SPECIFICATION #01 – TYPE I AMBULANCE
2 WHEEL DRIVE – 4 WHEEL DRIVE OPTIONAL (DIESEL ENGINE, DUAL REAR WHEEL, CAB & CHASSIS)

Bidding Company: ETR, L.L.C.

Manufacturer	Chassis Make/Model	Modular Box	Base Price Discount Included	% Discount Off MSRP	Build Sheets
AEV	Ford F-350 4x2	141x92x66	$123,232.00	10%	Build Sheet
AEV	Ford F-350 4x4	141x92x66	$127,778.00	10%	Build Sheet
AEV	GM C3500 HD 4x2	141x92x66	$124,872.00	10%	Build Sheet
AEV	GM K3500 HD 4x4	141x92x66	$128,067.00	10%	Build Sheet
AEV	Dodge 3500 4x2	141x92x66	$142,439.00	10%	Build Sheet
AEV	Dodge 3500 4x4	141x92x66	$146,269.00	10%	Build Sheet
AEV	Ford F-350 4x2	148x95x68	$132,706.00	10%	Build Sheet
AEV	Ford F-350 4x4	148x95x68	$134,652.00	10%	Build Sheet
AEV	Ford F-450 4x2	148x95x68	$149,191.00	10%	Build Sheet
AEV	Ford F-450 4x4	148x95x68	$152,269.00	10%	Build Sheet
AEV	Dodge 3500 4x2	148x95x68	$149,403.00	10%	Build Sheet
AEV	Dodge 3500 4x4	148x95x68	$153,233.00	10%	Build Sheet
AEV	Dodge 4500 4x2	148x95x68	$153,807.00	10%	Build Sheet
AEV	Dodge 4500 4x4	148X95x68	$157,560.00	10%	Build Sheet
AEV	Ford F-450 4x2	172x95x68	$151,767.00	10%	Build Sheet
AEV	Ford F-450 4x4	172x95x68	$154,841.00	10%	Build Sheet
AEV	Ford F-550 4x2	172x95x68	$152,198.00	10%	Build Sheet
AEV	Ford F-550 4x4	172x95x96	$155,946.00	10%	Build Sheet
AEV	Dodge 4500 4x2	172x95x96	$156,500.00	10%	Build Sheet
AEV	Dodge 4500 4x4	172x95x96	$160,233.00	10%	Build Sheet
AEV	Dodge 5500 4x2	172x95x96	$157,706.00	10%	Build Sheet
AEV	Dodge 5500 4x4	172x95x96	$161,438.00	10%	Build Sheet

PURCHASING

« Back to Main Purchasing Page (https://www.flsheriffs.org/law-enforcement-programs/cooperative-purchasing-program)

PURCHASING: AMBULANCE

Contract: FSA18-VEF13.0 | Effective May 4, 2018 – March 31, 2020

The Florida Sheriffs Association offers statewide purchasing contracts on a variety of vehicles, equipment, and services that are available to all eligible* agencies. While most agencies purchasing from our contracts are within the state of Florida, eligible* agencies from other states have used the contracts if their governing purchases ordinance allows.

For details of the products and services available, use the links located below that match the commodity you are seeking to purchase. The bid links will take you to pages that are solely dedicated to the bid award for that particular commodity and includes all of the supporting bid documents and the maintenance thereof.

ORDERING INSTRUCTIONS (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/FIRE-RESCUE-CONTRACT-ORDERING-INSTRUCTIONS.PDF)

VENDOR DIRECTORY (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/FSA18-VEF13.0-AMBULANCE-VENDOR-DIRECTORY.PDF)

Need Assistance?

Email us at cpp@flsheriffs.org (mailto:cpp@flsheriffs.org) or call 850-877-2165

Products and Services Available

Terms and Conditions

Spec 1 - Type 1 Ambulance 2WD-4WD Optional Diesel Engine

Specification Overview (HTTPS://WWW.FLSHERIFFS.ORG/UPLOADS/DOCS/SPEC-1.PDF)

ETR, LLC VIEW (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/SPEC-1/ETR-SBD1.PDF)

Excellance, Inc. VIEW (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/SPEC-1/EXCELLANCE-SBD1.PDF)

Quality Emergency Vehicles VIEW (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/SPEC-1/QEV-SBD1.PDF)

REV RTC LLC VIEW (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/SPEC-1/REVRTC-SBD1.PDF)

