foam of increasing densities. Should a head strike occur, then the increasing density of the cushion as the impact progresses shall lessen the likelihood that the head will reach the cabinet material behind the cushions. It should be noted that standard single density foam cushions will not meet the requirements of this section. The bidder must have performed both actual impact tests as well as computer simulations in order to test the efficacy of this material in reducing head strike intensities to a survivable rate.

All airbag seating locations shall have been tested with a variety of occupant sizes. Those tests shall include Hybrid III fully instrumented test mannequins including 5% child (115 lbs.), 50% female (163 lbs.), and 95% male (195 lbs.). Testing shall have included at least fourteen (14) fully instrumented destructive dynamic roll crashes and an additional six (6) side impact destructive crashes. Roll crash testing shall be performed at 17-19G's while side impacts shall be approximately 27G's.

The vehicle must have been certified as compliant to standards ECE R29, SAE J2420, and SAE J2422. The bidder must show evidence that their service facility is trained and certified to service or to replace the airbags should the need arise. Such certification shall be attached to the proposal.

Each seating position shall include seat belts as follows:

Attendant seat:	Three point seat belt.
CPR seat:	Three point seat belt with removable third point latch.
Ends of bench:	Three point seat belt with removable third point latch.
Center of bench:	Two point seat belt.

Each seat belt shall have been tested to verify its latching capabilities and performance

as well as the extent to which it allows movement by the "spooling effect" within the retractor. Those tests shall verify that this spooling effect allows less than three inches (3") of belt travel before latching.

There shall be a barrier constructed at the head of the squad bench that will provide a 16" high restraint which, when working in conjunction with the above three point belt system will assist in securing the occupant in the event of a rollover collision.

REFERENCES:
The proven durability and reliability of this product is of the utmost concern. Each bidder submitting a proposal must furnish references consisting of in-service units of similar chassis make and conversion processes being proposed.

All references shall include owner, address, contact name and phone number, and the model owned. A minimum of four (4) references shall be provided.

LIABILITY:
The bidder shall defend, indemnify, and save harmless the purchaser and its officials from all claims, demands, payments, suits, actions, recoveries, and judgments of every description, whether or not well founded in law, brought or recovered against it, by reason of any act or omission of said bidder, his agents or employees, in the execution of the contract or in consequence of insufficient protection or for the use of any patented invention by said bidder, and a sum sufficient to cover aforesaid claims may be retained by the purchaser from money due or to become due to the bidder under this contract, until such claims have been discharged or satisfactorily secured.

Each bidder must furnish a Certificate of Insurance showing aggregate total of insurance which shall not be less than twenty-five million dollars ($25,000,000).

In addition, the bidder is to assume any risk of loss to the ambulance until the ambulance is delivered to this purchaser.

DIRECTIONS FOR RESPONDING TO EACH SECTION:
Each individual section of the specification shall be responded to on the bid form in Section 11.0 – Bid Form, and must be submitted with your proposal.

On the line to the right of each statement the bidder shall mark an X to signify the appropriate response. If a bidder is offering an alternative to the written section, then an exception must be taken for the section. The exception must be accompanied by data supported by a registered engineer to demonstrate the equivalency of the alternate item. The bidder shall note that the data submitted must correspond with the substitutions offered. If the data submitted does not cover all substitutions offered, then the bid shall be rejected as being non-compliant.

EXCEPTIONS TO SPECIFICATIONS:
If a bidder is offering an alternative to the written section, then an exception must be

taken for the section. The exception must be detailed in a separate document, with the heading of the section clearly marked along with the page number from the RFP, accompanied by data supported by a registered engineer to demonstrate the equivalency of the alternate item. The bidder shall note that the data submitted must correspond with the substitutions offered. If the data submitted does not cover all substitutions offered, then the bid shall be rejected as being non-compliant.

CONSTRUCTION PHOTOGRAPHS:

The bidder shall include the following photographs with the completed proposal. Proposals not including these photographs will be considered incomplete and will, therefore, be rejected. These prints shall be submitted for evaluation purposes. This purchaser shall compare the photos of the different bidders and shall be the sole decision maker as to which design best suits the specific needs to be fulfilled. Commentary on the photos is not desirable. Photographs shall be in color and shall be large enough and clear enough to supply ample detail. The photographs shall be provided in the exact numerical order listed below. The photographs to be submitted shall include:

1. Interior upper corner showing gusset and extrusion detail.
2. Interior side wall including horizontal frame member.
3. Roof section showing 2" x 2" structural supports on 12" centers.
4. Detail of vertical side wall substructure to include gussets.
5. Floor superstructure prior to installation of the aluminum sub floor.
6. Interior of rear door less Formica trim
7. Interior of rear door detailing door latch linkage
8. Electrical distribution panel complete and wired.
9. Backside of front console switch panel complete and wired.
10. Interior aluminum cabinet modules prior to installation.
11. Light head attachment point detailing threaded nylon hole insert.

CHASSIS SPECIFIATIONS

Model Profile

2013 TERRASTAR SPA 4x2 (TA005)

APPLICATION: Ambulance

MISSION: Requested GVWR: 19000. Cato, GVWR: 19000

Calc. Start / Grade Ability: 41.70% 14,60% @ 55 MPH Calc. Geared Speed: 81.1 MPH

FUEL ECONOMY: 9.01 MPG @ 55 MPH

DIMENSION:Wheelbase: 183.00, CA: 108.60, Axle to Frame: 49.00

ENGINE, DIESEL: {MaxxForce 7} EPA 10, 300 HP @ 2600 RPM, 660 lb-ft Torque @ 1600 RPM, 2800 RPM Governed Speed, 300 Peak HP (Max)

TRANSMISSION: {Allison 1000_EVS} 4th Generation Controls; Close Ratio, 5-Speed, With

AUTOMATIC: Overdrive; Includes Park Pawl, With PTO Provision, Less Retarder, With 19,500-lb GVW & 26,000-lb GCW Max.

CLUTCH: Omit Item (Clutch & Control)

AXLE, FRONT NON-DRIVING: {Dana Spicer D700-N} I-Beam Type, 7,000-lb Capacity

AXLE, REAR, SINGLE: {Dana Spicer S110} Single Reduction, With Offset Housing; 13,500-lb Capacity, 160 Wheel Ends Gear Ratio: 4.56

CAB: Conventional

TIRE, FRONT: (2) 225/70R19.5 6647 RSS (GOODYEAR) 640 rev/mile, load range F, 12 ply

TIRE, REAR: (4) 225170R19.5 6647 RSS (GOODYEAR) 640 rev/mile, load range F, 12 ply

SUSPENSION, REAR, AIR: {International} Ride Optimized Suspension (IROS); 12,000-lb Capacity, 6.0"

SINGLE: Ride Height, With Shock Absorbers

PAINT: Cab schematic 100TA

Location 1: 9036, Cool Gray Light (Sid) Chassis schematic N/A

Base Chassis: Model TERRASTAR SFA 4x2 with 183,00 Wheelbase, 108.60 CA, and 49.00 Axle to Frame.

TOW HOOK, FRONT (2): Frame Mounted

FRAME RAILS: High Strength Low Alloy Steel (80,000 PSI Yield); 7.375" x 3.079" x .312" (187.45mm x 78.2mm x 8.0mm) With Transition to 9.125" x 3.079" x .312" (231.8mm x 78.2mm x 8.0mm); Includes 1.2" (30mm) Drop Under Cab; 325.5" (8237.7mm) Maximum OAL

Notes:

Refer to WB/AF COMBINATIONS Chart in the Compatibility Charts section of the CT-400 Data Book and the Price List for compatible AF dimension.

LICENSE PLATE HOLDER: Includes Upper & Lower Mounting Plate Hardware, Mounted in Existing Holes in Front Bumper

BUMPER, FRONT: Full Width, Aerodynamic, Steel, Chrome Plated, 0.118" Material Thickness

GRILLE: Chrome, with Chrome Headlight Bezels.

CROSSMEMBER, REAR, AF (01)

WHEELBASE RANGE: 128" (325cm) Through and Including 183" (465cm)

AXLE, FRONT NON-DRIVING: {Dana Spicer D700-N} I-Beam Type, 7,000-lb Capacity

SUSPENSION, FRONT, SPRING: Taper Leaf, Shackle Type; 7,000-lb Capacity; With Shock Absorbers Includes.

SPRING PINS: Rubber Bushings, Maintenance-Free

BRAKE SYSTEM, HYDRAULIC: {TRW 355} Split System, With Three Channel ABS Includes

BRAKE LININGS, FRONT HX-.73, Non-Asbestos

BRAKE LININGS, REAR HX-73, Non-Asbestos

BRAKE, PARKING: {TRW} Drum-in-Hat Type; for Hydraulic Brake chassis; Activated by Lever in Cab; Mounted in Rear Wheels Includes

PARKING BRAKE CONTROL: Lever, Floor Mounted, Located Right of Driver

BRAKES, FRONT, HYDRAULIC DISC: {TRW} 15.35" x 1.54" Rotors; Dual 2.36" (60mm) Diam. Pistons

BRAKES, REAR, HYDRAULIC DISC: {TRW} 15.35" x 1.54" Rotors; Dual 2.36'1 (60mm) Diam. Pistons

AIR COMPRESSOR: {Benclix Tu-Flo 550} 13.2 CFM Capacity; and Tank for Air Source on Hydraulic Chassis

STEERING COLUMN: Tilting and Telescoping

STEERING WHEEL: 2-Spoke, 18" Diem., Black

STEERING GEAR: (Sheppard MD83) Power

EXHAUST SYSTEM: Single, Horizontal, after treatment Device Frame Mounted Right Side Back of Cab, Includes Horizontal Tail Pipe Includes

NOTE: The Horizontal Tailpipe Includes a Temperature Control Device

SWITCH, FOR EXHAUST: 3 Position, Momentary, Lighted Momentary, ON/CANCEL, Center Stable, INHIBIT REGEN, Mounted in IP Inhibits Diesel Particulate Filter Regeneration When Switch is Moved to ON While Engine is Running, Resets When Ignition is Turned OFF

ELECTRICAL SYSTEM: 12-Volt, Standard Equipment

Includes:

BATTERY BOX: Steel

DATA LINK CONNECTOR: For Vehicle Programming and Diagnostics In Cab : FUSES, ELECTRICAL SAE Blade-Type

HAZARD SWITCH: Push On/Push Off, Located on Top of Steering Column Cover: HEADLIGHT DIMMER SWITCH integral with Turn Signal Lever

HEADLIGHTS: (2) Sealed Beam Halogen, 5" x 7" Rectangular, with Molded-In Argent Colored Bezels

HEADLIGHTS ON W/ WIPERS Headlights will automatically turn on if Windshield Wipers are Turned On.

HORN, ELECTRIC: Single

JUMP START STUD: Located on Positive Terminal of Outermost Battery

PARKING LIGHT: Integral with Front Turn Signal and Rear Tail Light

RUNNING LIGHT: (2) Daytime, Included With Headlights

STARTER SWITCH: Electric, Key Operated

STOP, TURN, TAIL & B/U LIGHTS: Dual, Rear, Combination with Reflector

TURN SIGNAL SWITCH: Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature

TURN SIGNALS, FRONT: Includes Reflectors and Solid State Flashers; Flush Mounted : WINDSHIELD WIPER SWITCH: 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever

WINDSHIELD WIPERS: Single Motor, Electric, Cowl Mounted

WIRING, CHASSIS: Color Coded and Continuously Numbered

HORN, ELECTRIC (2)

POWER SOURCE: Cigar Type Receptacle without Plug and Cord

ALTERNATOR: (Leece-Neville 14931PAH} Brush Type, 12 Volt 320 Amp, Capacity, Pad Mounted

BODY BUILDER WIRING: Back of Standard Cab at Left Frame or Under Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn

BATTERY SYSTEM: {International} Maintenance-Free (3) 12-Volt 2250CCA Total

BATTERIES:
The vehicle shall be equipped with three (3) 700 cca batteries located on a slide-out tray beneath the street side cab step well. The total cca rating for this vehicle shall be 2,100 cca.

ALTERNATOR:
A 320 amp Leece-Neville alternator shall be installed on the chassis. The alternator is to include a 2.4" diameter alternator pulley.

WARRANTY:
The chassis manufacturer's standard vehicle warranty policies shall apply.

CHASSIS INTERIOR COLOR:
The chassis interior shall be O.E.M. gray.

CHASSIS HARDWARE AND ACCESSORIES:
The items to follow represent chassis modifications, hardware, and accessories that are required. Failure to provide these features will be cause for rejection of the bidder's proposal as being non-responsive.

WHEEL HUB AND LUG NUT COVERS
Polished stainless steel wheel hub and lug nut covers shall be installed on each of the four outside wheels.

MUD FLAPS, FRONT:
The vehicle converter shall install mud flaps behind the front wheels. The mud flaps shall attach to the chassis front fenders and shall protect the cab body panels from road debris.

MUD FLAPS, REAR:
The vehicle converter shall install individual rubber mud flaps behind each rear wheel. The mud flaps may incorporate the converter's corporate logo.

REAR STEP/BUMPER REINFORCEMENT:
The standard rear step shall be reinforced with 2" x 2" steel angle for added impact protection.

TOW HOOKS, REAR:
Two tow hooks, painted black, shall be bolted to the rear bumper frame.

REAR STEP/BUMPER ASSEMBLY:
The rear of the vehicle shall be equipped with a step/bumper assembly to be fabricated from .125" polished aluminum diamond tread plate. The assembly shall be spaced out from the rear kick plate a minimum of 1.5". The center section of the assembly shall pivot up and over center on two (2) .5" bolts to stay in the 'up' position. This section shall be a minimum of 9.5" deep and shall be constructed with grip-strut on the stepping surface to provide for better footing. The ends of the assembly shall be fixed diamond tread plate. The distance between the top of the step and the ground shall not be less than 16". The fold-up portion of the step shall be firmly held down with two (2) pin and socket holders to prevent rattling while the vehicle is in motion.

MIRROR: OEM
The mirror set shall be OEM supplied, and installed by the chassis manufacturer.

DIAMOND PLATE STEP WELL COVERS:
Diamond plate step well covers shall be installed on both the curb side and street side cab step wells. The covers shall be made of .125" thick polished diamond tread plate with a minimum 3003-H14 alloy.

AIR SUSPENSION OVERRIDE SWITCH:
A manual air dump override switch shall be installed. This switch shall override the air dump activated by opening of the left rear patient compartment entry door.

ENGINE HOUR METER:
An engine hour meter shall be installed on the driver's side of the front console.

REVERSE ALARM:
An audible alarm shall be installed to activate when the vehicle is placed into reverse gear. There shall be, installed on the front console and wired through the vehicle electrical system, a momentary cutoff switch to disable the alarm. This switch shall

automatically reset each time the vehicle is placed into reverse gear.

DUAL CAMERA SYSTEM:
The vehicle shall be equipped with a Voyager VCCS130 backup camera mounted over the rear doors. A second identical camera shall be installed on the vehicle interior. The driver area monitor shall be a Voyager AOM711 wide format LCD style with a 7” non-glare color screen. The monitor shall be capable of handling two camera inputs with manual or automatic source selection. It shall have an auto power-on feature when the vehicle is shifted into reverse.

AM/FM/CD PLAYER:
The OEM AM/FM/CD player shall be installed in the cab and wired to the OEM cab speakers. This unit shall also be capable of being wired to patient area speakers should they be required within this specification.

CONVERSION:
The following section describes the required body design, manufacturing process, and materials. Adherence to this section is of extreme importance to this purchaser due to space requirements and safety concerns. The bidder must meet this section as closely as possible without utilizing experimental or prototype designs in order to be considered for bid award.

MINIMUM BODY DIMENSIONS:
The completed vehicle shall have the following minimum dimensions:

(Exterior)
-Height: 91"
-Width: 96.25"
-Length: 173"

(Interior)
-Height: 72"
-Aisle 48"
-Length: 169"

OVERALL DIMENSIONS (Including Chassis, Module and Step):
-Height: 110" (to top of vent)
-Width: 100"
-Length: 296"

MODULAR BODY STRUCTURAL DESIGN REQUIREMENTS:
The module body shall be designed and fabricated with the following key elements in mind:

1. The greatest possible load carrying capacity is desired.
2. The safety of all vehicle occupants is of paramount concern.

3. The body design, including construction materials and fabrication techniques shall be proven to be durable.
4. The body shall be easily retrofitted to a new chassis should that need ever arise.

With these concerns in mind the following requirements have been established for the purposes of this specification:

The vehicle converter shall design and construct its own module bodies, and maintain an engineering staff at its manufacturing facility to handle any custom body changes that may be necessitated by this design. It is the intent of this purchaser to receive a finished product of the highest standards of quality available. Vehicle manufacturers who design and build their own bodies and who have the expertise of an engineering staff will possess a greater capacity as far as handling a custom project of this type than manufacturers who purchase their bodies from an outside vendor. Accountability and quality of the design and construction of the body are enhanced when the vehicle converter manufactures the body.

GENERAL BODY DESCRIPTION:

The construction process described within this specification will ensure that the body shall remain structurally intact. However, to achieve this level of quality and durability, the module body, including all doors, must be constructed correctly initially. This specification requires that the module body, including all doors, be built within a tolerance of one five-thousandths of one inch. To achieve this, the vehicle manufacturer must use, as standard practice, precision computerized equipment such as found in Strippet machines and microprocessor controlled milling machines and chop saws. Use of precision equipment will ensure that all door openings, door handles and latches, body windows, and warning light assembly installation locations are of the correct size and square to the body. Cutting done by hand, such as with a jigsaw, is not desired unless it involves the chassis, or unless a warning light assembly must be located in such a way that it depends on the layout of the finished vehicle. (E.g. when a light must be centered within a paint stripe since the exact stripe location will not be determined until the module is built and mounted.) In addition, utilization of computerized equipment will simplify the production of replacement body panels in the event of an accident since the computer can duplicate a given part exactly. This includes documentation of all body light locations.

PAYLOAD REQUIREMENTS:

The vehicle payload shall meet or exceed that called for in the current KKK-A-1822 specification. The vehicle manufacturer shall, upon notice by this purchaser, provide a written statement from an independent engineer that the model being offered has met this set of criteria. Before delivery of the completed unit the manufacturer shall weigh the vehicle. A written statement of those weights shall be affixed to the inside of the street side front #1 compartment door. This purchaser reserves the right to have the finished vehicle weighed independently upon delivery. If it is found that the written statement of weight provided by the manufacturer is inaccurate beyond what may be reasonably explained as a slight difference in the calibration of the scales, then the

vehicle will be rejected. It should be noted that this purchaser, while interested in attaining the greatest possible payload, is unwilling to compromise on the structural requirements of a strong, durable, and safe body. All bidders must understand these factors supersede concern over payload, and that the lightest body (greatest payload) will not necessarily be deemed sufficient to meet the stringent quality and safety requirements set forth herein.

MODULE BODY CONSTRUCTION AND WARRANTY:

The module body shall be constructed per the following detailed specifications.

Generally speaking the body shall be of all-aluminum construction. Aluminum is shown to reduce weight over several other materials. It also possesses anti-corrosion properties that are essential for a vehicle of this type. The exact aluminum material requirements are explained in further detail below. The choice of materials and the design shall allow the manufacturer to warrant the materials and workmanship of the module body for a period of fifteen (15) years as set forth in the warranty section of this specification. The manufacturer's structural warranty shall specifically cover:

The continued and correct alignment of both compartment and access doors.
Seam or joint separation in door construction.
And interior cabinetry.

The warranty shall be fully transferable to a new owner should the vehicle ever be sold. In addition, should the manufacturer bidding this proposal re-chassis the vehicle within the period of the initial structural warranty, then an additional 5 years shall be added to the remaining amount of warranty coverage left at the time of re-chassis. This warranty shall be revalidated in five-year increments each time the body is mounted to a new chassis provided that the warranty has not expired, that this purchaser authorizes any necessary repairs, and provided that the original manufacturer performs the re-chassis.

CORNER POST SUPPORTS:

The body structure must be able to support the loaded weight of the vehicle in the unlikely event of a rollover. A structure is required that will enhance the safety of both patients and attendants in the event of an accidental collision. The foundation of a solidly built module body is the utilization of strong corner posts in both the sidewalls and the roof. A one-piece 90-degree radius post is required. The posts shall include a full length W shaped extrusion that forms a fully encased web inside the post for strength. This reinforcing member shall angle inward just before it joins the radius to form a small slot where the edges of the aluminum skin will be inserted prior to the final welding. Because the structural integrity of a body is derived from the corner posts, subfloor, and framework, corner posts that are a part of the exterior body skin (e.g. rolled corner posts) will not be considered, nor will corner posts which do not have integral center reinforcement as part of the extrusion.

CORNER POST STRENGTH:

The corner post extrusions shall possess a minimum ultimate tensile strength of 27,000 psi (6063-T5).

ROOF EXTRUSIONS:
The horizontal roof extrusions shall conform to the same construction description as the vertical wall extrusions. They will, however, include an extruded drip rail as a part of the one-piece posts. Because the drip rail is a part of the post itself there will be no seams between the rail and the body above the rail. In addition there shall be drip rails installed above all body doors that are not full height. These rails shall attach via a durable adhesive.

WALL AND ROOF SKIN SUPPORTS:
The exterior wall and roof skins shall be supported on the inside by 2" square tubing with .125" wall. These structural supports shall be strategically located at the load bearing points of the module body. The roof structural support beams shall be spaced on minimum 12" centers for adequate load support. Wall tubing of .125" thickness or less will not be acceptable.

HORIZONTAL WALL SUPPORT:
In addition to the vertical wall supports there shall be a horizontal beam, located in the beltline area, to provide additional protection in the event of a side body collision.

GUSSET ENHANCEMENT:
Gusset supports, made from 2" square tubing, shall be installed throughout the vehicle for added strength. Each gusset shall be a minimum of 5" long at its longest point. A minimum of twenty-four (24) of these gussets shall be welded into the vehicle support structure. Areas of installation shall include but not be limited to: all door openings, all body corners, and above all wheel wells.
Designs that utilize no gussets, or gussets of lesser material size or strength, are not acceptable.