Ten-8 Fire Equipment VIEW (HTTPS://S3.AMAZONAWS.COM/FSA-PURCHASING-2018/SPEC-1/TEN-8-SBD1.PDF)

Spec 2 - Type 1 Ambulance 2WD-4WD Optional Gas Engine

Spec 3 - Type 1 Ambulance 2WD Medium Duty

Spec 4 - Type 2 Ambulance 2 Wheel Drive Van

Spec 5 - Type 3 Ambulance 2WD Diesel Engine

Spec 6 - Type 3 Ambulance 2WD Gas Engine

OTHER RELATED DOCUMENTS (HTTPS://WWW.FLSHERIFFS.ORG/LAW-ENFORCEMENT-PROGRAMS/PURCHASING/FIRE-RESCUE-EMS-RELATED-DOCUMENTS-FSA18-VEF13)

First Name

Last Name

Email

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Florida Sheriffs Association
2617 Mahan Drive
Tallahassee, FL 32308
(800) 877-2168

FLORIDA SHERIFFS ASSOCIATION, FLORIDA FIRE CHIEFS' ASSOCIATION, & FLORIDA ASSOCIATION OF COUNTIES

SPECIFICATION #01 – TYPE I AMBULANCE

2 WHEEL DRIVE – 4 WHEEL DRIVE OPTIONAL

(DIESEL ENGINE, DUAL REAR WHEEL, CAB & CHASSIS)

ALL ITEMS FACTORY INSTALLED UNLESS OTHERWISE INDICATED

INSTRUCTIONS: In the first column labeled **"Manufacturer's Base Vehicle Standard Equipment"**, check the applicable areas where the manufacturer's base vehicle standard equipment meets the minimum specifications of the base vehicle bid.

Scope & General Requirements: This specification describes an ambulance configuration as defined in the **FEDERAL SPECIFICATION FOR AMBULANCES, KKK-A-1822F and Commission on Accreditation of Ambulance Services (CAAS GVS), or most current revision.** Unless otherwise specified, described vehicle shall comply with KKK-A-1822F and the current **National Truck Equipment Association/Ambulance Manufacturers Division Standards, as well as the Chassis Manufacturers Incomplete Vehicle Manual, Body Builders Layout Book and Ford Motor Company Qualified Vehicle Modifiers (QVM) Program Truck Guidelines**.

The bidder is to understand that the Florida Sheriffs Association does not guarantee any quantity of vehicles will be ordered off this contract. The bidder will further understand that this program operates under a split bid award system which allows the end user authority to purchase from any of the responsive bidders authorized and awarded to do business off this contract. **The end user authority will contract directly and individually with the awarded bidder of their choice for any and all vehicles offered on this contract and any other features, options and equipment items required to meet their individual needs. Customers shall choose from options furnished to them by the manufacturer**.

Delivery of the vehicles shall be accomplished by factory or dealer drive away programs. However, the right is reserved for the individual end users to pick up the vehicles at either the factory or the dealership.

Prospective bidder(s) are advised that the following documentation is to be included and made a part of the bid submission. The Bid Coordinator reserves the right to disqualify any bidder(s) who are in non-compliance with this provision.

Bid Bond: A five percent (5%) Bid Bond issued by a bonding company licensed to conduct business in the state of Florida is required for base vehicle price and shall be provided as part of the bid package. Bid bond will be made out to the Florida Sheriffs Association as coordinator of this bid unless otherwise indicated or approved by FSA's Bid Coordinator.

Performance Bond: The contractor is required to notify the customer of the availability of a one hundred percent performance bond at an additional cost to the customer. The company submitting the performance bond must have a minimum A rating as determined by A.M. Best Company. The cost of the performance bond will be based on the final price of the contract and must be provided to the customer in writing.

Note: A letter from a bonding company licensed to do business in Florida must be submitted with the bid stating that the manufacturer will provide a 100% Performance Bond between the bidder and the end user authority upon award of this bid.

The manufacturer of this vehicle:

- Shall be a current member in good standing of the Ford Motor Company Qualified Vehicle Modifier Program, and shall submit a copy of the membership certificate as part of the bid proposal.

- Shall be a Participating Member of the National Truck Equipment Association's Ambulance Manufacturers Division and submit a copy of his membership certificate as part of the bid proposal.

- Must be in compliance with Fed. Spec. KKK-A-1822F, or most current revision, for the type vehicle described herein, as prepared by an independent third party testing laboratory, and must have "Star of Life" certification affixed to ambulance upon delivery. Commission on Accreditation of Ambulance Services (CAAS GVS)(In-house certification will not be acceptable.)

- Shall carry not less than ten million dollars ($10,000,000.00) in product liability insurance, listing the Florida Sheriffs Association as additional insured, and shall submit a copy of this insurance with the bid proposal.

- Shall possess a Florida Motor Vehicle Department license as a Manufacturer of Motor Vehicles and shall provide a copy of the license with the bid proposal.

- Shall be or have a Florida Dealer Representative who shall possess a Florida Motor Vehicle Dealers license and shall provide a copy of the license with the bid proposal.

- Shall employ full-time parts personnel with toll-free access number.

- Shall employ a full-time electrical troubleshooter with toll-free access number.

- Shall employ a full-time warranty representative with toll-free access number.

- Bidder shall submit how warranty service claims will be handled in the State of Florida.

1. ENGINE

   a. Turbo diesel engine, minimum 5.9L displacement.
   b. Must include the chassis manufacturer's "AMBULANCE PREP PACKAGE" which is intended to be an ambulance or components where available.
   c. Heavy-duty alternator, minimum 200 amp.
   d. Maintenance free heavy-duty batteries, 750 CCA minimum, 2 battery minimum.
   e. Manufacturer's heavy-duty engine cooling.

2. TRANSMISSION

   a. Automatic transmission, 4 speed minimum with overdrive.
   b. Manufacturer's heavy-duty cooling.

3. AXLES

    a. Manufacturer's standard drive axle ratio for ambulance prep.

4. PERFORMANCE ITEMS

    a. Power steering
    b. Anti-lock brakes
    c. Power brakes, disc type front, disc or drum rear.
    d. Fuel capacity, 250 miles minimum without refueling
    e. Heavy-duty front and rear shocks.
    f. Front stabilizer bar.

5. COMFORT ITEMS

    a. Factory installed air conditioning
    b. Tinted glass (factory tint)
    c. Minimum seating for two
    d. Rubber floor mat instead of carpeting
    e. AM/FM radio
    f. Power door locks
    g. Power windows
    h. Speed control and tilt wheel.

6. SAFETY ITEMS

    a. Driver and passenger lap and shoulder belt with retractor.
    b. Driver and passenger air bags
    c. Dual electric horns
    d. Outside mirrors to provide vision for vehicles 96" wide.
    e. Two speed wipers with intermittent.
    f. Interior dome lights wired to right and left doors.

7. TIRES AND WHEELS

    a. BSW, all season tread radial 17 inch tires, minimum.
    b. Conventional spare tire and wheel
    c. Jack and wheel wrench

8. CHASSIS, FRAME, CAB

    a. Minimum GVWR 13,200 lbs.
    b. Cab and chassis only
    c. Cab to center of axle 84 inches, minimum

9. MODULAR BODY CONSTRUCTION

    a. The ambulance body and patient compartment shall be sufficient in size and meet requirements of this specification and those of paragraph 3.10.1 and the cot fastener system to meet or exceed requirements of paragraph 3.11.6 of the current KKK-A-1822F, Commission on Accreditation of Ambulance Services (CAAS GVS) including all change notices.

== **********BID STANDARDS********** - 15.005 03/21/18 ==

Order Date: Post July 1, 2017

KKK Required State: Yes

Change Notice Number 10 Required: Must Choose Yes or No

General Conditions - Type I (4x2)

Invitation to Submit Competitive Bids
For
Ambulance(s) and Equipment

DATE: *(Must update this information)*

(This agency) is soliciting competitive, sealed bids from qualified vendors for the purchase of One (1), Type I, Class One (4 x 2), Configuration A ambulance(s) for *(this agency), (agency address).* *(This agency)* reserves the right to reject any and/or all bids. *(This agency)* also reserves the right to accept the bid most advantageous to *(This agency).*

The attached specification defines a heavy-duty, commercial emergency medical vehicle, built to withstand adverse driving conditions. The vehicle shall meet or exceed the latest revision to federal specification KKK-A-1822, Federal Motor Vehicle Safety Standards (FMVSS), National Truck Equipment Association (NTEA) Ambulance Manufacturer's Division (AMD) standards and Ford Qualified Vehicle Modifier (QVM) Program Truck Guidelines.