EXTERIOR BODY PANELS:
The materials selected for the body skin have been chosen because of this vehicles expected heavy-duty cycle and the good wear characteristics that this material has shown in the field. The material shall be a minimum 5052-H34 alloy with an ultimate tensile strength of 38,000 psi. This material has been chosen because it is less prone to fail due to stress than other weaker materials such as 5052-H32 alloy.

EXTERIOR BODY PANELS (PART 2):
The thickness required for exterior body panels is:

-Side, front, and rear walls: .125"
-Ceiling and floor panels: .090"

Note: The roof shall be constructed with a single sheet of 5052-H34 .090" thick aluminum. This one-piece construction is preferred over a multiple piece design. The roof shall incorporate a 3/8" crown designed to allow water to drain.

FLOOR CONSTRUCTION:

Floors that are uneven or are incapable of adequately supporting the load being carried on the vehicle are unacceptable. For that reason thin floor panels and/or a lack of floor supports are not desirable. To prevent buckling, sagging, oil canning or any other structural breakdown of the flooring system a detailed description of the required construction process is provided.

The body subfloor shall be constructed of .090" 5052-H34 aluminum. The floor, from the front to the rear and from curbside to street side shall be supported by minimum 2” x 3” tubular beams with a .25" wall. The floor just behind the axle shall be supported by a minimum 1.5" x 3" tubular beam with a .25" wall.

All beams shall be strategically located at the load bearing points of the floor and welded into place. The subfloor, above the aluminum sheet shall be specially constructed to provide both acoustic and thermal protection for the patient interior. It shall consist of the .090" aluminum with tubular understructure as noted above. The underside of this area is to be sprayed with a sound reduction coating. In addition, a .125" damping pad, a .125" sound barrier sheet, and a .625" composite floor panel shall be installed prior to Installation of the vinyl floor covering. The purchaser reserves the right to inspect the process proposed by the bidder and to make determinations regarding the acceptability of that process. The resultant subfloor shall have no organic, wood, or wood products and shall be guaranteed against rotting or water absorption for a minimum of fifteen years. It shall not support or attract mold or fungus.

SKIN TO SUPPORT ATTACHMENT:

All exterior aluminum body panels shall be attached to the underlying structural supports via high performance polyurethane two sided tape. The tape shall have a polyurethane foam core for environmental resistance and an acrylic adhesive for a durable bond. The tape will be used as an insulating agent to hold the panels tightly against the structural supports, thus eliminating vibration and oil-canning. In addition to the tape attachment system, all panels shall be welded to structural members at the perimeters only. Welding in the center of the panels is not desired as the process will cause heat distortion of the body panels and lessen the overall quality of the finished appearance. Use of the tape, as described here, will eliminate heat distortion without damaging the structural integrity of the module body.

SKIN TO SUPPORT ATTACHMENT (PART 2):

Each body panel shall be welded to all horizontal frame members, including the roof extrusions. In addition, the panels shall be welded to the vertical corner posts. In the case of the roof, the perimeter of the one-piece roof sheet shall be welded. This method of attachment shall provide a total welding application to the entire perimeter of the body skin and a taped/insulating application to the interior surfaces of all walls. Methods of panel attachment that utilize rivets will not be acceptable.

STRUCTURAL INTEGRITY VERIFICATION:

Structural integrity, as stated elsewhere in this specification, is of extreme importance to this purchaser. As such, it is required that the manufacturer maintain a program of

simulated crash tests. The manufacturers Hygee sled testing program must be current and have been maintained on a continuous basis for a period of time not less than ten years. In addition, the sled testing shall have subjected a body, built to the above-written specifications, to a minimum of 30 G's in both side and frontal impact conditions. Neither Photographs of vehicles that have been involved in accidents, nor statements or observations relevant to an accident, be it from a customer or a manufacturer's representative, shall suffice as a substitute for this requirement. The sled testing must take place in a controlled environment whereupon meaningful engineering data can be gathered and applied to the structural design of the module body. Accidents that take place outside of this controlled environment do not yield any meaningful data. Therefore, real world accidents are considered anecdotal and cannot realistically be used by the manufacturer to judge the safety of a design.

MODULAR DOOR DESIGN:

Door panel separation, dirt accumulation at seams, paint imperfections, misalignment, and even malfunctions where upon the door cannot be operated have been observed in many styles of door construction. These problems, along with the expected rugged use of the vehicle doors, shall be eliminated with a good overall design and construction process. With these thoughts in mind the modular doors shall be constructed as follows:

OUTER DOOR SKIN:

The door facing and edges shall be formed from a single sheet of aluminum. The aluminum used for the doors shall not be less than 5052-H34 alloy with an ultimate tensile strength of 38,000 psi. The material shall be .125" thick. All module doors shall be flush fit to the body side. The door panels must be welded at the corners.

INNER DOOR REINFORCEMENT:

Each door shall include an internal extrusion for added reinforcement. The extrusions shall extend around the entire perimeter of the door. Additional reinforcement shall be installed through the center of the door and around each window where applicable. In addition to the extrusions reinforcing each outer door pan, the extrusions themselves shall be reinforced through a dual joining method. First, each mitered corner, where the frame corners join, shall be fitted with a one-way solid aluminum insertable key. This key shall prevent the corner from pulling apart, and shall act as a solid aluminum internal gusset. Secondly, each corner where the frame joins shall be welded to further prevent any separation. The end result will be a rigid door that will not bend or flex and that will eliminate the other commonly seen structural defects described above.

INNER DOOR PAN:

An inner door pan shall fit flush with the inner edges of the door. Inner door pans that do not fit flush will have sharp or ragged edges exposed and will not be acceptable. The panels must be attached to the door structure with machine screws and Nutserts to prevent stripping. Sheet metal screws or rivets will not be accepted. Lastly, a closed cell cross-linked polyolefin foam tape shall be used beneath the inner door panels to isolate the panels from the door frames. This process will prevent door rattling.

DOOR SEAL:
All module doors shall incorporate an extruded rubber seal located around the perimeter of the door. The seal shall insert into a groove in the inner door extrusion. Seals that are installed around compartment openings will be easily torn by the movement of equipment across them. In addition, glue will not be permitted except in the case of a double door compartment. The requested design does not include a groove on the underlying door edge of a double door compartment. That edge alone will require an adhesive. Glue for all seals is not desirable because of increased replacement time and insufficient durability.

DOOR JAMB:
All doorjambs must be separate from the body skin and must be welded to the 2" x 2" tubular body frame members so as to ensure continued door alignment and proper latching. The compartment frame shall be designed in such a manner as to provide extra protection around the compartment openings. The reinforcement tube shall be at least 1" wide. For added strength, the frame shall be at least .188" thick where screws are attached.

Prior to door installation the doors shall be true fit to the doorjambs. The fitting, prior to installation, shall provide added assurance that the door aligns properly with the doorjamb.

HINGING:
All doors shall have full-length stainless steel hinges. The hinges shall be .070" thick and shall incorporate a .25" diameter pin.

All hinges shall have un-slotted mounting holes for an exact and permanent installation. Hinges that utilize slotted mounting holes are unacceptable because of the continued adjustments that they require.

There shall be an insulating material installed along the length of the hinge where the hinge meets the door frame to separate the stainless hinge from the aluminum body. This material shall be transparent so as not to be visible at any point while the door is being used.

HOLD-OPEN DEVICES:
The following door hold-open devices shall be installed:

Compartment doors:	Gas filled, 100-degree extension actuator
Side access door:	Gas filled, 110-degree extension actuator
Rear doors:	Cast Products grabber style devices

Spring-loaded devices are not desired because of their weaker holding capabilities and a lack of smooth door operation.

DOOR HANDLES AND LATCHING SYSTEM:

A door latching system is required that provides safety to all on-board personnel and security to all stored equipment. The patient area must be capable of being quickly secured. The following minimum features are to be designed into the module door latching system:

All door handles shall be rugged automotive style handles that are near flush with the outer door panel. Each handle shall actuate a Nader rotary safety latch.

The handle and latching system shall be designed by their manufacturer to accommodate electromagnetic activation. Paddle style or D ring style handles that must be retrofitted for this application are unacceptable.

The entire exterior handle assembly shall be Tri/Mark Series 2100 cast metal that is chrome plated and buffed to a high luster.

All doors shall have an exterior key lock.

All three patient area access doors shall include both interior and exterior latch activators. The rear doors shall have an activator installed on the outside of each door. The interior activators shall be located in a recessed pan on the door. A manual lock/unlock device shall be located within the pan. This pan shall be powder coated cast aluminum for extra durability and for ease of decontamination. No plastic products shall be used for this application.

Exterior double door compartments shall include two exterior latching devices, one on each door.

A nonskid easy-grip surface may be applied to the backside of the module compartment entry door handles to permit a gloved or wet hand to easily grip the handle without slipping.

The latching system shall be a proven system that has been subjected to the simulated sled tests as described elsewhere in this specification. Latching systems that have not been subjected to these tests will not have reliable data available as to installation and retention characteristics. Again, only controlled testing fulfills this requirement. Neither pictures of accidents, nor common observations gathered from damage surveys will suffice.

PATIENT AREA DOOR OPENINGS:

REAR DOORS:

Two (2) doors shall be provided at the rear of the module body.
The overall opening of the access to be a minimum of 60.4" in height x 46.75" in width. Both inside and outside door handles shall be installed on each rear door. Left rear doors that can only be activated from the inside are not acceptable.

SIDE DOOR:
One (1) side door shall be provided on the curb side of the module body. The opening shall have minimum overall dimensions of 80.6" in height x 30" in width.

MODULE TO CHASSIS MOUNTING SYSTEM:
This purchaser requires a mounting system that provides a stable and durable attachment of the module body to the chassis frame. To accomplish this requirement the following body attachment method shall be used:

A minimum of (5) five Mounting platforms shall be attached along the outside of each chassis frame rail for a total of (10) ten. Each platform shall consist of (1) top plate of .375" thick steel and (2) side reinforcement plates made of .25" steel. There shall be a .375" full backing plate where the mount attaches to the frame rail. The plates shall be welded along all seams with a heavy continuous weld. The body substructure shall include a 1" by 3" solid aluminum tie down bar welded to each sub structure cross member. To complete the body to chassis attachment, a VI-Tech tuned mounting system shall be used. The elastomer mount shall be custom- tuned to the specific chassis type for Vibration reduction, structure borne noise attenuation and to provide low profile, low frequency isolation necessary for ideal patient compartment conditions. Standard chassis furnished mounting donuts will not meet the requirements of this specification. The VI-Tech mount shall be attached to each platform by (2) .625" Grade 8 bolts with washers and locking nuts. The platform shall be attached to the chassis frame rail with (3) .625" diameter Grade 8 bolts with washers and locking nuts. The fail safe elastomer isolation mount shall then attach to the aluminum body tie down bar with a .75" diameter Grade 8 bolt, a washer, and a locking nut.

The VI-Tech mounting system must have been subjected to a documented Hygee dynamic frontal impact test of at least 30 G's to verify the integrity of the mounting system in the event of a serious accident. No exceptions to this requirement are permissible.

INSULATION:
The patient area, including the doors, shall be insulated with 2" Technicon polyfiber for both thermal and acoustic insulation. The headliner area of the vehicle shall also include a barrier insulation of Reflectix material for increased protection.

STREETSIDE FRONT COMPARTMENT (#1):
The compartment described above shall feature the following minimum dimensions:

Clear Door Opening:	18.7" wide x 57.6" high
Actual Dimension:	21.4" wide x 60.6" high x 21.5" deep

This compartment shall be accessed through a single hinged door meeting the standards for door construction, hinging, and latching outlined within this specification. The compartment shall house the vehicle's primary O2 cylinder and shall be vented to

the outside in such a way as to prevent moisture from entering the compartment. Under no circumstances shall vents be installed within the compartment door. The compartment itself shall be constructed as an individual box and welded into the body structural framing. The material used shall be .125" polished aluminum diamond plate that is continuously welded at all seams. The compartment shall include two strips of LED lights, one to either side of the compartment door, to provide lighting inside the compartment. There shall be a separate compartment, measuring approximately 22" high, constructed above this compartment. This compartment shall house all on-board electrical equipment. The interior door panel of the lower (larger) compartment shall be pocketed to provide additional storage depth.

STREETSIDE INTERMEDIATE COMPARTMENT (#2):
The compartment described above shall feature the following minimum dimensions:

Clear Door Opening:	51.8" wide x 39.8" high
Actual Dimension:	55.5" wide x 43" high x 21.5" deep

This compartment shall be accessed through double hinged doors meeting the standards for door construction, hinging, and latching outlined within this specification. A portion of this compartment shall house the vehicle's required onboard electrical components as specified for use on this vehicle. The remainder of the compartment shall be utilized for storage of miscellaneous items as required by this purchaser. This compartment shall be vented to the outside in such a way as to prevent moisture from entering the compartment. Under no circumstances shall vents be installed within the compartment door unless they are required for airflow to equipment installed within this compartment.

The compartment itself shall be constructed as an individual box and welded into the body structural framing. The material used shall be .125" polished aluminum diamond plate that is continuously welded at all seams. The compartment shall include two strips of LED lights, one to either side of the compartment door, to provide lighting inside the compartment. This compartment shall include one vertical divider and three adjustable shelves.

SHELVING FOR DOUBLE-DOOR EXTERIOR COMPARTMENT:
Two (2) shelves shall be installed in street side intermediate compartment. All shelving is to be fabricated from 3003-H14 aluminum diamond plate. This material shall be .125" thick. All shelving is to include a 2" integral lip to prevent equipment from sliding off of the shelf. The compartment light shall meet the lighting criteria as described elsewhere within this specification.

STREETSIDE REAR COMPARTMENT (#4):
The compartment described above shall feature the following minimum dimensions:

Clear Door Opening:	60" wide x 59.8" high
Actual Dimension:	54" wide x 53" high x 21.5" deep

This compartment shall be accessed through double hinged doors meeting the standards for door construction, hinging, and latching outlined within this specification. This compartment shall be utilized for storage of firefighter PPE and specific firefighting tools utilized by the Pawtucket Fire Department. Successful bidder shall be required to customize this compartment to meet the needs of the Pawtucket Fire Department. This compartment shall be vented to the outside in such a way as to prevent moisture from entering the compartment. Under no circumstances shall vents be installed within the compartment door. The compartment itself shall be constructed as an individual box and welded into the body structural framing. The material used shall be .125" polished aluminum diamond plate that is continuously welded at all seams. The compartment shall include two strips of LED lights, one to either side of the compartment door, to provide lighting inside the compartment.

CURBSIDE REAR COMPARTMENT (#5):
The compartment described above shall feature the following minimum dimensions:

Clear Door Opening:	25" wide x 80.6" high
Actual Dimension:	29.6" wide x 83.6" high x 21.5" deep

This compartment shall be accessed through a single hinged door meeting the standards for door construction, hinging, and latching outlined within this specification. This compartment shall be utilized for storage of miscellaneous items as required by this purchaser. This compartment shall be vented to the outside in such a way as to prevent moisture from entering the compartment. Under no circumstances shall vents be installed within the compartment door. The compartment itself shall be constructed as an individual box and welded into the body structural framing.

The material used shall be .125" aluminum that is continuously welded at all seams. The compartment shall include two strips of LED lights, one to either side of the compartment door, to provide lighting inside the compartment.

SHELVING FOR VERTICAL EXTERIOR COMPARTMENT:
Three (3) adjustable shelves shall be installed in the curbside rear compartment forward of the divider. All shelving is to be fabricated from 3003-H14 aluminum diamond plate. This material is to be .125" thick. All shelving is to include a 2" integral lip to prevent equipment from sliding off of the shelf. The compartment light shall meet the lighting criteria as described elsewhere within this specification.

DIVIDER FIXED, VERTICAL COMPARTMENT
A 16" vertical divider shall be installed 10" from the right hand wall. The divider shall be non-adjustable and shall be fabricated from the same material used in the construction of the compartment in which it is to be installed.

CURBSIDE FRONT COMPARTMENT (#6):
The compartment described above shall feature the following minimum dimensions:

Clear Door Opening:	22.1" wide x 83.6" high
Actual Dimension:	26.7" wide x 83.6" high x 30" deep

This compartment shall be accessed through a single hinged door meeting the standards for door construction, hinging, and latching outlined within this specification. This compartment shall also be accessible from the vehicle interior front wall area. This compartment shall be utilized for storage of purchaser-supplied jump kits and other miscellaneous items as required by this purchaser. The compartment itself shall be constructed as an individual box and welded into the body structural framing. The material used shall be .125" aluminum that is continuously welded at all seams. The compartment shall include two strips of LED lights, one to either side of the compartment door, to provide lighting inside the compartment.

KKK-A-1822 CERTIFICATION LABEL:
The vehicle shall have weight/payload, electrical load, and the current KKK-A-1822 certification stickers installed in the O2 compartment. Failure to provide these certification labels will be cause for rejection of the completed vehicle. Labels that are found to be falsified will also be cause for rejection of the completed vehicle. The purchaser reserves the right to request documentation showing that all required testing has been completed at the time of the bid opening. Failure to provide this documentation, if requested, will result in the bid being rejected without further consideration.

SPECIAL BODY REQUIREMENTS:
The requirements set forth in the following section of this specification represent items and features that may not be offered as standard by the bidder. If the bidder is unable to furnish any items listed in this section, then that inability must be listed and explained in the bidder's list of exceptions. Failure to do so will result in rejection of the bidder's proposal as being non-responsive.

GRIP STRUT STEP SURFACE IN SIDE ENTRY DOOR:
A removable grip strut insert shall be installed in the side entry door step well. The insert shall be flush with the threshold.

3" DROP SKIRT DESIGN:
The curbside skirt, forward of the rear wheel well shall be dropped three (3) inches. Two integral aluminum diamond plate steps shall be installed within the side access door step well for improved accessibility to the patient compartment. Under no circumstances shall this be accomplished by bolting an additional step to the step well. The design must be such that all steps are integral. The use of bolts, rivets, or any other type of fastener is prohibited.

STREETSIDE OF BODY LOWERED 3":
The street side body skirt, forward of the rear wheel well, shall be dropped three (3) inches. The extra room is to be provided inside the compartments in this area.

SOUNDPROOFING:

To insure good working conditions and to create a stable patient environment, the vehicle shall be manufactured with particular attention paid to sound control. The following process must be performed throughout the manufacturing cycle of the vehicle:

1. Underbody shall be completely sprayed with sprayable, non-flammable latex sound control coating

2. Body Interior walls, roofs and interior compartment walls shall be sprayed with sprayable non-flammable latex sound control coating

3. The interiors of all access and compartment doors shall be sprayed with sprayable non-flammable latex coating

4. The backs of all interior cabinets shall be wrapped in antiphon damping material

5. Door interiors are to be lined with polydamp intefoam extensional damping pad

6. The body structural tubes shall filled with non-resonating dampening material

7. Side step well areas are to be backed with PT Damping Pad

8. All walls shall be insulated with 2" Technicon polyfiber acoustic insulation. Headliners shall be double insulated with 2" Technicon Polyfiber and a Reflectix barrier.

9. A .125" damping pad, a .125" sound barrier sheet, and a .625" composite floor panel shall be installed prior to installation of the vinyl floor covering.

10. A chassis tuned VI-Tech mounting system shall be used to provide vibration reduction and structure borne noise attenuation.

STREETSIDE WHEEL WELL COMPARTMENT/PULL OUT DRAWER:

A diamond plate compartment shall be constructed above the street side wheelhouse. The door of this compartment shall be affixed to a slide-out tray within the compartment. The slide-out tray shall be fabricated from aluminum diamond plate. The door/tray assembly shall include Accuride slides with a latching mechanism identical to those described for all exterior compartment doors so as to assure that the compartment will remain securely closed and, when necessary, locked. The door and compartment construction methods and materials utilized shall match those listed within the appropriate section of this specification.

MODULE BODY HARDWARE:
The following section lists hardware items that are to be installed on the vehicle body.

WINDOWS, MODULE BODY ENTRY DOORS:
The module body access doors shall include tinted privacy windows. The two rear doors shall feature fixed windows in addition to the side access door. Each of these windows shall measure 16.5"h x 17"w and shall be glazed and tinted in accordance with FMVSS. The windows shall be encased in extruded aluminum frames. Under no circumstances will RV style windows, windows that rely on rubber gaskets, windows that do not feature extruded aluminum frames, or windows that do not meet the above stated minimum dimensions be acceptable. All windows in the patient area shall include Gerber-Vision privacy shielding in addition to the dark tint.

WINDOW, CURBSIDE OF BODY ABOVE SQUAD BENCH:
There shall be a fixed window installed in the curbside of the body above the squad bench. This window shall be privacy glass and measure 13.5"h x 34"w and shall be glazed and tinted in accordance with FMVSS. This window shall be encased in an extruded aluminum frame. Under no circumstances will an RV style window, a window that relies on a rubber gasket, a window that does not feature an extruded aluminum frame, or a window that does not meet the above stated minimum dimensions be acceptable.

SPLASH SHIELDS:
Stainless steel splash shields are to be installed on the lower front face of the module body just aft of the cab access doors. These shields are to have a #8 mirror finish and shall match the height of the diamond plate corners guards that are to wrap around the lower corner posts on the side of the body.

RUBBER FENDERS:
Extruded rubber fender flares shall be installed above each wheel well opening. The mounting of these flares shall provide for no contact between the fender fasteners and the aluminum body skin. This is done to eliminate any contact between dissimilar metals and the electrolysis that may result.

RUB RAILS:
Rubber lower body rub rails shall be installed on each side of the module body. Each rail shall be securely installed yet simple to remove and replace in the event of damage.

EXTENDED CORNER GUARDS:
Extended stainless steel stone guards and polished aluminum diamond plate corner guards shall be installed as noted below. The guards shall be extended and shall terminate where noted.

Locate:	Front of body
Configure:	Extend to bottom of paint stripe

REAR ACCESS DOOR HOLD-OPEN DEVICES:
Cast Products "Grabber" style rear door hold-open devices shall be installed to maintain the rear access doors in the 'open' position. One loop shall be installed on each door, and the appropriate socket shall be installed on the body. These devices are to be chrome finish in lieu of Cast Products' standard finish.