This invitation is extended to all qualified vendors/manufacturers that are specifically in the business of building emergency medical vehicles and/or equipment.

This invitation is issued by:
Agency Name
1234 Ambulance Avenue
Any-city, Any-state Zip-code
Email: needanambulance.com

Contact Person:

Schedule of Events Applying to this Procurement

Origination
Pre-Bid Conference

GENERAL CONDITIONS:

Party Identification

PARTY IDENTIFICATION:

AGENCY: "Agency" is hereinafter defined as the customer. The customer is an individual or a group of individuals whom represent the interest of the city, borough, county, parish, state or private enterprise and has been charged with the responsibility of purchasing one or more emergency medical vehicle(s).
BIDDER: "Bidder" is hereinafter defined as the vehicle manufacturer and/or its authorized representative. The bidder is an assigned representative who is authorized to commit to a contract with the "Agency".
VENDOR: "Vendor" is synonymous with "Bidder".Invitations drawings, specs, schedule & instructions

NOTICE TO BIDDERS: Bidders shall thoroughly examine any drawings, specifications, schedule, instructions and any other documents supplied as part of this invitation to bid.

Bidders shall make all investigations necessary to thoroughly inform themselves regarding the content of the written specifications, drawings and instructions supplied herein. No pleas of ignorance by the bidder pertaining to the content of the specifications, drawings, schedule or instructions will be considered by the agency once the deadline for bid submission has occurred. Failure or omission on the part of the bidder to make the necessary examinations and investigations into the content of the specifications shall not be accepted as a basis for making variations to the spec. Failure or omission by the bidder to make all clarifications or explanations of exceptions and conditions that exist or that may exist hereafter shall NOT be accepted as a basis for making variations to the **requirements** of the agency or **compensation** to the bidder.

DEFINITIONS:

CLARIFICATIONS: Clarifications shall be **written correspondence** between the bidder, the agency and all other qualified bidders. A Clarification shall include the paragraph number, page number, the text with unclear content (as written in the specification) and the definition of the clarification requested. Verbal clarifications shall be documented in writing and distributed to all other qualified bidders at least two business days prior to the deadline for bid submission.

EXPLANATION OF EXCEPTIONS: Bidders may take exceptions to any part of the bid contained herein with a written itemized schedule. The schedule shall include the paragraph number(s), the text that the bidder feels he can not comply with an explanation why the bidder feels that the requirement is not in the best interest of the agency and/or an alternate bidder solution. Alternate bidder solutions may be considered by the agency, if the bidder can show the agency that the alternate solution is, in quality and quantity, equal to OR better than the specified item. This agency will share the exception/alternate solution with all other Qualified Bidders. Explanation of exceptions shall be documented in writing at least two business days prior to the deadline for bid submission.The "Core Design" intent

CORE DESIGN INTENT: The core design intent of the specifications supplied herein is to purchase an ambulance with the highest level of engineering excellence. The "Core Design" intent of this vehicle shall be centered on the patient's need for pre-hospital care, in conjunction with a safe working environment for the Emergency Medical Personnel.No Alternate Bids taking TOTAL Exceptions

BID PACKAGES SHALL NOT TAKE TOTAL EXCEPTIONS: Bidders are required under this bid invitation to give, for the consideration of the agency, a proposal that will comply with the written specifications, drawings and schedules supplied herein. The specifications supplied represent a compilation of input from all disciplines of users, patients, maintenance and management personnel who are directly affected by the vehicle's performance.

Careful consideration pertaining to safety, configuration, construction, and workmanship are based on working experiences by all the personnel who have direct, working contact with the subject vehicle specified herein. The "core design" of this ambulance was created as a result of resolving issues and improvement suggestions that have originated from the personnel most QUALIFIED to make such input.

This agency makes no claim that ALL potential issues or improvements are included in the specifications supplied herein. This agency will consider any VALID concern by any bidder and will consider minor specification exceptions or alternates of equal or better performance, provided that the exception(s) are steered toward meeting the "Core design" intent AND the exception(s) are cleared up not less than two days prior to the bid opening date.

Caution:

A bidder who submits a bid that takes "Total Exception" and makes an offering of some "Standard" or "Stock" unit will be viewed by the agency as a bidder who did not make, and is not prepared to make, a valid bid, and is not qualified to manufacture the ambulance as specified herein. Alternate bids will NOT be considered. Vehicle Quantity (Vehicles)

VEHICLE QUANTITY: THIS AGENCY is currently seeking to purchase one vehicle per the specifications set forth in this solicitation for bid. THIS AGENCY AND/OR other government or private agencies that qualify to purchase under this contract will reserve the right to increase the number of vehicles purchased without incurring an obligation to obtain bids from other vendors for a period of two years. A contract extension may be provided to the successful, qualified vendor who has performed satisfactorily to the original contract.
Vendor Qualifications

VENDOR QUALIFICATIONS:
Ford QVM, Qualified Vehicle Modifiers Program Member

FORD QVM: All Bidders shall be members in good standing of the Ford Motor Company's Qualified Vehicle Modifier Program (QVM). Each bidder shall supply a copy of their valid QVM Certification with their bid

package. If for any reason the QVM Certification has been withdrawn or suspended by Ford Motor Company within the past five years, the bidder shall supply a full written explanation as to why it was withdrawn. The written explanation shall include any corrective actions taken to regain the QVM Certification.Product Liability Insurance

PRODUCT LIABILITY INSURANCE: Proof of current liability insurance shall be supplied. The proof of insurance shall bear the insurance carrier's name, address and phone number. The proof shall also bear the name and address of the insured. This document shall contain the coverage schedule, explaining the type of insurance, the policy number, the effective date of coverage, the policy expiration date and the individual limits. The minimum amount of coverage shall be as follows:

Commercial General Liability - as follows:
Each Occurrence: $1,000,000
Damage to rented premises, each occurrence: $300,000
Medical Expenses: $5,000
Personal and Adv Injury: $1,000,000
General Aggregate: $4,000,000
Products - Comp/OP Agg: $4,000,000
Automotive Liability - Combined Single Limit: $1,000,000
Comprehensive/Collision Deductible: $1,000
Excess Liability - Umbrella Form
Each occurrence: $5,000,000
Aggregate: $5,000,000
Excess Liability: $20,000,000
Workers Compensation and Employers' Liability
E.L. Each Accident: $1,000,000
E.L. Disease policy - Each Employee: $1,000,000
E.L. Disease - Policy Limit: $1,000,000

Non-Discrimination and Equal Opportunity

NON-DISCRIMINATION AND EQUAL OPPORTUNITY: The Bidder/Contractor agrees to comply with all federal statutes relating to non-discrimination. These include but are not limited to:

(a) Title VI of the civil rights act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin:

(b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 16811683, and 1685-1686), which prohibits discrimination on the basis of sex:

(c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), which prohibits discrimination on the basis of handicaps and the Americans with Disabilities Act of 1990:

(d) The Age Discrimination Act of 1974, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age:

(e) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse:

(f) The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism:

(g) 523 and 527 of the Public Health Service Act of 1912 (U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records:

(h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing:

(i) Any other nondiscrimination provisions in any specific statute(s) applicable to any Federal funding for this Agreement:

(j) The requirements of any other nondiscrimination statute(s) which may apply to this agreement.Drug Free Work Place

DRUG FREE WORK PLACE: The Bidder shall conduct business as a Drug Free Workplace. The Bidder/Manufacturer and ALL of its sub-contractors shall provide notice to their employees and sub-contractors as required under the Drug-Free Workplace Act of 1988. A copy of Bidder's Drug-Free Workplace Policy shall be furnished to this agency upon request.Quality Management System ISO 9001(TM):2015 Registered

QUALITY MANAGEMENT SYSTEM REGISTERED: The manufacturer shall have a certificate of registration for ISO 9001(TM): 2015 for their Quality Management System (QMS). The QMS provides establishment, documentation, implementation, maintenance and improvement of management systems that impact the final quality of the product. Registration of the vendor's QMS demonstrates an enduring commitment to quality, a sharp focus on the customer, and robust communication throughout the product process chain to the customer. This registration provides for oversight with routine inspection of the QMS to maintain certification status. Proof of certification shall be readily available upon demand. Proof of Certification shall be provided with bid during initial bid process.

Product Testing - NTEA - Ambulance Manufacturers' Division

NATIONAL TRUCK EQUIPMENT ASSOCIATION TESTING

AMD 001 - AMBULANCE BODY STRUCTURE STATIC LOAD TEST: The ambulance described herein shall be type tested to the National Truck Equipment Association's Ambulance Manufacturing Division, Standard 001 Ambulance Body Structure Static Load Test except the test weight shall be a minimum of 55,000 pounds. The test shall be conducted by an independent testing laboratory. The module body bid herein shall contain extrusion shapes and general structural layout identical to the test body used in the test.