ELECTRIC LOCKS, COMPARTMENT DOORS:
Power activated door locks shall be installed on all exterior compartment doors. Locks shall be activated by switches located at each patient area access door and in the front radio console. Each lock may be individually overridden by the use of a key.

ELECTRIC LOCKS, ACCESS DOORS:
Power activated door locks shall be installed on patient area access doors. Locks shall be activated by switches located at each patient area access door and in the front radio console. Locks may be overridden by a manual slide lever or by the door key.

CONCEALED DOOR LOCK SWITCH:
A concealed weatherproof switch shall be installed at the direction of the Pawtucket Fire Department. The switch shall be wired to unlock only.

DOOR LOCKS WIRED THROUGH OEM SWITCHES:
The power door locks specified above are to be wired to the O.E.M. chassis door lock switches.

REFLECTORS ON ENTRY DOORS:
Red reflectors shall be installed on the inside on the patient area doors.

DOOR REFLECTION:
Red Scotchlite strips, 2" x 12", shall be installed horizontally across the top of each entry door. This material is in addition to the reflectors listed above.

RUBBER MATTING IN EXTERIOR COMPARTMENTS:
Black rubber matting material shall be cut to size and installed on the bottoms of all exterior compartments and shelves. The material shall feature integral ridges to help equipment to stay in place.

RUBBER-COVERED WALLS IN BACKBOARD COMPARTMENT:
The walls of the backboard compartment shall be covered with self-adhesive textured rubber matting to protect the walls and the equipment stored in this area from any damage.

Color: Gray

GRIP LOCK TRIM-EXTERIOR SHELVES AND DIVIDERS:
Grip-Lock trim material shall be installed on the faces of all exterior compartment shelves and dividers where applicable.

PAINT AND STRIPING:

An acrylic urethane paint process is required on the module body. This process shall extend to the chassis if the vehicle converter must perform paint or body work to the chassis. The acrylic urethane process is required so that the highest possible gloss will be provided. Acrylic urethane possesses superior color and luster retention characteristics when compared to other types of paint. In addition, an acrylic urethane process provides a higher resistance to chemical sprays, salt sprays, humidity, and temperature changes. Lastly, this process, given the expected life of the vehicle and its heavy-duty cycle, will best resist chipping. The final paint application shall be free of material application imperfections such as orange peel, streaking, or a dull finish. Once painted, the vehicle shall be inspected under a black light to bring any small imperfections, not seen with the naked eye, to attention. Any such imperfections shall be repaired prior to the conclusion of the paint inspection process. The final application shall provide a high gloss on all body surfaces including the roof and excluding the underside.

PREPARATION:

To produce an acceptable paint finish, the following paint process must be used:

All body doors and hardware must be removed prior to any wash, prime or final paint application. All material impurities and oils must be removed from the bare aluminum body. The entire module body, excluding the underside, will have all visible welds ground down and all material imperfections filled. All holes (e.g. for hinge mounting, etc.) shall be plugged at this stage to prevent any cleaning agents from entering the module body framework. The body shall be prepared for paint by spraying with a phosphoric acid-based cleaner to remove dirt and oil and to etch the body for superior paint adhesion. The application of the cleaner shall be followed with a water rinse. Next, a chromium-free titanium composite coating shall be applied to the body to enhance paint adhesion and to prevent corrosion. The body shall be rinsed with de-ionized water to prevent salts from accumulating on the surface. The body will, then, be baked dry prior to the application of three (3) coats of Sikkens Colorbuild primer. The primed body shall be finish sanded and made ready for the final paint application. All module doors, though handled separately from the body, shall undergo the same process as described above.

PAINT MANUFACTURER'S INSPECTIONS:

The manufacturer shall maintain an outside paint audit system. As part of that audit the paint manufacturer shall regularly receive and test sample paint panels that are painted along with module bodies. The paint manufacturer shall also provide regular onsite inspections of the vehicle manufacturers paint process to assure a consistent level of quality. Audit reports from these inspections shall be provided to management.

ADDITIONAL CORROSION PREVENTION MEASURES:

All locations where fasteners penetrate the outer skin of the module body shall be coated with ECK anti-corrosion agent. In addition, all fasteners that penetrate the outer

skin of the module body shall be treated with an anti-corrosion agent to assure the maximum protection against vehicle corrosion and electrolysis.

NON-METALLIC HOLE INSERTS:
All locations where light heads and fenders attach to the aluminum body shall utilize threaded Nylon inserts to isolate the fasteners from the aluminum module body skin and structure. This practice, along with the other measures described above, shall act to minimize the threat of electrolysis.

PAINT WARRANTY:
The paint warranty provided by the converter must meet all warranty standards as set forth elsewhere within this specification. At a minimum this warranty will be 4 years/48,000 miles. The warranty MUST NOT be prorated in any manner. Bidder must submit a manufacturer's paint warranty certificate with the bid. Failure to do so will result in automatic rejection of the bidder's proposal.

PAINT COLOR:
The Pawtucket Fire Department requires that all paint and stripe requirements be approved by the department upon award of contract to produce this vehicle. In addition to the paint and stripe requirements, all lettering and required markings shall be installed prior to delivery to the city. In addition to the vehicle lettering/stripe design the rear of the vehicle shall include red/bright yellow Chevron design.

CABINET DOORS, PLEXIGLAS, HANDLES AND HARDWARE:
Information relative to interior door materials, handles, and hardware is provided below:

HANDLES FOR PLEXIGLAS DOORS:
All interior sliding Plexiglas doors are to include extruded pull handles.

LATCHES FOR HINGED DOORS:
The hinged doors within the patient compartment are to utilize Southco Stainless Steel flush-style latches as noted below. These latches shall feature recessed pull ring style handles. The latches shall be both positive (mechanical latching) and passive (latches automatically).

Note: Locking latch locations are to be noted on the drawings.

PLEXIGLAS COLOR:
The Plexiglas interior cabinet doors shall be a light gray tint.

POLISHED STAINLESS-INHALATION AREA WALLS:
For ease of cleaning, decontamination, and extended durability cycles the walls bordering the inhalation area shall be covered with #8 polished stainless steel. Formica laminates, painted surfaces, plastics or stainless that is not polished will not be acceptable.

POLISHED STAINLESS-INHALATION PANEL:
To prevent contamination of the inhalation panel the panel shall be fabricated using #8 polished stainless steel. Formica laminates, painted surfaces, plastics or stainless that is not polished will not be acceptable.

AVONITE COUNTER TOP WITH COVED INTERIOR EDGES:
The patient area countertop(s) shall be constructed of Avonite solid surface material. The countertops shall incorporate a 1" retention lip around the perimeter of the material. The area where the lip meets the horizontal surface of the counter shall be rounded and smooth as opposed to a 90 degree mating of materials. A radius cove molding shall be installed at either end of the countertops where the material meets the cabinet wall. The rear edge of the material, adjoining the side wall of the vehicle, shall be sealed with silicone. In addition, any and all areas that require seams due to manufacturing processes shall be sealed with silicone. This material shall be uniform throughout so that scratches can be buffed out without causing adverse effects on the appearance of the material.

INTERIOR COLORS, UPHOLSTERY AND SEATING:
The patient area interior design is specified below:

INTERIOR COLOR SCHEME:
After award, the PFD will agree on what interior color scheme will be used.

Note: The flooring material and the upholstery are to be treated with an antimicrobial agent.

INTERIOR STORAGE AREAS:
All interior storage cabinets, including the interior of the squad bench, shall be painted for ease of cleaning. Under no circumstances shall carpet be used within these storage cabinets as it is impossible to decontaminate. The paint color is listed within the "Interior Color" section of this specification. The paint shall be treated with an antimicrobial agent.

RISERS:
The interior of this vehicle shall be constructed without the use of wood or wood-based products. The risers shall be constructed of a reinforced structural composite consisting of a high density polypropylene core laminated between wo layers of .024" aluminum skin. The composite shall then be covered by a Formica laminate to match the interior of the vehicle. The finished riser panels shall be impervious to water or other forms of moisture and must be guaranteed against rotting or decomposition.

SEAT BELTS:
Each seating position shall include seat belts as follows:

Attendant seat:	Three point seat belt.
CPR seat:	Three point seat belt with removable third point latch.

Ends of bench:	Three point seat belt with removable third point latch.
Center of bench:	Two point seat belt.

Each seat belt shall have been tested to verify its latching capabilities and performance as well as the extent to which it allows movement by the "spooling effect" within the retractor. Those tests shall verify that this spooling effect allows less than three inches (3") of belt travel before latching.

INTERIOR CABINETS, STREET SIDE:

This specification requires a modular cabinet design. Aluminum, a minimum of .063" thickness, is preferred over wooden cabinetry due to its lighter weight, greater durability, and the ease with which it can be decontaminated. The main cabinet wall shall be of modular construction. All individual cabinets shall be of welded construction. To insure the safety of patients and attendants in the rear of the vehicle, the main cabinet wall installation shall have been tested to a minimum frontal impact of 30 G's per the requirements of the Safety Certification section of this specification. Due to the fact that Wooden cabinetry can warp, expand, contract, splinter, separate, or crack, And wood will also harbor bloodborne pathogens. Aluminum is preferred and it can be easily cleaned. Aluminum will remain stable and securely mounted (no fibers to compress) over many years and miles of continuous service. For these reasons, wooden cabinets, even when laminated with another material, is not preferred.

INTERIOR CABINETRY, STREET SIDE

All of the aluminum cabinetry within the vehicle shall be of welded construction. Methods of cabinet construction that utilize rivets or adhesives of any type will not be considered.

CABINET WARRANTY:

The cabinet construction, as described within this section, shall be warranted against any structural defects for a period of time not less than 15 years. This warranty shall be stated within the manufacturer's structural warranty document, and shall not be subject to any mileage limitations.

CABINET BEHIND ATTENDANT SEAT:

A vertical storage cabinet shall be located behind the attendant seat. The upper storage area shall house the primary electrical distribution area. The lower section shall be used for miscellaneous storage. The left and right cabinet walls shall be fitted with Unistrut shelf track for an adjustable shelf. Each area shall be accessed through hinged doors. The electrical distribution area shall include a Southco key lock/latching device. The interior of the cabinet shall be painted and trimmed as described in the cabinet construction section of the specification.

Number of Doors:	2 (Including Electrical Cabinet)
Number of Shelves (Adjustable):	2
Number of Shelves (Fixed):	1

INTERIOR OCCUPANT PROTECTION:
For the safety of the attendants working in the patient area, the vehicle shall be equipped with an interior occupant protection system incorporating an emergency inflatable airbag system at both the attendant and the CPR seat locations. In the event of a side impact rollover collision, the bags shall be triggered by an electronic sensor to inflate and protect the occupants against severe head strikes typical of such collisions.

ATTENDANT'S SEAT PROTECTION:
The attendant seat location shall be protected by an inflatable head cushion technology as well as a unique inflatable tubular system to prevent the attendant from impinging into the danger zones of the inhalation area.

CPR SEAT PROTECTION:
The CPR seat location shall be protected by a combination of an inflatable tubular system at the forward side to protect against entry into the inhalation area as well as a system of progressive resistance head protection cushions.

TESTING:
All airbag seating locations shall have been tested with a variety of occupant sizes. Those tests shall include Hybrid III fully instrumented test mannequins including 5% child (115 lbs.), 50% female (163 lbs.), and 95% male (195 lbs.). Testing shall have included at least fourteen (14) fully instrumented destructive dynamic roll crashes and an additional six (6) side impact destructive crashes. Roll crash testing shall be performed at 17-19G's while side impacts shall be approximately 27G's.

CERTIFICATIONS:
The vehicle must have been certified as compliant to standards ECE R29, SAE J2420, and SAE J2422. The bidder must show evidence that their service facility is trained and certified to service or to replace the airbags should the need arise. Such certification shall be attached to the proposal.

STREET SIDE CABINET WALL:
The street side main cabinet wall shall be constructed as described above. Each cabinet within the cabinet wall shall be designed and constructed as an individual welded aluminum box. Each box shall be insulated and soundproofed. The boxes shall then be bolted together to form the main cabinet wall. This design will allow for future modifications to the cabinetry should equipment storage requirements be updated. The cabinet wall assembly shall be further insulated against noise and temperature extremes. The entire assembly shall be bolted to the module body structure. Cabinets that are welded or otherwise permanently affixed to the module body structure will be unacceptable. Such permanent installation methods limit the ability to make design updates at a later time. They also increase the time and cost involved with regard to remounting the body onto a new chassis should that occasion ever arise. Likewise, cabinets mounted with the use of either rivets or adhesives of any kind will not be considered without exception.

CABINET SHELVING:
All interior cabinet shelves shall be fabricated from aluminum. The shelves shall utilize mini Unistrut adjustable shelf track.

TESTING AND STRUCTURAL INTEGRITY:
The cabinet wall design and construction methods described within this specification shall have been subjected to Hygee sled testing as described within the "Safety Certification" section of this document. This testing shall
have been performed to a minimum of 30 G's. This testing is in addition to all other testing, whether mandated or voluntary, that has been performed. The cabinet wall shall not be, in any way, responsible for any portion of the module body's structural integrity. However, the cabinet wall, as well as the methods and materials used to attach the wall to the vehicle, must be structurally sound in the unlikely event that this vehicle is involved in an accident. This testing is required as an added assurance that the vehicle interior is crash-stable and safe for all vehicle occupants. Proposals that include cabinet wall designs that have not been subjected to this testing will be rejected on the basis of being non-responsive.

CPR SEAT HEAD PROTECTION:
The progressive resistance head protection cushions shall incorporate layers of foam of increasing densities. Should a head strike occur, then the increasing density of the cushion as the impact progresses shall lessen the likelihood that the head will reach the aluminum cabinet material behind the cushions. It should be noted that standard single density foam cushions will not meet the requirements of this section. The bidder must have performed both actual impact tests as well as computer simulations in order to test the efficacy of this material in reducing head strike intensities to a survivable rate.

INTERIOR CABINETS, CURB SIDE:
All of the cabinets located within this section shall meet the same standards for construction, design, materials, and testing as designated in the previous section. Failure of the bidder to provide cabinets meeting these criteria shall be grounds for rejection of the bid as being non-responsive.

SQUAD BENCH STORAGE:
A storage area, fabricated from .125" 5052-H32 aluminum, shall be installed beneath the squad bench cushions. This storage area shall be painted and trimmed per the cabinet construction section of this specification. Access to this area shall be gained by raising the bench cushion. This area shall be as large as possible given the design mandates present in the federal 'K' specifications, and the presence of the wheelhouse directly beneath this area. At the head end of the squad bench there shall be a cabinet stack that includes three (3) drawers which open over the squad bench area. Note that storage areas made of wood, whether or not they are laminated or otherwise covered with another material, is not preferred.

BENCH HOLD OPEN:
24lb. Gas piston style hold-open devices shall be installed on the flip-up squad bench cushion. These devices will provide for smooth and simple operation. For that reason substitute hold-open devices, such as ratchet style devices, will not be acceptable.

BENCH HOLD DOWN:
Paddle style latches shall be installed on each flip-up bench cushion to hold the cushions in the 'closed' position. The operation of these latches shall be passive and shall require intentional unlatching in order to raise the squad bench cushion. Each latch is to be flush mounted in the face of the squad bench riser.

SQUAD BENCH EDGE PROTECTION:
An aluminum angled trim piece shall be installed along the bottom edge of each bench cushion. Each piece shall be bent to follow the contour of each cushion on the horizontal plane. These trim pieces shall provide added protection for the upholstery against extensive wear.

BENCH CEILING CABINET:
A cabinet shall be installed at ceiling level over the full length of the squad bench. This cabinet is to be fabricated from .063" 5052-H32 welded aluminum. The interior of the cabinet shall be painted per the cabinet construction description listed elsewhere within this specification.

The cabinet is to be accessed through hinged Plexiglas doors that are held in the 'open' position by gas piston hold-open devices. This cabinet is to be a maximum of 9" H to allow enough clearance between the bottom of the cabinet and the top of the seat below to meet KKK-F requirements.

INSIDE/OUTSIDE ACCESS:
An inside/outside dual access storage area shall be provided into the forward portion of the backboard compartment. A false floor shall be constructed even with the patient area floor level to provide storage for the Pawtucket Fire Department. This area shall be accessible through both an exterior compartment door, and an interior cabinet door.

SPECIAL INSTRUCTION, CURBSIDE CABINETRY:
The Pawtucket Fire Department requires that the head end of the squad bench area be designed with a work station consisting of a solid surface area and drawer space sliding out over head end of bench. There shall be three (3) drawers fabricated in this area.

INTERIOR CABINETS, FORWARD WALL:
Like all other cabinets in the patient area that are to be fabricated and installed by the manufacturer, the cabinets on the forward wall are to be fabricated as dictated in the appropriate section above. Again, failure of the bidder to meet the criteria established within this specification with regard to cabinet design, construction, materials, and testing will be cause for rejection of the bid as being non-responsive.

FRONT WALL CABINET:

A cabinet shall be provided on the front wall of the patient area just inside the side access door. This cabinet shall run from floor to ceiling and shall be fabricated from .3003-H14 welded polished aluminum diamond tread plate. The cabinet shall be anchored at both the top and bottom for stability. This stability must have been tested through a Hygee sled test of at least 30g's. Under no circumstances shall this cabinet be welded to any module body structural member. This storage area shall be used to house purchaser supplied bagged equipment and supplies.

Shelf Quantity:	3 (.125" thick material)
Shelf Type:	1 fixed, 2 adjustable
Shelf Liner:	rubber matting

FRONT WALL CABINET HINGED DOORS:

Access to the front wall cabinet, as described above, shall be provided per the description below.

Door Type:	Hinged Plexiglas
Quantity:	4 (Equal size)
Locate:	Front wall cabinet
Latch Style:	Southco

Note: The hinges on the front wall cabinet shall be polished stainless steel stamped from Grade 304 stainless steel to prevent corrosion.

FRONT WALL DRAWER:

A drawer shall be installed on Grant slides in the front wall cabinet. This drawer is to be .063" 5052-H32 welded aluminum. All welds are to be continuous. The drawer shall include a Southco latch to hold it in the 'closed' position.

SIMPLEX COMBINATION LOCK:

A push button activated Simplex combination locking device shall be installed on the crossover cabinet listed below. The combination for this lock shall be changeable so that a new combination can be set at a later time.

CROSSOVER CABINET:

A crossover cabinet shall be installed above the walkthrough/pass through area at the forward end of the patient compartment. This cabinet shall include a solid hinged door.

SPECIAL INSTRUCTION, FRONT WALL CABINET:

The Pawtucket Fire Department requires that a custom work station be constructed in the area normally referred to as the walkthrough space. This area shall include a counter space with one (1) storage drawer with a Smithworks 12v IV/med warmer installed. And also refrigeration/cooling below.

MODULE INTERIOR ACCESSORIES AND TRIM:

The following section addresses interior accessories and trim features. All installation locations, as noted below, shall be strictly adhered to by the bidder. The items in this section will directly influence the quality of care given to the patient, as well as the safety of the attendants. For these reasons the installation locations listed below must be met without exception.

IV HOOKS:

Four (4) Cast Products recessed swing-down IV hangers shall be installed. These hangers are to be near flush mounted into the patient area ceiling to reduce their interference with the walkway when not in use. The arms of each hanger shall be rubberized so as to reduce the possibility of injury that may occur if contact is made with them. This style IV hanger shall be sufficient to meet Federal KKK-1822-E.

ANTI-MICROBIAL COATED COT CEILING GRAB RAIL:

A grab rail shall be installed in the ceiling as noted below. This rail is to be constructed of stainless steel. Integral stanchions shall be welded into place at fixed points along the length of the rail for attachment to the ceiling. The rail shall attach through aluminum mounting plates that are welded to the module roof structure for strength and durability. Because contamination occurs most often as a result of contact, this feature must be treated with an anti-microbial agent consisting of an inorganic ceramic coating embedded with silver ions. This coating shall be effective against a broad range of microbes including bacteria, molds, algae and fungi.

Split Rails For Cot:	Two 2' sections
Locate:	Each side of CPR seat over cot

ANTI-MICROBIAL COATED BENCH CEILING GRAB RAIL:

A 6' grab rail shall be installed in the ceiling at the aisle edge of the squad bench. This rail is to be constructed of stainless steel. Integral stanchions shall be welded into place at fixed points along the length of the rail for attachment to the ceiling. The rail shall attach through aluminum mounting plates that are welded to the module roof structure for strength and durability. Because contamination occurs most often as a result of contact, this feature must be treated with an anti-microbial agent consisting of an inorganic ceramic coating embedded with silver ions. This coating shall be effective against a broad range of microbes including bacteria, molds, algae and fungi.

VERTICAL GRAB RAIL WITH ANTI-MICROBIAL COATING:

A 2' vertical grab rail shall be installed at the right side of the curb entry door. This rail is to be constructed of stainless steel with a brushed finish. The rail is to attach to the mounting location at each end. The attachment
points shall be reinforced for added strength and durability. Because contamination occurs most often as a result of contact, this feature must be treated with an anti-microbial agent consisting of an inorganic ceramic coating embedded with silver ions. This coating shall be effective against a broad range of microbes including bacteria, molds, algae and fungi.

PATIENT AREA DOOR GRAB RAILS:
Angled door handles shall be installed on the interior door panels of each access door. The handles shall be one-piece and shall be constructed of stainless steel. The handles shall feature smooth radius corners and flange mounts at each attachment point. Because contamination occurs most often as a result of contact, this feature must be treated with an anti-microbial agent consisting of an inorganic ceramic coating embedded with silver ions. This coating shall be effective against a broad range of microbes including bacteria, molds, algae and fungi.

COVE MOLDING:
A radius cove molding shall be installed at all areas of the floor that may have seams.

PROTECTIVE EDGE TRIM:
The 90 degree edges of the squad bench, the attendant seat riser, and the front wall cabinet shall be protected by a chamfered trim angle.