AMD 002 - BODY DOOR RETENTION COMPONENTS TEST: The ambulance described herein shall be type tested to the National Truck Equipment Association Ambulance Manufacturing Division, Standard 002 - Body Door Retention Components Test. The test shall be conducted by an independent testing laboratory. The module body bid herein shall contain identical door extrusion shapes, door skin configuration and general structural layout as the test body used in the test.

Safety is this Agency's first concern. Entry and compartment door integrity is crucial to the safety of the patient, public, passengers and crew. If the Bidder has experienced any of the following door conditions as a result of

collision, roll over or other accidental impact, then the Bidder shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken.

A) Any entry door rendered inoperative.
B) Any door that has come open.
C) Foreign object penetration into patient cabin through the body structure.

Catastrophic door failure during a collision indicates mechanical defects in the design, hardware and/or the direct construction of the modular door. Any AMD Standard 002 testing prior to the incident is deemed invalid, regardless of the expiration date of the original test.

AMD 003 - OXYGEN TANK RETENTION SYSTEM STATIC TEST: The ambulance described herein shall be type tested to the National Truck Equipment Association Ambulance Manufacturing Division, Standard 003 - Oxygen Tank Retention System Static Test. The test shall be conducted by an independent testing laboratory.

Safety is this Agency's first concern. Main cylinder control is extremely important and is crucial to the safety of the patient, public, passengers and crew. If the Bidder has experienced a cylinder rack separation from the oxygen compartment wall, OR if the cylinder has come loose from the cylinder restraining device, then the Bidder shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken to prevent future failures. Main Oxygen/Air Cylinders that come loose during a collision indicate mechanical defects in the design of the restraining device or the mounting method. Any AMD Standard 003 testing prior to the incident is deemed invalid, regardless of the expiration date of the original test.

AMD 004 - LITTER RETENTION SYSTEM STATIC TEST: The cot/litter retention system described herein shall be tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 004 - Litter Retention System Static Test. The cot mount hardware, mounting method and floor reinforcement areas shall exceed the test as described in AMD 004. This test shall be conducted by an independent testing laboratory.

Safety is this Agency's first concern. Main cot/litter retention is critical to patient care. If the Bidder has experienced a litter ejection due to a hardware defect or a defect in the mounting method, then the Bidder shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken to prevent future ejections. Main Cot/Litter ejection's that occur during a collision indicates mechanical defects in the design of the restraining device or the mounting method: Therefore ALL Bidder AMD Standard 004 testing dated prior to the incident is deemed invalid, regardless of the expiration date of the original test.

AMD 005 - 12-VOLT DC ELECTRICAL SYSTEMS TEST: The 12-Volt DC Electrical System described herein shall be tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 005 - 12-Volt DC Electrical System s Test. This test is valid for the test article vehicle ONLY. The test shall be conducted on EACH ambulance. The results of the test shall be recorded on an electrical system performance sheet and shall be included with the delivery documents. This test shall be conducted by a qualified quality control electrician at the ambulance manufacturing plant.

Reliability and Safety is this Agency's first concern. The 12-volt electrical system must be functional under all normal or adverse driving and operating conditions. Each electrical device, electrical component, wire, wire route and connection quality shall be tested for reliability as a "SYSTEM" on each vehicle sold. If the Bidder has experienced an electrical fire or an electrical failure resulting in a disabled ambulance going to an emergency call or during transportation, shall supply the Agency with a report containing the date, a full explanation of the incident and corrective actions taken to prevent future electrical failures.

AMD 006 - PATIENT COMPARTMENT SOUND LEVEL TEST: The ambulance described herein shall meet or exceed the National Truck Equipment Association Ambulance Manufacturing Division Standard 006 - Patient Compartment Sound Level Test. The sound level in the driver or patient cabin shall be eighty decibels or less under the conditions described in AMD Standard 006.

AMD 007 - PATIENT COMPARTMENT CARBON MONOXIDE LEVEL TEST: The ambulance described herein shall meet or exceed the National Truck Equipment Association, Ambulance Manufacturing Division Standard 007 - Patient Compartment Carbon Monoxide Level Test. The patient and driver cabin shall be environmentally sealed from carbon monoxide gases that are emitted from internal combustion engines. The ambulance specified herein shall have safe carbon monoxide levels of ten parts per million or less while the vehicle is exposed to the conditions described in AMD Standard 007.