CEILING:
The patient area ceiling shall be constructed of a bright white Alcopla aluminum composite material consisting of a polyethylene core laminated between two sheets of coated aluminum. The headliner shall be smooth, impervious to moisture, easy to clean and durable. It shall have the same rate of expansion and contraction as the aluminum body. Headliner that is padded or upholstered in any way will not be considered, Due to the risk of contamination inherent in such materials. Plastic, fiberglass or ABS headliner material is not acceptable due to the cracking commonly causing by the differing rates of expansion. Lastly, the headliner material shall be treated with an antimicrobial agent. The bidder, at the request of the purchaser, may be required to submit proof of the application along with a detailed description of the agent used and the types of organisms that it effects.

FIRE EXTINGUISHER:
Two (2) 5# ABC fire extinguishers, with mounting brackets, shall be supplied on the completed vehicle.

COT MOUNTS AND ACCESSORIES:
The following cot mounting hardware shall be installed per the instructions listed below. The installation shall meet the hardware manufacturer's installation guidelines. In addition, the installation process shall have been subjected to Hygee sled testing as outlined elsewhere within this document.

COT MOUNT:
One (1) cot mount shall be installed per the instructions and recommendations of the hardware manufacturer. The mount shall be compatible with the current equipment used by the Pawtucket Fire Department. The cot mount shall be installed for a dual position. The cot mount installation must meet all requirements for cot retention as set forth in the current federal specification.

ELECTRICAL EMERGENCY VISUAL WARNING SYSTEMS:
Warning lights are to be installed per the following instructions

FRONT LIGHTBAR:
A Whelen "Freedom" LED lightbar shall be installed on the cab roof and shall include an Opticom. The center sections (on either side of the Opticom) shall be clear and the remainder of the bar shall be red.

HEADLIGHT FLASHER:
The vehicle headlights shall alternately flash through the activation of the appropriate switch on the cab control console. This feature shall be accomplished through a solid state flashing device that is a part of the primary electrical control board.

A programmable phase control shall be built into the system board to allow alteration of the light flashing sequence. The flash pattern must be capable of being switched from an alternating pattern to a pulsating pattern.

The phase of "on" time can be programmed to flash when desired for an effective light pattern. For instance: If the left grill light is flashing "on", the right flashing headlight is desired to be "on".

Different flash patterns may be achieved through programming.

L.E.D. WARNING LIGHTS ON COMPARTMENT DOORS:
Install custom made L.E.D. light strips on the compartment door interior door panels. The light strip shall be comprised of twelve lights. Each light is to be centered behind a scalloped integral lens for maximum light disbursement. Each light strip is to be twelve inches in length. When mounted the lens shall be flush with the aluminum diamond plate inner panel. The light strip shall flash when the compartment door is open, and the red flashing light circuit is activated. The lens shall be designed to provide a bright and intense light from a distance. As distance is decreased the light shall become less intense, preserving night time visibility for people working near the vehicle. L.E.D. lamps shall be used due to their "cold" operating temperature, low amp requirement, and long life expectancy. The lights are to provide additional lighting to warn traffic and pedestrians of open compartment doors, and to provide additional safety for the attendants.

L.E.D. WARNING LIGHTS ON ACCESS DOORS:
Install custom made L.E.D. light strips on the side and rear patient area access door interior door panels. Each light strip shall be comprised of twelve lights. Each light is to be centered behind a scalloped integral lens for maximum light disbursement. Each light strip is to be twelve inches in length. When mounted the lens shall be flush with the inner door panel. The light strip shall flash when the access door is open, and the red flashing light circuit is activated. The lens shall be designed to provide a bright and intense light from a distance. As distance is decreased the light shall become less

intense, preserving night time visibility for people working near the vehicle. L.E.D. lamps shall be used due to their "cold" operating temperature, low amp requirement, and long life expectancy. The lights are to provide additional lighting to warn traffic and pedestrians of a stationary emergency vehicle with open access doors, and to provide additional safety for the attendants.

WHELEN M SERIES LIGHTING:
The Pawtucket Fire Department requires that all exterior lighting be Whelen "M" series, including "emergency mode" lights. Exact light requirements shall be agreed to by the Pawtucket Fire Department and the successful bidder.

The grille shall include four (4) M4 lights.

AUDIBLE EMERGENCY WARNING SYSTEMS:
The following audible emergency warning features shall be installed on the vehicle:

AIR HORNS:
One pair of 25" Grover Stuttertone air horns shall be installed and activated per the information provided below by the chassis O.E.M.

Trumpet Location: One on each side of the hood
Switch Location: Steering wheel and passenger's side of dash

SIREN:
The vehicle manufacturer shall supply and install a Whelen 295SLSA1 siren.

SIREN INSTALLATION:
The electronic siren specified above shall be installed in the designated location and wired for operation through the speakers noted below.

SIREN SPEAKERS:
Whelen Underpro speakers shall be installed on the chassis per the instructions listed below. The speakers shall be wired for operation through the siren listed above.

Quantity: 2
Locate: Mounted beneath bumper

SIREN SPEAKER INSTALLATION:
The siren speakers specified above shall be bumper mounted and wired for operation.

SIDE BODY RUNNING LIGHTS:
One Whelen M6 Series L.E.D. light with a red lens and a chrome flange shall be installed on each side of the vehicle towards the rear of the body. These lights shall function as both running lights and turn signals.

EXTERIOR COMPARTMENT LIGHTING:
The compartment lighting for the exterior compartments noted above shall consist of LED lighting strips. Strips of LED lights shall be installed on each side of the compartment opening on the inside of the door jamb and shall direct the light back into the compartment. These light strips shall fit securely into clips installed in this location. These strips shall be semi rigid. Please note that rope lighting is not an acceptable alternative to this requirement.

ICC MARKER LIGHTS:
The required ICC marker lights for this vehicle are to be LED. Bidder should note that some lightbars have ICC lights already installed. In that case those lights shall be installed in lieu of the lights described here unless denoted within this document.

RUNNING BOARD LIGHTS, WHELEN PAR 16 L.E.D.
Clear Whelen Par 16 round L.E.D. lights mounted in chrome flanges shall be installed in the front of the module body. Locate in the stainless steel stone guard above the running boards. The lights shall be wired to the chassis door switch and illuminate the step/running board.

M9 SERIES LED SCENE LIGHT:
Four (4) Whelen M9 Series LED Scene Lights shall be installed on the sides of the module body, two (2) per side. Each light shall include the optional chrome flange. These lights shall be activated by right and left side switches located within the front electrical control console. Additional means of activation, if any, are listed in the electrical section of these specifications.

LOAD LIGHTS:
Two (2) Whelen #90COENZR 900 Series Scene Lights shall be installed in the rear of the module body above the doors. Each light shall include the optional chrome flange. These lights shall be activated when the rear doors are opened, and by a switch located within the front electrical control console. Additional means of activation, if any, are listed in the electrical section of these specifications.

TAIL LIGHTS:
Whelen M6 Series L.E.D. tail/brake, back-up, and turn signal lights shall be installed on the rear of the module body. All six of these lighting assemblies shall include the optional chrome flange. The tail/brake and turn signals shall be L.E.D. style lights.

ELECTRICAL POWER GROUP:
The vehicle electrical system is extremely important to this purchaser. The requirements for the onboard electrical system are noted in detail below. The bidder's electrical system, should it deviate in any way from that which is specified, shall be explained in great detail. This explanation shall present facts relative to the bidder's system only. The bidder shall not draw any comparisons between the electrical system being offered, and the system being specified. Any comparisons or decisions regarding one system versus another will be made solely by the purchaser and shall be based entirely on the written

description as provided by the bidder at the time the proposal is submitted. All decisions made by the purchaser as to the merits of one system over another will be final and will not be subject to discussion, either verbal or written, at any point.

CONVERTER ADDED ELECTRICAL SYSTEM STANDARDS:

The converter added electrical system must meet all current KKK ambulance design standards. The converter added electrical system has proven to sometimes be the most complex and troublesome system on this type of vehicle. A system is desired that is simple in design so that electrical problem diagnosis and repair time can be minimized. The electrical system must be thoroughly engineered and manufactured to allow simple personnel operation. Finally, the system must be designed so that the probability of experiencing dead batteries, shorted electrical components and engaging in lengthy troubleshooting procedures will be reduced. Past experience has shown that the electrical output provided by the chassis charging system can be marginal and under certain circumstances the electrical load can exceed the alternator output. In addition, some electrical systems have not provided proper circuit protection and at times have not provided adequate wiring for the load. To address the above objectives, the following minimum electrical system design is required:

CONVERTER ADDED CHASSIS CHARGING ENHANCEMENT:

The basic design for the chassis electrical output system must include equipment that provides adequate electrical needs to operate the vehicle's electrical components. In addition, a system is desired that continually monitors the chassis voltage and amperage outputs. The end result of the desired electrical output system is longer battery life, less down time associated with charging system repairs, and the fulfillment of each and every emergency response.

INVERTER:

The Pawtucket Fire Department requires that an on board inverter be installed and configured to meet the demands of the department relative to computers, cooling systems and heated areas for medications, fluids, etc…….

BATTERY SELECTOR SWITCH:

A two-position power selector, turning the battery power to the ambulance systems either on or off shall be furnished. The switch shall be located on or near the driver's seat base. Unless otherwise specified, the battery switch shall not disconnect power to the OEM chassis systems.

VARIABLE THROTTLE ADVANCE:

In order to reduce the number of component parts and unnecessary throttle linkages, the factory electronic throttle control shall be utilized to activate the throttle advance system. The controls shall require that the chassis be placed in Park or Neutral with the Module Disconnect switch in the on position and the Park Brake engaged before activation of the throttle advance. A digital display warning on the driver console, accompanied by an audible tone, must instruct the driver to Set Park Brake or Release Park Brake to engage or disengage the automatic throttle control. No Exceptions.

AUTOMATIC LOAD MANAGEMENT:

In order to insure that onboard personnel attention is focused on victim care rather than being occupied with monitoring vehicle systems, an automatic load management system is required. The bidder must provide a system that continually monitors the vehicles charging system while it is sitting on scene.

The system design shall have the ability to automatically shut down not less than ten pre-programmed electrical circuits to prevent a deficit charging condition while the vehicle is sitting at idle. The system shall be programmed to automatically scan the electrical system on one-minute intervals.

If a deficit charging condition continues for more than one minute, a pre-programmed circuit shall shut down, correspondingly reducing the electrical draw. If the deficit condition continues, a second circuit shall automatically shut down. This process shall continue to repeat at one-minute intervals until at least ten circuits are shut down with corresponding load reductions. In the event any circuits are being controlled (disabled) by the load management system, the driver must be informed in two ways. First, a digital display warning shall appear on the driver information panel indicating Load Management Active. At the same time, the L.E.D. switch indicator light shall begin to flash for each specific circuit that is being disabled. Systems that cannot indicate specific circuits being affected by the Load Management System are not acceptable.

Load management systems must be programmed through a microprocessor based logic and memory system rather than a series of mechanical relays. Systems that require manual activation of Load Management will not be acceptable. Once the deficit condition ceases to exist, the system must be capable of restarting any disabled circuit without any action required by the driver.

The bidder is required to furnish a system that permits the end user, if he so desires, to determine prior to production the order of priority for shedding loads. Although the entire system must function automatically, it must also be designed so that it can be set by the end user to a System Off mode for restocking, training, or maintenance convenience. The System Off setting shall not be merely a switch which would permit the operator to easily turn off Load Management. The intent is to keep the system active at all times when the vehicle is in operation.

LOW AMPERAGE SWITCHING:

Electrical devices that are not activated automatically shall be controlled from either the cab or patient area control panels through the use of manual switches. A low amperage switch that sends only an on/off signal to the central electrical distribution area is required. The switches provided shall have documented durability ratings at a minimum of fifty million (50,000,000) cycles. The switch design shall include magnetic technology to attain the required durability ratings. Membrane or rocker style switches will not be acceptable due to their tendency to degrade and fail in continued field use. To eliminate loose or poor contacts, it is unacceptable to have soldered or terminal type connections for the switches. The switches must be an inherent part of the panels.

SWITCH "ON" INDICATOR LIGHT:

All switches (unless otherwise noted) on the panels described below shall include a red L.E.D. indicator light that will indicate when power is being applied to a circuit. Designs that have indicator lights that activate to indicate switch position only are not acceptable. In addition, the indicator lights shall be independently programmable to flash or steady burn as required meeting the end user specification.

SWITCH PANEL DESIGN:

Each console shall contain a combination of control switches as described above and also an integral digital vacuum florescent message center. The message center shall provide driver/attendant information as described below. The message center is required over the use of buttons, lights or gauges because of the ease in acknowledging the specific information. The drivers display shall be capable of displaying at least four sets of 20 character messages at one time. The rear display shall be capable of displaying two sets of 20 character messages at the same time. Both the cab and patient area switch panels shall be fabricated on a pre-printed circuit board. The circuit boards must be common in design and must be interchangeable between all models offered by the manufacturer being proposed. Switch panels that are not standard in design and are not interchangeable from one unit to another will not be considered.

The switch panels shall be fabricated so that they can be removed for service in less than three minutes. The removal of each panel shall be facilitated by the use of a single four-wire connector for panel control and communication. An optional rear AM/FM speaker system will have its own six-wire connector in addition to the standard panel connection. Volume control must not have any protruding knobs. It shall be flush to the panel surface and shall meet the following requirements for decontamination and spill resistance.

SWITCH PANEL DECONTAMINATION AND SPILL RESISTANCE:

Both the driver and the patient area switch panels must be designed so they can be easily decontaminated. Current designs make decontamination impossible when an attendant must use a contaminated glove to operate the switch panel while treating a patient. These areas become breeding grounds for bacteria. For this reason, the switch panels must be built in such a manner that there are no openings or crevices on the panel faces. The entire switch panel must be sealed with a protective overlay material. There shall be no printing or labeling on the face of this material.

Holes in the panel through which switches, backlighting, or legends are inserted will be unacceptable. The panels must be cleanable with any commercially available spray type cleaner or disinfectant commonly used by fire and EMS services with no damage created by fluids leaking through openings onto the circuit boards or switch contacts.

The panel surface must be covered with a polyester film laminate for enhanced solvent resistance, strength, and durability. Both front and rear switch panels shall have been tested to at least a 24 hour exposure under DIN 42 115 Part 2 for the following

commonly used chemicals: hydrogen peroxide <25%, bleach <20%, glycol, isopropanol, xylene, benzene, phosphoric acid <30%, ammonia <2%, hydrochloric acid <10%, acetic acid <50%, sulphuric acid <10%, diesel fuel, silicone oil, linseed oil, Windex, Formula 409, Fantastic, Wisk, Downey, washing powders, fabric conditioner, Ajax, and glycerin. The bidder shall be required, if asked, to provide the appropriate documentation showing that the above chemicals produced no visible damage after at least a 24 hour exposure. Bidders should be cautioned that commonly used polycarbonate or vinyl membrane fascia and nameplate substrates for electrical panels will not meet this requirement.

The panels shall be spill resistant to shed accidental moisture from spilled soft drinks or coffee cups. In addition, the surfaces of the panels shall be antimicrobial. This purchaser reserves the right to request documentation showing that the panel surfaces will kill microbes on contact. This antimicrobial property is to be inherent in the surface material itself and shall not need to be reapplied at any point in the future.

SWITCH PANEL BACKLIGHTING:

Both switch panels shall have backlight with fiber optic technology, powered with high intensity L.E.D. lights. All switch perimeters shall be lighted and raised for ease of switch location at night. In addition, the drivers control
Panel shall include a red color-coded area to further distinguish warning and emergency controls as well as specific blue color-coded areas for vehicle operation and maintenance systems. The remainder of the switch perimeters shall be green for easy nighttime visibility.

The switch panels shall include, on each panel, an individual intensity control. Switch panel lighting that operates at the same level as the cab instrument panel or that illuminates both the front and rear panels at the same intensity will not be considered. The bidder must provide totally independent control for each panel.

CAB CONTROL SWITCHING AND DIGITAL DISPLAY:

Switch Activation:

The cab control center shall include 34 switches installed in a backlight aluminum control panel. The following minimum circuits shall be provided on the switch panel:

-Module Disconnect
-Master Warning Circuit
-Light Bars
-Red Flashing Lights
-Primary/Secondary Override (Each position shall have a red On indicator light)
-Right Scene Light
-Left Scene Light
-Rear Loading Lights

-Rear Heat/AC with temperature adjustment
-Single Button Vehicle Electrical Diagnostics
-Horn/Siren
-Vehicle Trip Odometer

Digital Message Center:
The following digital displays will appear on the faceplate of the cab console when selected:

-Voltage (to the nearest 0.10 volt)
-Amperage (to the nearest amp)
-Engine Tachometer
-Inside Patient Area Temperature
-Access or Compartment Door Open Warning Message
-Oxygen Warning For Both Tank and Line Pressure
-Electrical System Diagnostics
-24 Hour Clock
-Trip Odometer
-Emergency Brake Warning
-The System shall be capable of displaying specific verbiage as directed by the customer

PATIENT AREA CONTROL SWITCHES AND DIGITAL DISPLAY:

Switch Activation:
The patient area control center shall include 28 switches installed in a backlight aluminum control panel. The following circuits shall be provided on the switch panel:

-Rear Heat/AC Activation and Separate Temperature Control
-Rear Heat/AC Fan Speed Control
-Power Vent
-Cot Dome Lights and Bench Dome Lights
-Oxygen and Suction
-Patient Status
-Stop Clock
-Oxygen Line Pressure
-Oxygen Cylinder Pressure
-Radio Volume Control (when required)
-Electronic Privacy Glass Activation (when required)

Digital Message Center:
The following digital displays shall appear on the faceplate of the patient area control console when selected:

-Patient Area Temperature
-Thermostat Setting
-Oxygen Tank Pressure
-Oxygen Line pressure
-Oxygen Warning
-Stop Clock
-The System Shall Be Capable Of Displaying Specific Verbiage As Directed By The Customer

SPARE SWITCHES:
Any spare or unused switches must be capable of being programmed later for additional functions including the ability to act as macro switches (one switch activating multiple features) without the need for rewiring.

MODULE COMPARTMENT AND ACCESS DOOR SWITCHES:
Exterior circuits such as loading lights, side scene lights and compartment lights shall be activated by low amperage, non-mechanical switches. The type of switch desired is a magnetic sensitive switch that activates the circuit when the magnetic plane is broken. Plunger type switches are not acceptable because of their short useful life and higher amperage requirements.

DOOR OPEN INDICATOR:
A Door Open warning indicator, with accompanying audible chime shall be installed in both the cab and patient area. A digital display shall appear on both consoles indicating which specific door has been left ajar. In the case of access doors, the display will read Front Access Door Ajar or Rear Access Door Ajar. In the case of a module compartment door, the display will read Compartment #1 Ajar etc.

Under no circumstances will red flashing lights or systems that do not specifically pinpoint a specific open door be acceptable.

CENTRAL ELECTRICAL DISTRIBUTION AREA:
The converter-added electrical system is to be centered around the use of a logic-controlled microprocessor built into a single circuit board. This logic control system is required to maximize reliability of the electrical system and to minimize downtime. It must be provided in order to match the type of control system used in the chassis and to prevent communication problems caused when dissimilar systems are employed. The design of the system must totally separate chassis operation from converter feature installations. In the unlikely event of converter component failure, the chassis must still remain operable.

The computer based electrical system must utilize components similar in design to the computerized chassis functions such as the OEM cruise control system, fuel feed system, transmission control system and braking system.

MULTIPLEXED ELECTRICAL COMMUNICATIONS SYSTEM:

Because most chassis manufacturers have chosen multiplex electrical communication technology to operate the chassis system, this purchaser requires the same technology for the converter-added systems. A standardized electrical control and wiring system is required. The central processing distribution board must be pre-printed and must be common in design and interchangeable between all similar models offered by the manufacturer. The vehicle manufacturer must own and control all rights to the electrical system. Standard systems controlled by outside vendors and modified for a specific vehicle or manufacturer will not be acceptable due to the unpredictability for future parts or service. Switch panels or main boards that are not standard in design and are not interchangeable from one unit to another will not be considered. The system must consist of logic-controlled solid state circuitry installed on a pre-printed circuit board. Since solid state logic-controlled technology is commonly available and not proprietary to any one manufacturer and has been proven to be more reliable with greater benefits, a blanket exception or clarification regarding the electrical specification is acceptable.

In addition to the main distribution board, the system will consist of a series of input or output control modules to manage and feed information and to control the various circuits required by this specification. All modules shall be pre-printed, solid state devices. Each output module must have 10 or more outputs and shall communicate with the central processing unit over a single wire. The output modules shall be capable of carrying 10 amps load per output or a total load of 50 amps per module. The total system must be capable of expanding to control at least 160 output circuits. Each input module must have 10 or more switch inputs. The total system shall be capable of expanding to handle at least 40 inputs. AMP Mate-Lock connectors shall be used for all load connections. Molex connectors shall be used for data transmission lines. Under no circumstances will systems be acceptable that utilize screw type terminals or card connectors due to their susceptibility to working loose due to vibration normally encountered on a vehicle.

The system shall include as standard 16 analog inputs to manage information such as oxygen pressure, amperage, voltage etc. coming from an analog source. These analog inputs must be capable of being used in logic statements to enhance the operation and control of the vehicle.

Under no circumstances may the operation of the central processing unit or the input or output modules be based upon the operation of mechanical relays. Relay based systems require higher amperage operating current and rely on mechanical contact points designed to degrade with use, creating short duty cycles for the vehicle electrical system. Relay based systems, due to those limited short duty cycles, will not be acceptable for the requirements of this specification.

CENTRAL PROCESSING UNIT FUNCTION:

The central processing unit shall be fully programmable and shall control a number of functions. The minimum functions to be controlled are as follows:

-No Load Starting Circuit (as defined in subsequent sections of this specification)
-Load Management
-Sequenced Start Circuit Activation
-Electrical System Diagnostics
-Climate Control Heat/AC operation
-Intensity Controls for Patient Dome Lights
-Oxygen Warning System (high and low pressure)
-All Warning Light Flashers and Flash Patterns
-Patient Status System
-Electrical Diagnostics

CIRCUIT PROTECTION:

Each converter added electrical circuit must have circuit protection for both over current limit and over temperature condition. The circuit protection shall be provided by solid-state circuit breaker/switching devices (MOSFETS) for both the input and output wire feeds for each circuit. The circuit protection shall require no user intervention such as that required for circuit breakers or fuses. For added protection and system reliability, all MOSFETS shall have heat sinks. Lack of heat sinks will be cause for automatic rejection of the system being offered. The system shall indicate an output fault warning on the digital display in the driver control area. Should a problem occur, the warning shall identify the specific module and the output number for easy troubleshooting and to minimize the down time of the vehicle.

FIELD PROVEN AND TIME TESTED ELECTRICAL SYSTEM:

The converter-added electrical system represents the most important system in the design of this ambulance. Reliability and proven performance is essential. Therefore, the bidder must be able to demonstrate that they have at least ten year's experience with solid state logic-controlled electrical systems installed in emergency vehicles. Further, the bidder must be capable of all programming required by the system without turning to outside vendors. This includes custom-programmed items as may be delineated in this specification.

The bidder may be required to demonstrate an in production or in service vehicle in order to guarantee compliance with this requirement. Prototype or first of a kind electrical systems are not acceptable. The purchaser may require the bidder to furnish specific references to further document compliance.

SPLICE-LESS WIRING:

Each converter-added circuit shall be powered through an individual wire that is free of any splices within the wire harness. For ease of troubleshooting and for greater reliability, one end of the wire shall plug directly into the output module and the other end shall connect to the device or the pigtail of the device being powered.
The use of daisy-chain wiring will not be acceptable. The direct wiring technique described above is the only wiring system that will be accepted.

WIRING:
The following minimum wiring standards are required:

Identification
By color, by itemized number, and by actual circuit name, stamped every 4-6"

Size:
Size will vary and will be dependent upon each wire being able to carry a minimum of 125% of the actual circuit load.

Protection of Wiring:
All wiring must be run in breakaway wire loom for protection against abrasion or chafing.

NO LOAD STARTING:
To assure the ability to start the unit, the vehicle electrical system must have the ability to manage electrical loads during the engine startup or cranking period. The system shall automatically shut down all converter-added electrical loads when the ignition is activated and the engine is cranking. Once the engine has started, the system shall automatically turn back on all loads that were previously in the on condition. This feature must be accomplished by system programming and not by means of a relay or a series of relays which are subject to failure, thereby causing the entire converter-added electrical system to fail. Relay based systems will not be considered.

SEQUENCED START CIRCUIT ACTIVATION:
To prevent the heavy load burden placed on the alternator and charging system when all emergency warning circuits are activated at the same time by pre-loading the master switch, the vehicle electrical system shall automatically sequence all load-managed warning circuits so they come on one at a time. This sequenced start activation shall be an integral part of the electrical system and shall be accomplished without the use of relays or aftermarket add-on systems.

ELECTRICAL SYSTEM DIAGNOSTIC CHECK:
The electrical system must have built-in capability to self-check each converter-added circuit and identify a short or open circuit by means of a single diagnostic switch. . The diagnostic system shall be operable from the driver's seat without exiting the vehicle. Diagnostic systems that are incorporated into exterior compartments, patient area interior cabinets, or remote locations will not be acceptable. The relevant information shall be displayed on the digital display on the cab switch panel. When the operator activates the Run Diagnostic switch, the unit will initiate the systems check.
The digital display shall flash the message Running Diagnostics while the check is in progress. The system must go through all outputs for the vehicle to check for malfunctions. If a malfunction is found, the display shall stop flashing and steady burn to indicate the message Module #, Output #, Fail. This message will direct the service staff to the correct output module and the correct wire number in order to troubleshoot

and repair the system. Once a failure is identified, the operator may continue to run the remainder of the diagnostic by pressing the Warning Reset switch. The bidder shall furnish with the vehicle a detailed diagram indicating each input and output module number and identifying each circuit controlled by the module.

ELECTRICAL SYSTEM SUPPORT DATA:

Being able to service the electrical system should the need arise is of the utmost importance. To reduce the down time associated with servicing, the following information shall be provided at the time of delivery:

1. Electrical system operating instructions
2. Patient area heating/AC schematic and parts list
3. Oxygen and vacuum system schematic, parts list and leak check instructions
4. Battery and alternator schematic and system description
5. Radio communications installation instructions
6. Wire description list for converter added wiring
7. Individual schematics for all converter added electrical circuits

MODULE DISCONNECT DEFAULT:

The 'Module Disconnect' circuit shall default to the "on" position when the battery switch is activated. Manual activation of the switch is not acceptable.

BATTERY SWITCH:

A two position 'On-Off' "Master" battery switch shall be installed on the vehicle within easy reach of the driver. This switch shall control power to the converter-added electrical circuits. Items specified to be wired "Battery Hot" shall not be affected by the Master battery switch. Under no circumstances shall this switch control the chassis O.E.M circuitry. All chassis power (ignition, headlights, etc.) shall remain as designed by the chassis builder.

110V INTERIOR OUTLETS:

Five (5) Duplex 110V interior electrical outlets shall be installed. Each outlet shall be GFI protected and shall illuminate when powered.

12V OUTLETS:

Five (5) 12 volt electrical outlets shall be installed within the vehicle. All 12 volt outlets shall be protected by a Schottky medical isolator. In addition, the 12 volt outlets shall be wired through a 20 amp manual reset circuit breaker. All outlets, unless noted otherwise below, shall be battery switched.

All 12 volt outlets shall be labeled.

Adapter Type: Cigarette Lighter Style

SHORELINE:
The vehicle shall be equipped with a Kussmaul Super Auto Eject non-arcing shoreline. The male shoreline inlet shall be installed as noted below. This inlet shall be a straight three-prong type and shall include the female adapter plug. The shoreline shall be designed so that the plug will automatically eject from the inlet in the event that the vehicle is started while still plugged in. The shoreline shall include a hinged cover to protect it from the elements. The shoreline system shall be designed to handle a 20 amp load, and shall also include a 20 amp inline GFI breaker.

Locate: Street Side of Module Body as Far Forward as Possible

BLOCK HEATER WIRED THROUGH SHORELINE:
The engine block heater shall be wired through the vehicle shoreline system. The wiring shall include a cutoff switch, to be installed with the onboard electrical components, to disable this feature for seasonal use.

EXTRA CIRCUIT BREAKER:
A Spare 15 amp manual resetting circuit breaker shall be installed as a provision for the possible installation, at a later time, of additional equipment. This feature is in addition to any prewire that may be included elsewhere within this vehicle specification. The total number of spare breakers is listed below:

Quantity: 1

CAB SWITCH PANEL INSTALLATION:
The cab control panel for the converter-added electrical circuits shall be flush mounted in the upper face of the cab console. The mounting surface shall be angled downward so that the digital readout and switches are visible to both the driver and passenger positions.

REVERSE ACTIVATED REAR SIDE SCENE LIGHTS:
The rear scene lights on either side of the vehicle shall be programmed to be activated when the vehicle is placed into reverse gear. This is in addition to the other modes of operation as described elsewhere within this document. This feature shall be attained through the programming of the onboard electrical system. Systems that require additional wiring in order to provide this feature are not acceptable.

SIDE DOOR ACTIVATED CURB SIDE SCENES:
The curb side scene lighting shall be programmed to be activated when the patient compartment side access door is opened. This is in addition to the other modes of operation as described elsewhere within this document. This feature shall be attained through the programming of the onboard electrical system. Systems that require additional wiring in order to provide this feature are not acceptable.

REVERSE ACTIVATED LOADING LIGHTS:
The load lighting on the rear of the vehicle shall be programmed to be activated when the vehicle is placed into reverse gear. This is in addition to the other modes of operation as described elsewhere within this document. This feature shall be attained through the programming of the onboard electrical system. Systems that require additional wiring in order to provide this feature are not acceptable.

MODULE DISCONNECT TIMER:
The "Module Disconnect" circuit shall be wired to shut down when left in the 'On' position with the engine not running and the battery switch 'On.' If the shoreline is plugged in, then this feature will be disabled. Toggling the Module Disconnect switch shall reset the circuit for an additional time interval. The time interval shall be adjustable through software programming.

AUDIBLE LOW VOLTAGE ALARM:
An audible alarm shall be programmed to warn the operator should the vehicle's voltage drop below 11.8 volts for 120 seconds.

EMERGENCY BRAKE WARNING:
When the vehicle is placed into 'Park' or 'Neutral' with the "Module Disconnect" switch 'On' and the "Red Flashing Light" switch 'On', then an audible alarm, accompanied by a visual readout on the cab console digital display, shall warn the vehicle operator to engage the emergency brake. Likewise, when the vehicle is placed into gear, then the same alarm will sound with a visual display warning the operator to disengage the emergency brake.

REPORT LIGHT:
Report lighting, as described below, shall be installed within the patient area. The fixture shall have three separate incandescent bulbs that can be illuminated either one, two, or all three at one time depending on the amount of light required. The fixture shall be controlled via two switches, one at either end. One switch will illuminate one bulb, the other switch shall illuminate two bulbs. Activation of both switches simultaneously will illuminate all three bulbs. The fixture will be wired through a switch on the rear electrical control panel. Activation of that switch will activate the lighting depending on the setting of the fixture switches. This design will allow for simple "one touch" operation while still providing for flexibility in terms of lighting needs.

CLOCK:
A 24 hour digital clock shall be installed above the rear doors.

STEP WELL LIGHT:
A Weldon chrome light shall be installed in the side step well to light the step well area when the side access door is opened. The light shall be activated by a magnetic door switch installed on the door as described elsewhere within this document.

PROGRAMMABLE LIGHT TIMER:

A momentary switch shall be installed as noted below to operate the specified lighting with the battery switch in the 'Off' position and the shoreline plugged in. The switch shall activate a programmable timer that will automatically shut the lights off after the specified period of time. This timer shall be field-programmable to allow the time to be adjusted after the vehicle has been delivered. The initial time setting shall be as follows:

FLUORESCENT LIGHTING:
Three (3) 39" Thinlite fluorescent lights shall be installed in the patient area ceiling. The lighting shall be operable from the inhalation area control console, as well as through any other means that may be outlined elsewhere within this specification.

DOME LIGHTS:
Whelen LED dome lights shall be installed in the patient area ceiling. Quantity and location information is listed below. The lights shall be recessed into the headliner and shall not protrude from the ceiling more than 1". All dome lighting shall be adjustable and shall be controlled via solid state switching at the patient area electrical control console.

Over Cot:	3
Over Squad Bench:	3
Walkthrough:	1

AUXILIARY PATIENT AREA LIGHT CONTROL:
The lighting defined below shall be controlled as follows. This control is in addition to the method of control dictated in the preceding section.

A switch on the front control panel can be used to activate the patient area lighting should it be off. The switch can also be used to deactivate the patient area lighting should it be on.

The patient area lighting shall reset to normal operational programming should a patient area access door be opened, or if the master battery switch is turned 'off', and then 'on' again.

Switches are to operate both the dome lights and the fluorescent lights.

AUXILIARY LIGHT CONTROL REQUIREMENTS:
Due to the complicated requirements of the auxiliary lighting control, as described above, a circuit using additional switches and relays to achieve the same functionality is not acceptable. Added relays, switches, wires, and connections deviates from the single wire, solid state, microprocessor-based system as outlined in this specification. The above feature, like others that have been specified, may reduce the reliability of a relay-based system. This electrical feature, like all others on this vehicle, must be attained through solid state microprocessor-based technology.

PANEL LIGHT:
A Hella goose neck panel light shall be installed at the location described below. An 'On/Off' switch shall be incorporated into the light fixture.

Quantity: 1
Locate: Cab Console

HEATING AND AIR CONDITIONING:
A temperature control system is desired that provides quick and simple operation while maintaining a uniform temperature throughout the patient compartment. The unit itself must be located so that it is easy to access for service. This location must also be near the O.E.M. heat/AC connection points when provided so as to increase the overall efficiency of the unit. The following minimum design standards must be adhered to in order to best meet the needs of this purchaser.

SYSTEM CONTROLS:
The climate control functions shall be controlled through a primary location in the inhalation panel, and through a secondary location in the cab electrical control console. The switches used for the operation of this system shall be identical to the switches described in the "Electrical" section of this specification. Switches shall be present in the front console to select either 'Heat', 'A/C', or 'Off' functions and to select the desired temperature. Switches shall be present in the rear control panel to select either 'Heat', 'A/C', or 'Off' functions, 'Automatic' or 'Manual' mode of operation, and to select the desired temperature.

THERMOSTAT:
The temperature level shall be adjustable from both the front and rear electrical control panels for the 12V system. Two switches at each location shall be used to scroll through desired temperature settings on one degree intervals. Once the desired temperature is set, then the system shall retain that setting regardless of the position of the battery switch. The temperature sensor for the system shall be located at the inhalation panel so as to attain a true patient compartment temperature. The temperature setting and the actual temperature reading shall be viewable from both the front or rear digital displays.

This system is to be controlled through the converter-added electrical system. Under no circumstances shall household type thermostats be acceptable.

SYSTEM OPERATION:
The system shall allow for both automatic and manual operation. When set to the manual mode the fan speed shall be infinitely adjustable from the rear control panel for extra ventilation. When set to the automatic mode the fan speed shall be controlled by the thermostat setting. The temperature that is selected shall be continuously maintained. When the selected temperature has been reached, then the system shall automatically cycle the fan speed down to reduce unnecessary electrical load.

HEATER WATER CONTROL:

The flow of hot water from the chassis to the converter-added heat/AC system shall be controlled by an electrically operated valve located under the hood. Water flow to the rear heater shall be activated when either the front or rear heater switch is turned to the 'On' position. It is a requirement of this specification that this type of valve be used unless the converter is supplying a self-contained heat-AC system. The term "self-contained" is defined as being a unit that does not require any water flow from the chassis. Under no circumstances will manual valves be considered. Manual valves are inconvenient and tend to leak.

UNIT LOCATION AND SERVICE:

It is required that the heat/AC unit be installed inside a custom-made aluminum box beneath the attendant's seat. This box shall be perforated to provide air flow to the heat/AC unit mounted beneath the seat. This is required for efficiency, serviceability, and safety.

Many O.E.M. chassis builders provide tap-in points for the converter-added heat/AC unit behind the driver's seat. Therefore, system efficiency is higher when the hot water from the chassis is pumped to the area beneath the attendant's seat. Efficiency is not lost by pumping the water over an extended distance or up to ceiling level. Such a condition would naturally result in reduced patient area temperature levels as excessive flow resistance would be present.

The attendant's seat shall be installed on a hinged top cover for the aluminum heat/AC system housing. This allows the seat to be hinged forward and out of the way for service work. The unit will be accessible by removing two bolts located behind the seat and lifting the seat forward as opposed to dismantling cabinetry, etc.

In the unlikely event of a system leak the specified installation location will allow the leakage to run out onto the ground. Systems that are installed above cabinetry may leak into the cabinets, thus ruining the cabinets (if they are wood) and the cabinet contents.

FILTRATION SYSTEM:

A replaceable carbon filter shall be installed at the air intake area of the heat/AC system. Replacement of the filter shall be simple, and shall require very little time so as to assure that the vehicle will not have to be taken out of service. Replacement filters shall be readily available and shall be capable of being cut to the proper size to fit the vehicle.

AIR FLOW:

The installation of the heat/AC system shall include an air duct system to direct the airflow in such a way as to provide uniform temperature levels throughout the patient compartment. Air intake shall be from the floor level. The air shall be channeled through a duct that is aft of the heat/AC unit. The air shall exit through adjustable vents at the

ceiling level above the attendant's seat. This design will allow for a circular flow of air throughout the patient compartment.

The specified design will separate the intake and exhaust ports. Separation of the intake and exhaust will decrease air turbulence and improve overall efficiency of the system. Systems that combine intakes and exhausts within the same grille work will not be acceptable.

DUCTED HEAT/AC UNIT:
The heat/AC unit shall be located over the forward upper portion of the streetside wall to allow for ducted air above the main cabinet wall.

12V HEAT/AC SYSTEM:
The 12V heat/AC system shall be installed per the instructions listed above. This system shall be designed to be independent from the chassis O.E.M. AC system. At no point shall the converter-added A/C system tap into the O.E.M. system. The system provided shall include an evaporator, compressor, and a top-mount condenser designed for use with the DT466 engine. The BTU and CFM ratings on this unit shall be as follows:

Heat: 65,000BTU
A/C: 32,000BTU
CFM: 650

SIDE MOUNTED POWER VENT:
A chrome plated Perko power vent shall be installed on the module body side. The vent shall provide for the removal of air from within the patient area. The intake for this vent shall be in the patient area ceiling. This vent shall be wired through a switch located in the rear control panel. This vent shall also be capable of being manually closed from within the patient area.

SIDE MOUNTED STATIC VENT:
A chrome plated Perko static vent shall be installed on the module body side. The vent shall connect with the patient area via a vent within the patient area headliner. The vent shall be capable of being manually closed from inside the patient area.

CAB CONSOLE AND COMMUNICATIONS:
The vehicle communications and console features are designated below. Successful bidder is responsible for the installation of customer supplied radios used by the Pawtucket Fire Department. Additionally, bidder shall install the docking station for Pawtucket FD computer.

RADIO PULL WIRE:
A pull wire shall be installed to aid radio cable installation and prevent removal of interior panels once the vehicle has been completed. The following pull wire shall be installed:

CAB CONSOLE:
A console shall be installed in the cab. The console shall be installed at floor level and shall allow space for siren and radio head installation. The console shall be color coordinated with the cab interior. The top of the console shall be on a slant and shall house the recessed emergency control panel and integral digital display. Under no circumstances shall the console interfere with the OEM vehicle controls or gauges, nor shall the control panel be installed in such a manner as to interfere with the OEM vehicle controls, gauges, or the driver's line of vision.

CONSOLE EXTENSION:
A console extension shall be fabricated and installed in the vehicle cab. The extension shall attach to the front console and shall include a location to mount siren and/or radio heads, as well as three slots for storage of map books and binders. The console extension shall be covered in carpet to compliment the interior cab color.

RADIO POWER/GROUND:
The vehicle manufacturer shall install heavy gauge cable B positive and ground for radio power. Termination is to be to insulated studs.

Locate: Behind Driver Seat
Status: Battery Switched

ANTENNA PREWIRES:
The Pawtucket Fire Department will determine total number and locations of antenna pre-wires to be installed for use by our radio technicians upon delivery of the finished vehicle to the Pawtucket Fire Department.

OXYGEN AND SUCTION SYSTEMS:
Reliability, safety, and ease of operation are essential characteristics of the onboard oxygen and suction systems. System design must meet the following minimum guidelines. Bidders are asked to respond to each section appropriately per the bid requirements and to explain any variations to these requirements.

SWITCHING FOR OXYGEN AND SUCTION:
The rear switch panel shall contain two switches labeled "OXYGEN" and "VACUUM". Each of these switches shall electrically activate those respective systems. That activation shall be instantaneous. Systems that are not instantaneously responsive to their activation will not be considered.

SYSTEM DESIGN:
A single piece manifold assembly shall serve as the basis for the oxygen delivery system. The manifold assembly shall incorporate ports for installation of O2 lines to all specified outlets, an electrically activated oxygen delivery solenoid, and a manual bypass valve. The assembly shall be installed behind the inhalation panel and shall be easily accessible.

ELECTRICAL OXYGEN ACTIVATION:
The switch, located on the rear control panel and labeled "OXYGEN", shall activate the solenoid. This design will allow for the instantaneous flow of oxygen while eliminating the need to manually turn a valve to initiate oxygen flow.

MANUAL BYPASS:
The oxygen solenoid shall be equipped with a manual bypass valve. Located behind the inhalation panel, the valve shall be easily accessible so that, in the unlikely event of an electrical failure, administration of oxygen may continue.

SYSTEM REGULATION:
The patient area shall be free of high pressure oxygen lines. To accomplish this the vehicle converter shall install a KKK approved regulator at the oxygen cylinder. The regulator shall include an integral dial type gauge to monitor the cylinder contents. A single low pressure line shall be installed from the regulator to the O2 manifold assembly. This method shall insure that all high pressure is maintained in an exterior compartment away from the interior patient area.

OXYGEN LINES:
The O2 line connecting the regulator to the manifold assembly shall be rated at 200 psi working pressure and 1,250 psi burst pressure. The line shall be UL approved. There shall be NO connections installed in the line between the regulator and manifold assembly as these create a possibility for leakage. All connections shall be DISS style and shall be specific to the gas being supplied. Neither high nor low pressure 02 supply lines should be exposed in the patient compartment.

LINE PROTECTION:
The O2 line shall be protected from crimping through the installation of a flexible spring guard on the portion of the line in the cylinder storage compartment.

SYSTEM MONITORING:
The condition of the oxygen system shall be continually monitored and reported to the vehicle operators through the vehicle's onboard electrical system. Digital readouts containing the information listed below shall be available primarily at the patient area control console. The secondary location for availability of this information shall be the cab console. The information available shall include the following:

-Cylinder Pressure
-Line Pressure

In addition, this system shall be designed to offer a warning, both audible and visual, if the condition of the oxygen system falls outside of the following pre-programmed parameters:

-Low Cylinder Pressure (500 psi or below)

-Low Line Pressure (40 psi or below)
-High Line Pressure (75 psi or above)

These oxygen system warnings shall immediately notify the personnel of a problem, again, via a digital readout and audible alarm. The system shall require the personnel to acknowledge receipt of the information.

PRELIMINARY SYSTEM TESTING:
The oxygen system shall be tested prior to installation in the vehicle. This test shall be performed by the vehicle manufacturer and shall subject the system to three times (3X) the working pressure. This test shall be conducted for a minimum of four (4) hours.

FINAL SYSTEM TESTING:
The completed system shall be tested again once it is installed in the vehicle. This test shall be performed at working pressure for a minimum of four (4) hours. After the system has passed the inspection process it shall be capped and tagged per Federal KKK specifications.

ADDITIONAL OXYGEN AND VACUUM SUPPLIES:
The oxygen and suction systems shall be complete upon delivery with the exception of the O2 cylinder. The cylinder shall be supplied and installed by the Pawtucket Fire Department after delivery of the vehicle has taken place.

OXYGEN BOTTLE MOUNT, VERTICAL TRACK FOR QRM-V:
Vertical track for mounting of a QRM-V O2 bottle mount shall be welded on the back wall of the compartment in the right hand corner. The O2 bottle mount is adjustable for "M" or "H" size tanks.

ZICO QRM-V CYLINDER BRACKET:
A Zico QRM-V oxygen cylinder bracket shall be installed in the main O2 compartment.

ACCESS TO CYLINDER VALVE FROM PATIENT AREA:
A clear Plexiglas door shall be provided in the patient area wall for access to the oxygen cylinder valve. The door shall be hinged so that it swings into the oxygen cylinder storage compartment. The opening shall be trimmed with anodized aluminum edging.

OXYGEN OUTLETS:
Two oxygen outlets shall be installed in the rear inhalation panel unless otherwise noted below. A third outlet shall be located at the head end of the squad bench wall.

OHIO MEDICAL OXYGEN AND SUCTION OUTLETS:
The oxygen and suction outlets installed in the vehicle shall be Ohio Medical Quick Connect style outlets.

FLOWMETER:
Dial type flowmeter(s), in the quantity listed below, shall be supplied with the completed

vehicle. Each flowmeter shall be supplied with a mating quick connect adapter. The flowmeter shall provide a maximum flow of 25 LPM.

Quantity: 2

CYLINDER WRENCH:
A cylinder wrench shall be installed inside the oxygen compartment. The wrench shall be installed in such a way as it will not move or rattle. The wrench shall be chained to the compartment so that it cannot be removed, however, the chain must not interfere with the operation of the wrench.

"D" BOTTLE STORAGE IN HEAD OF BENCH:
Recessed storage for two (2) "D" size bottles shall be provided by means of “torpedo load” style cabinet. Access will be provided by an opening in the face of the bench facing the step well.

PRIMARY VACUUM OUTLET:
A single vacuum panel shall be installed in the inhalation area. The outlet shall be of the same style as those of the oxygen system and shall be connected to the onboard vacuum pump.

SSCOR ASPIRATOR:
The manufacturer shall furnish and install an SSCOR suction system. The system shall include a #107CDC20 pump, a #22000 wall-mounted regulator, and a #23002 canister holder. The aspirator shall be accessible for use from the inhalation area per the attached prints.

KKK SUCTION KIT:
A suction kit shall be included with the finished vehicle and shall include a suction rinsing bottle, (1) pharyngeal tip, and (1) yoke connector.

ADDITIONAL EQUIPMENT/REQUIREMENTS:
Successful bidder shall furnish and install two (2) Streamlight Vulcan hand lights/chargers prior to delivery to the Pawtucket Fire Department. Also mounting hardware for a Haligan tool and TNT tool shall be installed. The Pawtucket Fire Department will furnish 1 (one) mounting bracket for a lifepac 15. It shall be installed by the bidder prior to delivery.

All mounting locations shall be approved by the Pawtucket Fire Department.

ELECTRONIC ENGINE BRAKE:
Bidders are advised to list a price to include, prior to delivery, an electronic engine brake. Brake shall be installed and connected by authorized representatives of the bidder and/or International/Navistar.

EXTENDED WARRANTIES AND SERVICE CONTRACT'S

Bidders shall include information and pricing on extended warranties and service contracts ex: 2 year extended warranties and 3 year service contract.

BROW LIGHTS:

Bidders shall include a price to include "brow lights" on the front face of the module body or the area of the cab just above the windshield. These lights shall be wired through the vehicle electrical system to operate 12VDC.

DELIVERY:

The chief of the Pawtucket Fire Department will accept the finished vehicle after determination has been made that the entire specifications have been satisfied, that the vehicle meets all federal and state requirements and that it is inspected and licensed to operate in the State of Rhode Island by the Office of Emergency Medical Services for certification compliance. Vehicle shall be 100% free from any deficiencies.

5.0 - Insurance

The vendor shall maintain and keep in force such comprehensive general liability insurance as shall protect them from claims which may arise from operations under any contract entered into with the City of Pawtucket, whether such operations be by themselves or by anyone directly or indirectly employed by them. Each bidder must furnish a Certificate of Insurance showing aggregate total of insurance which shall not be less than twenty-five million dollars ($25,000,000.00).

The amounts of insurance shall be not less than twenty-five million dollars ($25,000,000.00) combined single limit for any one occurrence covering both bodily injury and property damage, including accidental death.

The City of Pawtucket shall be named as additional insured on the vendor's General Liability Policy.

The vendor shall maintain and keep in force such Workers' compensation insurance limits as required by the statutes of the State of Rhode Island, and Employer's Liability with limits no less than $500,000.

In addition, the bidder is to assume any risk of loss to the ambulance until the ambulance is delivered to this purchaser.

6.0 - Acknowledgement of Risk & Hold Harmless Agreement

In addition to the indemnity provisions in the City of Pawtucket's Terms and Conditions of Purchase and to the fullest extent permitted by law, the selected vendor, its officers, agents, servants, employees, parents, subsidiaries, partners, officers, directors, attorneys, insurers, and/or affiliates (Releasors) agree to release, waive, discharge and covenant not to sue the City of Pawtucket, its officers, agents, servants or employees (Releasees) from any and all liability, claims, cross-claims, rights in law or in equity, agreements, promises demands, actions and causes of action whatsoever arising out

of or related to any loss, damage, expenses (including without limitation, all legal fees, expenses, interest and penalties) or injury (including death), of any type, kind or nature whatsoever, whether based in contract, tort, warranty, or other legal, statutory, or equitable theory of recovery, which relate to or arise out of the Releasors use of or presence in and/or on City of Pawtucket property. The Releasors agree to defend, indemnify and hold harmless the Releasees from (a) any and all claims, loss, liability, damages or costs by any person, firm, corporation or other entity claiming by, through or under Releasors in any capacity whatsoever, including all subrogation claims and/or claims for reimbursement, including any court costs and attorneys fees, that may incur due to Releasors use of or presence in and on City of Pawtucket property; and (b) any and all legal actions, including third-party actions, cross-actions, and/or claims for contribution and/or indemnity with respect to any claims by any other persons, entities, parties, which relate to or arise out of Releasors use of or presence in and on City of Pawtucket property.

The Releasors acknowledge the risks that may be involved and hazards connected with use of or presence in and on City of Pawtucket property but elect to provide services under any contract with the City of Pawtucket with full knowledge of such risks. Releasors also acknowledge that any loss, damage, and/or injury sustained by Releasors is not covered by Releasees insurance. Releasors agree to become fully aware of any safety risks involved with the performance of services under any contract with the City of Pawtucket and any safety precautions that need to be followed and agree to take all such precautions.

The duty to indemnify and/or hold harmless the City of Pawtucket shall not be limited by the insurance required under the City of Pawtucket Terms and Conditions of Purchase.

7.0 - Additional Insurance Requirements

In addition to the insurance provisions in the City of Pawtucket Terms and Conditions of Purchase, the liability insurance coverage, except Professional Liability, Errors and Omissions or Workers' Compensation insurance required for performance of a contract with the City of Pawtucket shall include the City of Pawtucket, its divisions, officers and employees as Additional Insureds but only with respect to the selected vendor's activities under the contract. The insurance required through a policy or endorsement shall include:

A. a Waiver of Subrogation waiving any right to recovery the insurance company may have against the City of Pawtucket; and

B. a provision that the selected vendor's insurance coverage shall be primary with respect to any insurance, self insurance or self retention maintained by the City of Pawtucket and that any insurance, self insurance or self retention maintained by the City of Pawtucket shall be in excess of the selected vendor's insurance and shall not contribute.

There shall be no cancellation, material change, potential exhaustion of aggregate limits or non-renewal without thirty (30) days written notice from the selected vendor or its

insurer(s) to the City of Pawtucket's Purchasing Agent. Any failure to comply with the reporting provision of this clause shall be grounds for immediate termination of the contract with the City of Pawtucket.

Insurance coverage required under the contract shall be obtained from insurance companies acceptable to the City of Pawtucket. The selected vendor shall pay for all deductibles, self insured retentions and/or self insurance included hereunder.

The City of Pawtucket's Purchasing Agent reserves the right to consider and accept alternative forms and plans of insurance or to require additional or more extensive coverage for any individual requirement.

8.0 - Proposal Content and Organization

Pricing must include all costs as specified in this solicitation. Pricing for this proposal must be indicated on the Bid Form in Section 11.0.

All Bid Forms must be signed.

Vendors must include on the Bid Form a list of at least four (4) references with whom they have contracted to do similar work by including the company name, telephone number, contact person, and number of years they have served this customer. Preferably, references should be municipalities which are of approximate size as the City of Pawtucket, and a website address should be included if available.

Respondents must also include an overview of their company's experience including, but not limited to, the number of years the company has been providing these services, the size of the company (including the number of employees and locations), a description of work undertaken that is similar to what is being requested in this RFP, and, if applicable, certifications that show a knowledge of equipment that would be serviced or provided under this contract.

If any subcontractors are to be used in the performance of any work contracted for under this RFP, please list their name(s), contractor license #, address and phone number, and specific description of the subcontract work to be performed.

Four (4) copies of your proposal, one (1) original and three (3) copies, must be submitted at the time of submission. Proposals must be in the following format:

- Bid Form
- Company overview
    - Length of time your firm has been in business
    - Length of time at current address
- All licensing (List types and business license number(s)), certification and permits as required in the Scope of Work

Please state any and all additions, deletions, and exceptions, if any, that you are taking to any portion of this proposal. If not addressed specifically, the City of Pawtucket assumes that the vendor will adhere to all terms and conditions listed in this RFP.

Submission of a proposal is acknowledgement and acceptance of the City of Pawtucket's Purchasing Rules and Regulations and General Terms and Conditions of Purchase.

9.0 - Evaluation Criteria

The evaluation of proposals will be conducted in a time frame convenient to the City.

The City of Pawtucket reserves the right to award on the basis of cost alone, accept or reject any or all proposals, and to otherwise act in its best interest including, but not limited to, directly negotiating with any Supplier who submits a proposal in response to this RFP and to award a contract based upon the results of those negotiations alone. Further, the City reserves the right to waive irregularities it may deem minor in its consideration of proposals.

Proposals found to be technically or substantially non-responsive at any point in the evaluation process will be rejected and not considered further. The City of Pawtucket may elect to require presentations(s) by vendors in consideration for award.

Proposals will be evaluated in three (3) phases:

1. The first phase is an initial review to determine if the proposal, as submitted, is complete. To be complete, a proposal must meet all the requirements of this RFP.

2. The second phase is an in-depth analysis and review based on criteria below and their associated weights.

Evaluation Criteria	Importance
Qualifications and References	20%
Ability to Meet the Specifications	20%
Time to Delivery	20%
Price	40%

3. The third is a comparison of each proposal's weighted evaluation relative to the costs proposed.

In the event that the City requires further information and/or a demonstration of any equipment or process offered in any proposal, all vendors asked for same will do so at no cost to the City.

10.0 - Miscellaneous

Vendors shall at all times comply with all federal, state, and local laws, ordinances and regulations and shall defend, indemnify and save harmless the City of Pawtucket against any claims arising from the violation of any such laws, ordinances and regulations, including but not limited to challenges as to the legality of any and all vendor installations.

The City is exempt from the payment of the Rhode Island State Sales Tax under the 1956 General Laws of the State of Rhode Island, 44-18-30, Paragraph 1, as amended. Further, the City is also exempt from the payment of any excise or federal transportation taxes. The proposal prices submitted must be exclusive of same, and will be so construed.

The City of Pawtucket reserves the right to cancel an agreement with the Vendor with thirty (30) days written notice and to award the contract to the next highest evaluated bidder.

The City of Pawtucket reserves the right to renegotiate the terms of this contract with the Vendor for subsequent years provided the Vendor agrees to the contract terms for the renewal period.

The payment and performance of any obligations under this contract for years beyond the first fiscal year are subject to the availability of funds. The final bid award is subject to appropriation of funding.

The City reserves the right to pay the selected Vendor via credit card at its sole discretion.

11.0 – Bid Form

13-030 – Emergency Medical Rescue Vehicle

Date: _____

Submitted By: _____

(Include Name, Address and Telephone No.) _____

_____

_____

Name and remittance address that will appear on invoices:	Physical address of business:
_____	_____
_____	_____
_____	_____
_____	_____

General Information

Is your firm a sole proprietorship doing business under a different name? ____Yes _____ No

If yes, please indicate sole proprietorship, a name, and the name you are doing business under.

_____

_____

Is your firm incorporated? ____Yes _____ No

Will any of the work spelled out in this bid be outsourced? ____Yes _____ No

If so, please explain below:

Have you or your firm been subject to suspension, debarment or criminal conviction by the City of Pawtucket, the State of Rhode Island, or any other jurisdiction?
Yes: _____ No: _____

Have the City of Pawtucket and/or the State of Rhode Island ever terminated contracts with your firm for cause?
Yes: _____ No: _____

Has your firm ever withdrawn from a contract with the City of Pawtucket and/or the State of Rhode Island during its performance?
Yes: _____ No: _____

Have you or your firm been involved in litigation against the City of Pawtucket and/or the State of Rhode Island.
Yes: _____ No: _____

If you answered yes to any of the foregoing, please explain the circumstances below. If you or your firm has been involved in litigation against the City of Pawtucket and/or the State of Rhode Island, please include the case caption, case number and status. (If more space is needed, please attach separate sheet and submit with the bid.)

Is your company bonded? Yes ____ No ____

Please describe the nature and extent of all insurance coverage:

Addenda

The following Addenda have been received. The noted modifications to the Bidding Documents have been considered and all costs are included in the Bid Sum.

Addendum #1, Dated:_____

Addendum #2, Dated:_____

Addendum #3, Dated:_____

References

The proven durability and reliability of this product is of the utmost concern. Each bidder submitting a proposal must furnish references consisting of in-service units of similar chassis make and conversion processes being proposed.

All references shall include owner, address, contact name and phone number, and the model owned. A minimum of four (4) references shall be provided:

Reference #1

Company Name:_____

Address:_____

Contact Person:_____Telephone #: _____

Model:_____ Year:_____

Reference # 2

Company Name:_____

Address:_____

Contact Person:_____Telephone #: _____

Model:_____ Year:_____

Reference # 3

Company Name:_____

Address:_____

Contact Person:_____Telephone #: _____

Model:_____ Year:_____

Reference # 4

Company Name:_____

Address:_____

Contact Person:_____Telephone #: _____

Model:_____ Year:_____

Pricing Proposal

13-030

Having examined RFP # 13-030, we propose to enter into a contract to supply one (1) Emergency Medical rescue Vehicle per the bid specifications for the costs listed below:

$ | | | | , | | | | , | | | | . | | |

Numeric

Written

Delivery of the completed vehicle will be within _____ day of receipt of the contract.

Alternate #1

$ | | | | , | | | | , | | | | . | | |

Numeric

Written

Delivery of the 2nd completed vehicle will be within _____ day of receipt of the contract.

DIRECTIONS FOR RESPONDING TO EACH SECTION:
Each individual section of the specification in most cases shall be followed by three (3) response lines. The lines shall read as follows:

Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

On the line to the right of each statement the bidder shall mark an X to signify the appropriate response.

If a bidder is offering an alternative to the written section, then an exception must be taken for the section. The exception must be detailed in a separate document, with the heading of the section clearly marked along with the page number from the RFP, accompanied by data supported by a registered engineer to demonstrate the equivalency of the alternate item. The bidder shall note that the data submitted must correspond with the substitutions offered. If the data submitted does not cover all substitutions offered, then the bid shall be rejected as being non-compliant.

Does the bidder understand this requirement? Yes_____ No_____ Initial: _____

Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MINIMUM REQUIRED STANDARDS:
The date of certification for the current KKK-A-1822: _____

The current QVM certification is included. Yes_____ No_____ Initial: _____

WARRANTY:
In the blank lines the bidder shall note the terms of the warranties that apply to the manufacturer being proposed.

MODULAR BODY STRUCTURAL WARRANTY
Minimum Warranty: 15 years/Unlimited Miles

Proposed warranty term: _____ year(s)/_____ Miles

Does the structural warranty proposed comply with the Warranty section found in the Scope of Work? Yes_____ No_____

ELECTRICAL WARRANTY
Minimum Warranty: 6 years/72,000 Miles

Proposed warranty term: _____ year(s)/_____ Miles

CONVERSION WARRANTY
Minimum Warranty 2 Years/24,000 Miles

Proposed warranty term: _____year(s)/_____ Miles

PAINT WARRANTY
Minimum Warranty 4 Years/48,000 Miles

Proposed warranty term: _____ year(s)/_____ Miles
(*No paint vendor warranties will be accepted*)

For verification of the completed warranty terms stated above the bidder must include printed manufacturer's warranty certificates that meet or exceed the minimum required periods stated above.

Are the manufacturers warranties included? Yes____ No____

Does the bidder conform to the Warranty section in the Scope of Work?

Yes____ No____

In order to simplify the evaluation process the following questions must be answered and this section must be initialed by the bidder.

Are the warranties pro-rated in any manner?

Yes____ No____

If yes explain:

Are the warranties transferable?

Yes____ No____

If yes explain:

Has the bidder modified the manufacturers warranties?

Yes____ No____

If yes explain:

If yes was chosen above, has the bidder included modified written warranties?

Yes____ No____

If no, explain:

If 'yes' was chosen above, has the bidder included financial statements, for the last five (5) years, of the warranty modifier?

Yes____ No____

If 'no' explain:

SAFETY CERTIFICATION:
As proof of this verification process being performed, the bidder must provide the following information (leave blank if this is not a sled test being verified):

Testing Facility Name:

Date Tested: _____/_____/_____

'G' Force Tested To: _____G's

Dynamic Sled or Impact Testing Results:

Test Required	Date Tested	Force Applied	Signed By
Body to Chassis Mounting			
Access Door Latching			
Oxygen Cylinder Mount (Main)			
Oxygen Cylinder Mount (Portable)			
Attendant Seat Mount			

Attendant Seat Belt			
CPR Seat Belt			
Squad Bench Seat Belt			
Retention of Main Cabinet Wall			
Crash Restraint Wall At Head of Bench			

Certification of Registered Professional Engineer I _____

attest that I am a Registered Professional Engineer registered in the State of _____. My Registry Number is _____.

I hereby certify that I and my company, its affiliates and subsidiaries are completely independent of all manufacturers, suppliers, and vendors in the ambulance industry.

Signature_____

Company_____

Date_____

Affix Stamp Above

Documentation Furnished with Proposal: Yes_____ No_____

How many total sled tests has your company performed?_____ Initials_____

What was the date of the last test: _____ Initials_____

Has this specified body construction method been tested?

Yes_____No_____ Initials _____

If not, what body construction method was tested? _____ Initials _____

Has the testing program been in place for a period of at least ten (10) years?

Yes_____ No_____ Initials_____

If the program has not been in place for at least ten (10) years, then how long has the testing program been in place?_____ Initials _____

Does the bidder understand the current minimum KKK requirements?

Yes_____ No_____ Initials: _____

If the bidder does not perform sled testing, then the bidder is asked to take exception to this requirement so that the purchaser may evaluate bids on a legitimate basis. Bidders not taking exception shall have all appropriate documentation, as described above, included with the proposal. Bidders who do not take exception, and who do not include all appropriate documentation will be considered non-responsive and will, therefore, be rejected. This also applies to any subsequent sections of this specification that require sled testing where the bid response indicates that no exception has been taken.

Does the bidder understand the sled testing requirement?
Yes _____No _____ Initials: _____

Is the bidder certifying sled test compliance and/or Federal KKK compliance?

Sled Testing _____ KKK compliance _____ Initials: _____

BODY INTEGRITY VERIFICATION:

Does the bidder comply with this requirement? Yes____ No____ Initial_____

Full documentation, signed by a professional engineer from the testing laboratory shall be provided with the bid proposal.

Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INTERIOR OCCUPANT PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

LIABILITY:

Certificate of Insurance included with proposal? Yes_____ No_____

In addition, the bidder is to assume any risk of loss to the ambulance until the ambulance is delivered to this purchaser.

Does the bidder understand this requirement? Yes_____ No_____

CONSTRUCTION PHOTOGRAPHS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CHASSIS SPECIFIATIONS
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BATTERIES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ALTERNATOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WARRANTY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CHASSIS INTERIOR COLOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WHEEL HUB AND LUG NUT COVERS
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MUD FLAPS, FRONT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MUD FLAPS, REAR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REAR STEP/BUMPER REINFORCEMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

TOW HOOKS, REAR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REAR STEP/BUMPER ASSEMBLY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MIRROR: OEM
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DIAMOND PLATE STEP WELL COVERS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AIR SUSPENSION OVERRIDE SWITCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ENGINE HOUR METER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REVERSE ALARM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DUAL CAMERA SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AM/FM/CD PLAYER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MINIMUM BODY DIMENSIONS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MODULAR BODY STRUCTURAL DESIGN REQUIREMENTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

GENERAL BODY DESCRIPTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PAYLOAD REQUIREMENTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MODULE BODY CONSTRUCTION AND WARRANTY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CORNER POST SUPPORTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CORNER POST STRENGTH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ROOF EXTRUSIONS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WALL AND ROOF SKIN SUPPORTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HORIZONTAL WALL SUPPORT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

GUSSET ENHANCEMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

EXTERIOR BODY PANELS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

EXTERIOR BODY PANELS (PART 2):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FLOOR CONSTRUCTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SKIN TO SUPPORT ATTACHMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SKIN TO SUPPORT ATTACHMENT (PART 2):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STRUCTURAL INTEGRITY VERIFICATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

OUTER DOOR SKIN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INNER DOOR REINFORCEMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INNER DOOR PAN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOOR SEAL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOOR JAMB:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HINGING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HOLD-OPEN DEVICES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOOR HANDLES AND LATCHING SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PATIENT AREA DOOR OPENINGS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MODULE TO CHASSIS MOUNTING SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INSULATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STREETSIDE FRONT COMPARTMENT (#1):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STREETSIDE INTERMEDIATE COMPARTMENT (#2):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SHELVING FOR DOUBLE-DOOR EXTERIOR COMPARTMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STREETSIDE REAR COMPARTMENT (#4):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CURBSIDE REAR COMPARTMENT (#5):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SHELVING FOR VERTICAL EXTERIOR COMPARTMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DIVIDER FIXED, VERTICAL COMPARTMENT
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CURBSIDE FRONT COMPARTMENT (#6):
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

KKK-A-1822 CERTIFICATION LABEL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

GRIP STRUT STEP SURFACE IN SIDE ENTRY DOOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

3" DROP SKIRT DESIGN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STREETSIDE OF BODY LOWERED 3":
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SOUNDPROOFING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STREETSIDE WHEEL WELL COMPARTMENT/PULL OUT DRAWER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WINDOWS, MODULE BODY ENTRY DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WINDOW, CURBSIDE OF BODY ABOVE SQUAD BENCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SPLASH SHIELDS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RUBBER FENDERS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RUB RAILS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

EXTENDED CORNER GUARDS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REAR ACCESS DOOR HOLD-OPEN DEVICES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ELECTRIC LOCKS, COMPARTMENT DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ELECTRIC LOCKS, ACCESS DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CONCEALED DOOR LOCK SWITCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOOR LOCKS WIRED THROUGH OEM SWITCHES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REFLECTORS ON ENTRY DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOOR REFLECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RUBBER MATTING IN EXTERIOR COMPARTMENTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RUBBER-COVERED WALLS IN BACKBOARD COMPARTMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

GRIP LOCK TRIM-EXTERIOR SHELVES AND DIVIDERS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PAINT AND STRIPING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PREPARATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PAINT MANUFACTURER'S INSPECTIONS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ADDITIONAL CORROSION PREVENTION MEASURES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

NON-METALLIC HOLE INSERTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PAINT WARRANTY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PAINT COLOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HANDLES FOR PLEXIGLAS DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

LATCHES FOR HINGED DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PLEXIGLAS COLOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

POLISHED STAINLESS-INHALATION AREA WALLS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

POLISHED STAINLESS-INHALATION PANEL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AVONITE COUNTER TOP WITH COVED INTERIOR EDGES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INTERIOR COLOR SCHEME:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INTERIOR STORAGE AREAS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RISERS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SEAT BELTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ALUMINUM INTERIOR CABINETS, STREET SIDE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INTERIOR CABINETRY, STREET SIDE
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ALUMINUM CABINET WARRANTY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CABINET BEHIND ATTENDANT SEAT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INTERIOR OCCUPANT PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ATTENDANT'S SEAT PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CPR SEAT PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

TESTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CERTIFICATIONS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STREET SIDE CABINET WALL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CABINET SHELVING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

TESTING AND STRUCTURAL INTEGRITY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CPR SEAT HEAD PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INTERIOR CABINETS, CURB SIDE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SQUAD BENCH STORAGE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BENCH HOLD OPEN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BENCH HOLD DOWN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SQUAD BENCH EDGE PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BENCH CEILING CABINET:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INSIDE/OUTSIDE ACCESS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SPECIAL INSTRUCTION, CURBSIDE CABINETRY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ALUMINUM INTERIOR CABINETS, FORWARD WALL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FRONT WALL CABINET:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FRONT WALL CABINET HINGED DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FRONT WALL DRAWER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIMPLEX COMBINATION LOCK:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CROSSOVER CABINET:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SPECIAL INSTRUCTION, FRONT WALL CABINET:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

IV HOOKS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ANTI-MICROBIAL COATED COT CEILING GRAB RAIL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ANTI-MICROBIAL COATED BENCH CEILING GRAB RAIL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

VERTICAL GRAB RAIL WITH ANTI-MICROBIAL COATING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PATIENT AREA DOOR GRAB RAILS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

COVE MOLDING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PROTECTIVE EDGE TRIM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CEILING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FIRE EXTINGUISHER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

COT MOUNTS AND ACCESSORIES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

COT MOUNT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FRONT LIGHTBAR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HEADLIGHT FLASHER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

L.E.D. WARNING LIGHTS ON COMPARTMENT DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

L.E.D. WARNING LIGHTS ON ACCESS DOORS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WHELEN M SERIES LIGHTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AIR HORNS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIREN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIREN INSTALLATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIREN SPEAKERS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIREN SPEAKER INSTALLATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIDE BODY RUNNING LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

EXTERIOR COMPARTMENT LIGHTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ICC MARKER LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RUNNING BOARD LIGHTS, WHELEN PAR 16 L.E.D.
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

M9 SERIES LED SCENE LIGHT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

LOAD LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

TAIL LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CONVERTER ADDED CHASSIS CHARGING ENHANCEMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

INVERTER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BATTERY SELECTOR SWITCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

VARIABLE THROTTLE ADVANCE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AUTOMATIC LOAD MANAGEMENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

LOW AMPERAGE SWITCHING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SWITCH "ON" INDICATOR LIGHT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SWITCH PANEL DESIGN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SWITCH PANEL DECONTAMINATION AND SPILL RESISTANCE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SWITCH PANEL BACKLIGHTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CAB CONTROL SWITCHING AND DIGITAL DISPLAY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PATIENT AREA CONTROL SWITCHES AND DIGITAL DISPLAY:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SPARE SWITCHES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MODULE COMPARTMENT AND ACCESS DOOR SWITCHES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOOR OPEN INDICATOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CENTRAL ELECTRICAL DISTRIBUTION AREA:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MULTIPLEXED ELECTRICAL COMMUNICATIONS SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CENTRAL PROCESSING UNIT FUNCTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CIRCUIT PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FIELD PROVEN AND TIME TESTED ELECTRICAL SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SPLICE-LESS WIRING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

WIRING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

NO LOAD STARTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SEQUENCED START CIRCUIT ACTIVATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ELECTRICAL SYSTEM DIAGNOSTIC CHECK:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ELECTRICAL SYSTEM SUPPORT DATA:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MODULE DISCONNECT DEFAULT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BATTERY SWITCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

110V INTERIOR OUTLETS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

12V OUTLETS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SHORELINE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BLOCK HEATER WIRED THROUGH SHORELINE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

EXTRA CIRCUIT BREAKER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CAB SWITCH PANEL INSTALLATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REVERSE ACTIVATED REAR SIDE SCENE LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIDE DOOR ACTIVATED CURB SIDE SCENES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REVERSE ACTIVATED LOADING LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MODULE DISCONNECT TIMER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AUDIBLE LOW VOLTAGE ALARM::
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

EMERGENCY BRAKE WARNING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

REPORT LIGHT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CLOCK:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

STEP WELL LIGHT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PROGRAMMABLE LIGHT TIMER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FLUORESCENT LIGHTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DOME LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AUXILIARY PATIENT AREA LIGHT CONTROL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AUXILIARY LIGHT CONTROL REQUIREMENTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PANEL LIGHT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HEATING AND AIR CONDITIONING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SYSTEM CONTROLS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

THERMOSTAT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SYSTEM OPERATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

HEATER WATER CONTROL:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

UNIT LOCATION AND SERVICE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FILTRATION SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

AIR FLOW:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

DUCTED HEAT/AC UNIT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

12V HEAT/AC SYSTEM:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIDE MOUNTED POWER VENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SIDE MOUNTED STATIC VENT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RADIO PULL WIRE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CAB CONSOLE:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CONSOLE EXTENSION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

RADIO POWER/GROUND:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ANTENNA PREWIRES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SWITCHING FOR OXYGEN AND SUCTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SYSTEM DESIGN:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ELECTRICAL OXYGEN ACTIVATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

MANUAL BYPASS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SYSTEM REGULATION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

OXYGEN LINES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

LINE PROTECTION:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SYSTEM MONITORING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PRELIMINARY SYSTEM TESTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FINAL SYSTEM TESTING:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ADDITIONAL OXYGEN AND VACUUM SUPPLIES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

OXYGEN BOTTLE MOUNT, VERTICAL TRACK FOR QRM-V:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ZICO QRM-V CYLINDER BRACKET:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ACCESS TO CYLINDER VALVE FROM PATIENT AREA:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

OXYGEN OUTLETS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

OHIO MEDICAL OXYGEN AND SUCTION OUTLETS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

FLOWMETER:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

CYLINDER WRENCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

"D" BOTTLE STORAGE IN HEAD OF BENCH:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

PRIMARY VACUUM OUTLET:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

SSCOR ASPIRATOR:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

KKK SUCTION KIT:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ADDITIONAL EQUIPMENT/REQUIREMENTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

ELECTRONIC ENGINE BRAKE:

Price: $_____

EXTENDED WARRANTIES:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

BROW LIGHTS:
Above section bid exactly as written: _____
Section not provided: _____
Bidder is offering an alternative to this section: _____

Service Questionnaire

The bidder must complete the following section:

Number of miles from the purchaser to the nearest staffed service facility owned and operated by the bidder.

Number of miles _____

The number of service bays and square feet of service space at the bidder's service facility.

Number of bays _____ Square feet _____

The length of time the service facility has been in business as an emergency vehicle dealer.

Number of years in business _____

Number of emergency vehicles that have been delivered by the dealer/distributor since it has been in business.

Number of vehicles delivered _____

Is the dealership strictly dedicated to selling and servicing emergency vehicles and equipment, or do they sell and service other products?

Strictly dedicated to emergency vehicles and equipment?

Yes _____ No _____

Number of EVT Certified personnel employed? EVT "Master Mechanics"?

EVT certified personnel _____ EVT "Master Mechanics" _____

Number of full-time mechanics employed by the bidder that are solely dedicated to servicing emergency vehicles?

Number solely dedicated to emergency vehicle service _____

Full body/collision repair, fabrication, and paint booth on-site?

Yes _____ No _____

Over $400,000 in parts inventory available at all times?

Yes _____ No _____

Does the local service facility accept work on other vehicles (i.e., DPW, oil, concrete, etc.) or fleet trucks in addition to emergency vehicles on a regular basis?

Yes _____ No _____

Capability to remount and refurbish Modular ambulance bodies in house?

Yes _____ No _____

Does the local service facility have the ability to make repairs/upgrades to cabinets, flooring, electrical, and modular body issues?

Yes _____ No _____

Bid Form Signature

_____
(Bidder Name – Please Print)

By:_____
(Signature)

Title:_____

***** ***BID FORM MUST BE SIGNED*** *****

Appendix A

ANTI-KICKBACK ACKNOWLEDGMENT

ALL BIDDERS/OFFERORS MUST ATTEST TO THE FOLLOWING:

The vendor acknowledges, under the pains and penalties of perjury, that he/she has not been offered, paid, or solicited for any contribution or compensation, nor has he/she been granted a gift, gratuity, or other consideration, either directly or indirectly by any officer, employee or member of the governing body of the City of Pawtucket who exercises any functions or responsibilities in connection with either the award or execution of the project to which this contract pertains.

Further, the vendor acknowledges, under the pains and penalties of perjury, that he/she has not offered, paid, or solicited by way of any contribution or compensation, nor has he/she granted a gift, gratuity or other consideration either directly or indirectly to any officer, employee, or member of the governing body of the City of Pawtucket who exercises any functions or responsibilities in connection with either the award or execution of the project to which this project or contract pertains.

_____ _____

SIGNATURE OF OFFEROR DATE

_____

TITLE

_____

COMPANY

Title of RFP:

_____

Appendix B

CITY OF PAWTUCKET
GENERAL TERMS AND CONDITIONS OF PURCHASE

Preamble

The City of Pawtucket's Purchasing Office may, from time to time, make amendments to the General Terms and Conditions when the City of Pawtucket's Purchasing Agent determines that such amendments are in the best interest of the City of Pawtucket. Amendments shall be made available for public inspection at the Purchasing Office located in Pawtucket City Hall but shall not require formal public notice and hearing. Copies of the Terms and Conditions shall be provided to any individual or firm requesting them.

CITY OF PAWTUCKET'S PURCHASING OFFICE GENERAL CONDITIONS OF PURCHASE

All City of Pawtucket purchase orders, contracts, solicitations, delivery orders and service requests shall incorporate and be subject to the provisions of Rhode Island General Laws 8-15-4 and the City of Pawtucket purchasing rules and regulations adopted pursuant thereto, all other applicable provisions of the Rhode Island General Laws, the Pawtucket City Charter, specific requirements described in the Request or Contract, and the following General Conditions of Purchase:

1. GENERAL

   All purchase orders, contracts, solicitations, delivery orders, and service requests are for specified goods and services, in accordance with express terms and conditions of purchase, as defined herein. For the purposes of this document, the terms "bidder" and "contractor" refer to any individual, firm, corporation, or other entity presenting a proposal indicating a desire to enter into contracts with the City of Pawtucket, or with whom a contract is executed by the City of Pawtucket's Purchasing Agent, and the term "contractor" shall have the same meaning as "vendor".

2. ENTIRE AGREEMENT

   The City of Pawtucket's Purchase Order, or other City of Pawtucket contract endorsed by the City of Pawtucket Purchasing Office, shall constitute the entire and exclusive agreement between the City of Pawtucket and any contractor receiving an award. In the event any conflict between the bidder's standard terms of sale, these conditions or more specific provisions contained in the solicitation shall govern.

   All communication between the City of Pawtucket and any contractor pertaining to any award or contract shall be accomplished in writing.

   a. Each proposal will be received with the understanding that the acceptance, in writing, by contract or Purchase Order by the City of Pawtucket Purchasing Agent of the offer to do work or to furnish any or all the materials, equipment, supplies or services described therein shall constitute a contract between the bidder and the City of Pawtucket. This shall bind the bidder on his part to furnish and deliver at the prices and in accordance with the conditions of said accepted proposal and detailed specifications and the City of Pawtucket on its part to order from such contractor (except in case of emergency) and to pay for at the agreed prices, all materials, equipment, supplies or services specified and delivered. A contract shall be deemed executory only to the extent of funds available for payment of the amounts shown on Purchase Orders issued by the City of Pawtucket to the contractors.

   b. No alterations or variations of the terms of the contract shall be valid or binding upon the City of Pawtucket unless submitted in writing and accepted by the City of Pawtucket Purchasing Agent. All orders and changes thereof must emanate from the City of Pawtucket Purchasing Office: no oral agreement or arrangement made by a contractor with a department or employee will be considered to be binding on the City of Pawtucket Purchasing Agent, and may be disregarded.

c. Contracts will remain in force for the contract period specified or until all articles or services ordered before date of termination shall have been satisfactorily delivered or rendered and accepted and thereafter until all terms and conditions have been met, unless:

1. terminated prior to expiration date by satisfactory delivery against orders of entire quantities, or
2. extended upon written authorization of the City of Pawtucket Purchasing Agent and accepted by the contractor, to permit ordering of the unordered balances or additional quantities at the contract price and in accordance with the contract terms, or
3. canceled by the City of Pawtucket in accordance with other provisions stated herein.

d. It is mutually understood and agreed that the contractor shall not assign, transfer, convey, sublet or otherwise dispose of this contract or his right, title or interest therein, or his power to execute such contract, to any other person, company or corporation, without the previous consent, in writing, of the City of Pawtucket Purchasing Agent.

e. If, subsequent to the submission of an offer or issuance of a purchase order or execution of a contract, the bidder or contractor shall merge with or be acquired by another entity, the contract may be terminated, except as a corporate resolution prepared by the contractor and the new entity ratifying acceptance of the original bid or contract terms, condition, and pricing is submitted to the City of Pawtucket Purchasing Office, and expressly accepted.

f. The contractor or bidder further warrants by submission of an offer or acceptance of a purchase order or other contract that he has no knowledge at the time of such action of any outstanding and delinquent or otherwise unsettled debt owed by him to the City of Pawtucket, and agrees that later discovery by the City of Pawtucket Purchasing Agent that this warranty was given in spite of such knowledge, except where the matter is pending in hearing or from any appeal therefrom, shall form reasonable grounds for termination of the contract.

3. SUBCONTRACTS

No subcontracts or collateral agreements shall be permitted, except with the City of Pawtucket's express written consent. Upon request, contractors must submit to the City of Pawtucket Purchasing Office a list of all subcontractors to be employed in the performance of any Purchase Order or other contract arising from this Request.

4. RELATIONSHIP OF PARTIES

The contractor or bidder warrants, by submission of an offer or acceptance of a purchase order or other contract, that he is not an employee, agent, or servant of the City of Pawtucket, and that he is fully qualified and capable in all material regards to provide the specified goods and services. Nothing herein shall be construed as creating any contractual relationship or obligation between the City of Pawtucket and any sub-bidder, subcontractor, supplier, or employee of the contractor or offeror.

5. COSTS OF PREPARATION

All costs associated with the preparation, development, or submission of bids or other offers will be borne by the offeror. The City of Pawtucket will not reimburse any offeror for such costs.

6. SPECIFIED QUANTITY REQUIREMENT

Except where expressly specified to the contrary, all solicitations and contracts are predicated on a specified quantity of goods or services, or for a specified level of funding.

a. The City of Pawtucket reserves the right to modify the quantity, scope of service, date of delivery or completion, or funding of any contract, with no penalty or charge, by written

notice to the contractor, except where alternate terms have been expressly made a part of the contract.

b. The City of Pawtucket shall not accept quantities in excess of the specified quantity except where the item is normally sold by weight (where sold by weight, the City of Pawtucket will not accept quantities greater than ten per cent [10%] of the specified quantity), or where the Request or Contract provides for awards for other than exact quantities.

c. Purchase Orders or other contracts may be increased in quantity or extended in term without subsequent solicit with the mutual consent of the contractor and the City of Pawtucket, where determined by the City of Pawtucket Purchasing Agent to be in the City of Pawtucket's best interest.

7. TERM AND RENEWAL

Where offers have been requested or contracts awarded for terms exceeding periods of twelve (12) months, it is mutually understood and agreed that the City of Pawtucket's commitment is limited to a base term not to exceed twelve (12) months, subject to renewal annually at the City of Pawtucket's sole option for successive terms as otherwise described, except where expressly specified to the contrary. Purchase orders appearing to commit to obligations of funding or terms of performance may be executed for administrative convenience, but are otherwise subject to this provision, and in such cases the City of Pawtucket's renewal shall be deemed to be automatic, conditional on the continued availability of appropriated funds for the purpose, except as written notice of the City of Pawtucket's intent not to renew is served.

8. DELIVERY/COMPLETION

Delivery must be made as ordered and/or projects completed in accordance with the proposal. If delivery qualifications do not appear on the bidder's proposal, it will be interpreted to mean that goods are in stock and that shipment will be made within seven (7) calendar days. If the project completion date is not specified in the proposal, the date shall be determined by the City of Pawtucket Purchasing Agent. The decision of the City of Pawtucket Purchasing Agent, as to reasonable compliance with the delivery terms, and date of completion shall be final. Burden of proof of delay in receipt of order shall rest with the contractor. No delivery charges shall be added to invoices except when authorized on the Purchase Order.

9. FOREIGN CORPORATIONS

In accordance with Title 7 Chapter 1.1 (“Business Corporations”) of the General Laws of Rhode Island, no foreign corporation shall have the right to transact business in this state until it shall have procured a certificate of authority so to do from the Secretary of State.

10. PRICING

All pricing offered or extended to the City of Pawtucket is considered to be firm and fixed unless expressly provided for to the contrary. All prices shall be quoted F.O.B. Destination with freight costs included in the unit cost to be paid by the City of Pawtucket, except, where the Request or Contract permits, offers reflecting F.O.B. Shipping Point will be considered, and freight costs may then be prepaid and added to the invoice.

11. COLLUSION

Bidder or contractor warrants that he has not, directly or indirectly, entered into any agree participated in any collusion or otherwise taken any action in restraint of full competitive bidding. In special circumstances, an executed affidavit will be required as a part of the bid.

12. PROHIBITION AGAINST CONTINGENT FEES AND GRATUITIES

Bidder or contractor warrants that he has not paid, and agrees not to pay, any bonus, commission, fee, or gratuity to any employee or official of the City of Pawtucket for the purpose of obtaining any contract or award issued by the City of Pawtucket. Bidder or contractor further warrants that no commission or other payment has been or will be received from or paid to any third party contingent on the award of any contract by the City of Pawtucket, except as shall have

been expressly communicated to the City of Pawtucket Purchasing Agent in writing prior to acceptance of the contract or award in question. Subsequent discovery by the City of Pawtucket of non-compliance with these provisions shall constitute sufficient cause for immediate termination of all outstanding contracts and suspension or debarment of the bidder(s) or contractor(s) involved.

13. AWARDS

Awards will be made with reasonable promptness and by written notice to the successful bidder (only); bids are considered to be irrevocable for a period of ninety (90) days following the bid opening unless expressly provided for to the contrary in the Request, and may not be withdrawn during this period without the express permission of the City of Pawtucket Purchasing Agent.

a. Awards shall be made to the bidder(s) whose offer(s) constitutes the lowest responsive price offer (or lowest responsive price offer on an evaluated basis) for the item(s) in question or for the Request as a whole, at the option of the City of Pawtucket. The City of Pawtucket reserves the right to determine those offers which are responsive to the Request, or which otherwise serve its best interests.

b. The City of Pawtucket reserves the right, before making award, to initiate investigations as to whether or not the materials, equipment, supplies, qualifications or facilities offered by the bidder meet the requirements set forth in the proposal and specification, and are ample and sufficient to insure the proper performance of the contract in the event of award. If upon such examination it is found that the conditions of the proposal are not complied with or that articles or equipment proposed to be furnished do not meet the requirements called for, or that the qualifications or facilities are not satisfactory, the City of Pawtucket may reject such a bid. It is distinctly understood, however, that nothing in the foregoing shall mean or imply that it is obligatory upon the City of Pawtucket to make any examinations before awarding a contract; and it is further understood that if such examination is made, it in no way relieves the contractor from fulfilling all requirements and conditions of the contract.

c. Qualified or conditional offers which impose limitations of the bidder's liability or modify the requirements of the bid, offers for alternate specifications, or which are made subject to different terms and conditions than those specified by the City of Pawtucket may, at the option of the City of Pawtucket, be

   1. rejected as being non-responsive, or
   2. set aside in favor of the City of Pawtucket's terms and conditions (with the consent of the bidder), or
   3. accepted, where the City of Pawtucket Purchasing Agent determines that such acceptance best serves the interests of the City of Pawtucket.

   Acceptance or rejection of alternate or counter-offers by the City of Pawtucket shall not constitute a precedent which shall be considered to be binding on successive solicitations or procurements.

d. Bids submitted in pencil, or which do not bear an original signature, in ink, by an owner or authorized agent thereof, will not be accepted.

e. Bids must be extended in the unit of measure specified in the Request. In the event of any discrepancy between unit prices and their extensions, the unit price will govern.

f. The City of Pawtucket Purchasing Agent reserves the right to determine the responsibility of any bidder for a particular procurement.

g. The City of Pawtucket Purchasing Agent reserves the right to reject any and all bids in whole or in part, to waive technical defects, irregularities, and omissions, and to give consideration to past performance of the offerors where, in his judgment the best interests of the City of Pawtucket will be served by so doing.

h. The City of Pawtucket Purchasing Agent reserves the right to make awards by items, group of items or on the total low bid for all the items specified as indicated in the detailed specification, unless the bidder specifically indicates otherwise in his bid.

i. Preference may be given to bids on products raised or manufactured in the City of Pawtucket or State of Rhode Island, other things being equal.

j. The impact of discounted payment terms shall not be considered in evaluating responses to any Request.

k. The City of Pawtucket Purchasing Agent reserves the right to act in the City of Pawtucket's best interests regarding awards caused by clerical errors by the City of Pawtucket Purchasing Office.

14. SUSPENSION AND DEBARMENT

The City of Pawtucket Purchasing Agent may suspend or debar any vendor or potential bidder, for good cause shown:

a. A debarment or suspension against a part of a corporate entity constitutes debarment or suspension of all of its divisions and all other organizational elements, except where the action has been specifically limited in scope and application, and may include all known corporate affiliates of a contractor, when such offense or act occurred in connection with the affiliate's performance of duties for or on behalf of the contractor, or with the knowledge, approval, or acquiescence of the contractor or one or more of its principals or directors (or where the contractor otherwise participated in, knew of, or had reason to know of the acts).

b. The fraudulent, criminal or other serious improper conduct of any officer, director, shareholder, partner, employee, or any other individual associated with a contractor may be imputed to the contractor when the conduct occurred in connection with the individual's performance of duties for or on behalf of the contractor, or with the contractor's knowledge, approval or acquiescence. The contractor's acceptance of benefits derived from the conduct shall be evidence of such knowledge, approval, or acquiescence.

c. A vendor or contractor who knowingly engages as a subcontractor for a contract awarded by the City of Pawtucket to a vendor or contractor then under a ruling of suspension or debarment by the City of Pawtucket shall be subject to disallowance of cost, annulment or termination of award, issuance of a stop work order, or debarment or suspension, as may be judged to be appropriate by the City of Pawtucket’s Purchasing Agent.

15. PUBLIC RECORDS

Contractors and bidders are advised that certain documents, correspondence, and other submissions to the City of Pawtucket’s Purchasing Office may be voluntarily made public by the City of Pawtucket absent specific notice that portions of such submittals may contain confidential or proprietary information, such that public access to those items should be withheld.

16. PRODUCT EVALUATION

In all specifications, the words "or equal" are understood after each article when manufacturer's name or catalog are referenced. If bidding on items other than those specified, the bidder must, in every instance, give the trade designation of the article, manufacturer's name and detailed specifications of the item the bidder proposes to furnish; otherwise, the bid will be construed as submitted on the identical commodity described in the detailed specifications. The City of Pawtucket’s Purchasing Agent reserves the right to determine whether or not the item submitted is the approved equal the detailed specifications.

a. Any objections to specifications must be filed by a bidder, in writing, with the City of Pawtucket’s Purchasing Agent at least 96 hours before the time of bid opening to enable the City of Pawtucket’s Purchasing Office to properly investigate the objections.

b. All standards are minimum standards except as otherwise provided for in the Request or Contract.

c. Samples must be submitted to the City of Pawtucket’s Purchasing Office in accordance with the terms of the proposals and detailed specifications. Samples must be furnished free of charge and must be accompanied by descriptive memorandum invoices indicating whether or not the bidder desires their return and specifying the address to which they are to be returned (at the bidder's risk and expense), provided they have not been used or made useless by tests; and absent instructions, the samples shall be considered to be abandoned. Award samples may be held for comparison with deliveries.

d. All samples submitted are subject to test by any laboratory the City of Pawtucket's Purchasing Agent may designate.

17. PRODUCT ACCEPTANCE

All merchandise offered or otherwise provided shall be new, of prime manufacture, and of first quality unless otherwise specified by the City of Pawtucket. The City of Pawtucket reserves the right to reject all nonconforming goods, and to cause their return for credit or replacement, at the City of Pawtucket's option. Contract deliverables specified for procurements of services shall be construed to be work products, and subject to the provisions of this section.

a. Failure by the City of Pawtucket to discover latent defect(s) or concealed damage or non-conformance shall not foreclose the City of Pawtucket's right to subsequently reject the goods in question.
b. Formal or informal acceptance by the City of Pawtucket of non-conforming goods shall not constitute a precedent for successive receipts or procurements.
c. Where the contractor fails to promptly cure the defect or replace the goods, the City of Pawtucket reserves the right to cancel the Purchase Order, contract with a different contractor, and to invoice the original contractor for any differential in price over the original contract price.
d. When materials, equipment or supplies are rejected, the same must be removed by the contractor from the premises of the City of Pawtucket within forty-eight (48) hours of notification. Rejected items left longer than two days will be regarded as abandoned and the City of Pawtucket shall have the right to dispose of them as its own property.

18. PRODUCT WARRANTIES

All product or service warranties normally offered by the contractor or bidder shall accrue to the City of Pawtucket's benefit, in addition to any special requirements which may be imposed by the City of Pawtucket. Every unit delivered must be guaranteed against faulty material and workmanship for a period of one year unless otherwise specified, and the City of Pawtucket may, in the event of failure, order its replacement, repair, or return for full credit, at its sole option.

19. PAYMENT

Unless otherwise provided for by the Request or Contract, payment shall not be made until delivery has been made, or services performed, in full, and accepted. Payment shall not be due prior to thirty (30) working days following the latest of completion, acceptance, or the rendering of a properly submitted invoice.

a. Payment terms other than the foregoing may be rejected as being nonresponsive.
b. No partial shipments, or partial completion will be accepted, unless provided for by the Request or Contract.
c. Where a question of quality is involved, or failure to complete a project by the specified due date, payment in whole or part against which to charge back any adjustment required, shall be withheld at the direction of the City of Pawtucket Purchasing Agent. In the event a cash discount is stipulated, the withholding of payments, as herein described, will not deprive the City of Pawtucket from taking such discount.
d. Payments for used portion of inferior delivery or late delivery will be made by the City of Pawtucket on an adjusted price basis.
e. Payments on contracts under architectural or engineering supervision must be accompanied by a Certificate of Payment and Statement of Account signed by the architect or engineer and submitted to the City of Pawtucket Purchasing Office for approval.

20. THIRD PARTY PAYMENTS

The City of Pawtucket recognizes no assigned or collateral rights to any purchase agreement except as may be expressly provided for in the bid or contract documents, and will not accede to any request for third party or joint payment(s), except as provided for in specific orders by a court of competent jurisdiction, or by express written permission of the City of Pawtucket's Purchasing

Agent. Where an offer is contingent upon such payment(s), the offeror is obligated to serve affirmative notice in his bid submission.

21. SET-OFF AGAINST PAYMENTS

Payments due the contractor may be subject to reduction equal to the amount of unpaid and delinquent state taxes (or other just debt owed to the State), except where notice of delinquency has not been served or while the matter is pending in hearing or from any appeal therefrom.

22. CLAIMS

Any claim against a contractor may be deducted by the City of Pawtucket from any money due him in the same or other transactions. If no deduction is made in such fashion, the contractor shall pay the City of Pawtucket the amount of such claim on demand. Submission of a voucher and payment, thereof, by the City of Pawtucket shall not preclude the City of Pawtucket's Purchasing Agent from demanding a price adjustment in any case when the commodity delivered is later found to deviate from the specifications and proposal.

a. The City of Pawtucket's Purchasing Agent may assess dollar damages against a vendor or contractor determined to be non-performing or otherwise in default of their contractual obligations equal to the cost of remedy incurred by the City of Pawtucket, and make payment of such damages a condition for consideration for any subsequent award. Failure by the vendor or contractor to pay such damages shall constitute just cause for disqualification and rejection, suspension, or debarment.

23. CERTIFICATION OF FUNDING

The Director of Finance shall provide certification as to the availability of funds to support the procurement for the current fiscal year ending June 30th only. Where delivery or service requirements extend beyond the end of the current fiscal year, such extensions are subject to both the availability of appropriated funds and a determination of continued need.

24. UNUSED BALANCES

Unless otherwise specified, all unused Blanket Order quantities and/or unexpended funds shall be automatically canceled on the expiration of the specified term. Similarly, for orders encompassing more than one fiscal year, unexpended balances of funding allotted for an individual fiscal year may be liquidated at the close of that fiscal year, at the City of Pawtucket's sole option.

25. MINORITY BUSINESS ENTERPRISES

Pursuant to the provisions of Title 37 Chapter 14.1of the General Laws, the City of Pawtucket reserves the right to apply additional consideration to offers, and to direct awards to bidders other than the responsive bid representing the lowest price where:

a. the offer is fully responsive to the terms and conditions of the Request, and
b. the price offer is determined to be within a competitive range (not to exceed 5% higher than the lowest responsive price offer) for the product or service, and
c. the firm making the offer has been certified by the R.I. Department of Economic Development to be a small business concern meeting the criteria established to be considered a Minority Business Enterprise.

26. PREVAILING WAGE REQUIREMENT

In accordance with Title 37 Chapter 13 of the General Laws of Rhode Island, payment of the general prevailing rate of per diem wages and the general prevailing rate for regular, overtime and other working conditions existing in the locality for each craft, mechanic, teamster, or type of workman needed to execute this work is a requirement for both contractors and subcontractors for all public works.

27. EQUAL OPPORTUNITY COMPLIANCE, HANDICAPPED ACCESS AND AFFIRMATIVE ACTION

Contractors of the City of Pawtucket are required to demonstrate the same commitment to equal opportunity as prevails under federal contracts controlled by Federal Executive Orders 11246, 11625, 11375 and 11830, and Title 28 Chapter 5.1 of the General Laws of Rhode Island.
Affirmative action plans shall be submitted by the contractor for review by the State Equal Opportunity Office. A contractor's failure to abide by the rules, regulations, contract terms and compliance reporting provisions as established shall be grounds for forfeiture and penalties as shall be established, including but not limited to suspension.

28. DRUG-FREE WORKPLACE REQUIREMENT

Contractors who do business with the City of Pawtucket and their employees shall abide by the State's drug-free workplace policy and the contractor shall so attest by signing a certificate of compliance.

29. TAXES

The City of Pawtucket is exempt from payment of excise, transportation and sales tax imposed by the Federal or State Government. These taxes should not be included in the proposal price. Exemption Certificates will be furnished upon request.

30. INSURANCE

All construction contractors, independent tradesmen, or firms providing any type of maintenance, repair, or other type of service to be performed on City of Pawtucket premises, buildings, or grounds are required to purchase and maintain coverage with a company or companies licensed to do business in the state as follows:

a. Comprehensive General Liability Insurance
   1) Bodily Injury $500,000 each occurrence/ $1,000,000 annual aggregate
   2) Property Damage $500,000 each occurrence /$500,000 annual aggregate
      Independent Contractors
      Contractual - including construction hold harmless and other types of contracts or agreements in effect for insured operations
      Completed Operations
      Personal Injury (with employee exclusion deleted)

b. Automobile Liability Insurance
   Combined Single Limit not less than $150,000 each occurrence
   Bodily Injury
   Property Damage, and in addition non-owned and/or hired vehicles and equipment

c. Workers' Compensation Insurance
   As required by the General Laws of Rhode Island.

The City of Pawtucket's Purchasing Agent reserves the right to consider and accept alternate forms and plans of insurance or to require additional or more extensive coverage for any individual requirement. Successful bidders shall provide certificates of coverage, reflecting the City of Pawtucket as an additional insured, to the City of Pawtucket Purchasing Office, forty-eight (48) hours prior to the commencement of work, as a condition of award. Failure to comply with this provision shall result in rejection of the offeror's bid.

31. BID SURETY

When requested, a bidder must furnish a Bid Bond or Certified Check for 5% of his bid, or for the stated amount shown in the solicitation. Bid Bonds must be executed by a reliable Surety Company authorized to do business in the State of Rhode Island. Failure to provide Bid Surety with bid may be cause for rejection of bid. The Bid Surety of any three bidders in contention will be held until an award has been made according to the specifications of each proposal. All others will be returned by mail within 48 hours following the bid opening. Upon award of a contract, the remaining sureties will be returned by mail unless instructed to do otherwise.

32. PERFORMANCE AND LABOR AND PAYMENT BONDS

A performance bond and labor and payment bond of up to 100% of an award may be required by the City of Pawtucket's Purchasing Agent. Bonds must meet the following requirements:

a. Corporation: The Bond must be signed by an official of the corporation above his/her official title and the corporate seal must be affixed over his/her signature.
b. Firm or Partnership: The Bond must be signed by all of the partners and must indicate that they are " Doing Business As (name of firm)."
c. Individual: The Bond must be signed by the individual owning the business and indicate "Owner."
d. The Surety Company executing the Bond must be licensed to do business in the State of Rhode Island or Bond must be countersigned by a company so licensed.
e. The Bond must be signed by an official of the Surety Company and the corporate seal must be affixed over his signature.
f. Signatures of two witnesses for both the principal and the Surety must appear on the Bond.
g. A Power of Attorney for the official signing of the Bond for the Surety Company must be submitted with the Bond.

33. SUSPENSION, DEFAULT AND TERMINATION

a. Suspension of a Contract by the City of Pawtucket

The City of Pawtucket reserves the right at any time and for any reason to suspend all or part of this contract, for a reasonable period, not to exceed sixty days, unless the parties agree to a longer period. The City of Pawtucket shall provide the contractor with written notice of the suspension order signed by the Purchasing Agent or his or her designee, which shall set forth the date upon which the suspension shall take effect, the date of its expiration, and all applicable instructions. Upon receipt of said order, the contractor shall immediately comply with the order and suspend all work under this contract as specified in the order. The contractor shall take all reasonable steps to mitigate costs and adverse impact to the work specified in the contract during the suspension period. Before the order expires, the City of Pawtucket shall either:

1. cancel the suspension order;
2. extend the suspension order for a specified time period not to exceed thirty (30) days; or
3. terminate the contract as provided herein.

The contractor shall resume performance once a suspension order issued under this section is canceled or expires. If as a result of the suspension of performance, there is a financial or schedule impact upon the contract, an appropriate adjustment may be made by, or with the approval of, the City of Pawtucket's Purchasing Agent. Any adjustment shall be set forth in writing. After a suspension order has been canceled or expires, the contractor shall provide any request for adjustment to the City of Pawtucket's Purchasing Agent within thirty (30) days after resuming work performance.

b. Termination of a Contract by the City of Pawtucket

1. Termination for Default or Nonperformance

If, for any reason, the contractor breaches the contract by failing to satisfactorily fulfill or perform any obligations, promises, terms, or conditions, and having been given reasonable notice of and opportunity to cure such default, fails to take satisfactory corrective action within the time specified by the City of Pawtucket, the City of Pawtucket may terminate the contract, in whole or in part, the termination of all outstanding contracts or sub-contracts held by the contractor, and the suspension or debarment of the contractor from future procurements by giving written notice to the contractor specifying the date for termination. The City of Pawtucket shall endeavor to provide such notice at least seven (7) calendar days before the effective date of the termination.

A contractor who fails to commence within the time specified or complete an award made for repairs, alterations, construction, or any other service will be considered in default of contract. If contractor consistently fails to deliver

quantities or otherwise perform as specified, the City of Pawtucket's Purchasing Agent reserves the right to terminate the contract and contract for completion of the work with another contractor and seek recourse from the defaulting contractor or his surety. In the event of a termination for default or nonperformance, in whole or in part, the City of Pawtucket may procure similar goods or services in a manner and upon terms it deems appropriate, and the contractor shall be liable for the excess costs incurred by the City of Pawtucket as a result of the contractor's default. The contractor, or its surety, agrees to promptly reimburse the City of Pawtucket for the excess costs, but shall have no claim to the difference should the replacement cost be less.

2. Termination Without Cause

The City of Pawtucket may terminate the contract in whole or in part without cause at any time by giving written notice to the contractor of such termination at least thirty (30) days before the effective date of such termination. The notice shall specify the part(s) of the contract being terminated and the effective termination date.

Within thirty (30) days of the effective date of the termination of the contract the contractor shall compile and submit to the City of Pawtucket an accounting of the work performed up to the date of termination. The City of Pawtucket may consider the following claims in determining reasonable compensation owed to the contractor for work performed up to the date of termination:

a. contract prices for goods or services accepted under the contract;
b. costs incurred in preparing to perform and performing the terminated portion of the contract; or
c. any other reasonable costs incurred by the contractor as a result of the termination.

The total sum to be paid to the contractor shall not exceed the total contract price, less any payments previously made to the contractor, the proceeds from any sales of goods or manufacturing materials, and the contract price for work not terminated.

3. Contractor's Obligations in the Event of Termination

If the contract is terminated for any reason, or expires pursuant to its terms, the contractor shall transfer and deliver to the City of Pawtucket in the manner and to the extent directed by the City of Pawtucket:

a. all finished or unfinished material prepared by the contractor; and
b. all material, if any, provided to the contractor by the City of Pawtucket.

For the purposes of the contract, "material" shall include, but is not limited to, goods, supplies, parts, tools, machinery, equipment, furniture, fixtures, information, data, reports, summaries, tables, maps, charts, photographs, studies, recommendations, files, audiotapes, videotapes, records, keys, security badges, and documents.

If the contract is terminated for cause, the contractor shall not be relieved of liability to the City of Pawtucket for damages sustained because of any breach by the contractor. In such event, the City of Pawtucket may retain any amounts which may be due and owing to the contractor until such time as the exact amount of damages due the City of Pawtucket from the contractor has been determined by the City of Pawtucket Purchasing Agent. The City of Pawtucket may also set off any damages so determined against the amounts retained.

Upon termination of the contract, the contractor shall stop performance on the date specified, terminate any outstanding orders and subcontracts applicable to the terminated portion of the

contract, and shall incur no further commitments or obligations in connection with the terminated performance. The contractor shall settle all liabilities and claims arising out of the termination of subcontracts and order generating from the terminated performance. The City of Pawtucket may direct the contractor to assign the contractor's right, title and interest under terminated orders or subcontracts to the City of Pawtucket or a third party.

Terminations of Purchase Order Contracts or Master Pricing Agreements shall require the signature of the City of Pawtucket Purchasing Agent or his designee. Notice of termination by either party shall be submitted in writing to the other party in accordance with the termination clause of the contract, or where no specific termination clause is included, written notice shall be provided no later than thirty (30) days before the expiration of the contract.

34. INDEMNITY

The contractor guarantees:

a. To save the City of Pawtucket, its agents and employees, harmless from any liability imposed upon the City of Pawtucket arising from the negligence, either active or passive, of the contractor, as well as for the use of any copyrighted or uncopyrighted composition, secret process, patented or unpatented invention, article or appliance furnished or used in the performance of the contract of which the contractor is not the patentee, assignee or licensee.

b. To pay for all permits, licenses and fees and give all notices and comply with all laws, ordinances, rules and regulations of the City of Pawtucket and of the State of Rhode Island.

c. That the equipment offered is standard new equipment, latest model of regular stock product with all parts regularly used with the type of equipment offered; also, that no attachment or part has been substituted or applied contrary to manufacturer's recommendations and standard practice.

35. CONTRACTOR'S OBLIGATIONS

In addition to the specific requirements of the contract, construction and building repair contractors bear the following standard responsibilities:

a. To furnish adequate protection from damage for all work and to repair damages of any kind, for which he or his workmen are responsible, to the building or equipment, to his own work, or to the work of other contractors;

b. The contractor, its subcontractor(s) and their employees and/or agents, shall protect and preserve property in the contractor or subcontractor's possessions in which the City of Pawtucket has an interest, and any and all materials provided to the contractor or subcontractor by the City of Pawtucket;

c. To clear and remove all debris and rubbish resulting from his work from time to time, as directed or required, a completion of the work leave the premises in a neat unobstructed condition, broom clean, and in satisfactory order and repair;

d. To store equipment, supplies, and material at the site only upon approval by the City of Pawtucket, and at his own risk;

e. To perform all work so as to cause the least inconvenience to the City of Pawtucket, and with proper consideration for the rights of other contractors and workmen;

f. To acquaint themselves with conditions to be found at the site, and to assume responsibility for the appropriate dispatching of equipment and supervision of his employees during the conduct of the work;

g. To ensure that his employees are instructed with respect to special regulations, policies, and procedures in effect for any City of Pawtucket facility or site, and that they comply with such rules, including but not limited to security policies or practices and/or criminal background checks for any employees and/or subcontractors;

h. The contractor shall ensure that its employees or agents are experienced and fully qualified to engage in the activities and services required under the contract;

i. The contractor shall ensure that at all times while services are being performed under this contract at least one of its employees or agents on the premises has a good command of the English language and can effectively communicate with the City of Pawtucket and its staff;

j. The contractor and contractor's employees or agents shall comply with all applicable licensing and operating requirements required by federal or state law and shall meet accreditation and other generally accepted standards of quality in the applicable field of activity;

k. The contractor shall secure and retain all employee-related insurance coverage for its employees and agents as required by law; and

l. The contractor, subcontractor, and his or her employees and agents shall not disclose any confidential information of the City of Pawtucket to a third party. Confidential information means:

(1) any information of a sensitive or proprietary nature, whether or not specially identified as confidential or proprietary; or

(2) any information about the City of Pawtucket gained during the performance of a contract that
is not already lawfully in the public domain.

36. FORCE MAJEURE

All orders shall be filled by the contractor with reasonable promptness, but the contractor shall not be held responsible for any losses resulting if the fulfillment of the terms of the contract shall be delayed or prevented by wars, acts of public enemies, strikes, fires, floods, acts of God, or for any other acts not within the control of the contractor and which by the exercise of reasonable diligence, the contractor is unable to prevent.