AMD 008 - PATIENT COMPARTMENT GRAB RAIL STATIC LOAD TEST: The patient cabin grab rails shall be tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 008 - Patient Compartment Grab Rail Static Load Test. The ceiling mounted grab rails shall be subject to a three axis load of three hundred pounds.

The ceiling mounted grab rail shall not come loose from the ceiling or permanently deform. All mounting fasteners shall be threaded into metal structure not less than .125 inches thick.

AMD 009 - 125-VOLT AC ELECTRICAL SYSTEMS TEST: The patient cabin shall be wired per the National Truck Equipment Association, Ambulance Manufacturing Division Standard 009 - 125 -Volt AC Electrical Systems Test.

The ambulance wiring shall comply with the National Electric Code in effect at the time of manufacture of the ambulance. The system specified herein shall be a 2-wire system with a ground. All outlets and 120-volt hard wired devices, on the ambulance, shall have ground fault interrupter protection.

AMD 010 - WATER SPRAY TEST: The ambulance specified herein shall be water spray tested for water leakage into the patient's and driver's cabins. The door to jamb seal, window installation and seals shall be tested against leakage per the National Truck Equipment Association, Ambulance Manufacturing Division Standard 010 - Water Spray Test. This test shall be conducted on EACH ambulance by the quality assurance department.

AMD 011 - EQUIPMENT TEMPERATURE TEST: The ambulance and equipment specified herein shall operate satisfactorily operate between 30 degrees and 125 degrees Fahrenheit per the National Truck Equipment Association, Ambulance Manufacturing Division Standard 011 - Equipment Temperature Test. This standard must be type certified by an independent testing laboratory on a like test model.

AMD 012 - INTERIOR CLIMATE CONTROL TEST: The ambulance and equipment specified herein shall be equipped with a HVAC (Heating, Ventilation, and Air Conditioning) System that will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 012 - Interior Climate Control Test. This standard must be type certified by an independent testing laboratory on a like test model.

AMD 013 - WEIGHT DISTRIBUTION GUIDELINES: The ambulance specified herein shall be weighed at the end of the ambulance manufacturer's production cycle to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 013 Weight Distribution Guidelines.

The vehicle specified herein must be weighed on a four point scale that measures the weight imposed on EACH wheel. The side to side weight difference tolerance shall not exceed five percent (5%).

The total weight imposed on the FRONT axle shall not exceed the chassis manufacturer's gross axle weight rating minus three hundred pounds.

The total weight imposed on the REAR axle shall not exceed the chassis manufacturer's gross axle weight rating minus one thousand pounds.

The aggregate total of all four points shall not exceed the gross vehicle weight rating minus eleven hundred pounds regardless of customer specified equipment.

AMD 014 - ENGINE COOLING SYSTEM TEST: The cooling system in the ambulance specified herein shall be tested to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 014 - Engine Cooling System Test. The vehicle specified herein must be tested at the end of the ambulance manufacturers manufacturing cycle to determine if the cooling system capacity is adequate to maintain safe engine operating temperature at ninety five degrees, ambient temperature for one hour. EACH ambulance shall be checked to assure a leak and trouble free cooling system performance.

AMD 015 - AMBULANCE MAIN OXYGEN SYSTEM TEST: Each ambulance's main Oxygen System shall be tested to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 015 - Ambulance Main Oxygen System Test. The subject vehicle specified herein must be equipped with an Oxygen system that can withstand a 150 PSI charge of dry air or Nitrogen for a period of four hours without a loss exceeding five pounds per square inch of pressure. The results of this test shall be posted inside the oxygen tank stowage compartment. A certificate shall be supplied, describing the test conditions, the initial test pressure, the final pressure (after four hours) and the name of the inspector who performed the test.

AMD 016 - PATIENT COMPARTMENT LIGHTING LEVEL TEST: The ambulance and equipment specified herein shall be equipped with patient compartment lighting that will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 016 - Patient Compartment Lighting Level Test. This standard must be type certified by an independent testing laboratory on a like test model.

AMD 017 - ROAD TEST: The ambulance and equipment specified herein will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 017 - Road Test. This standard must be type certified by an independent testing laboratory on a like test model.

AMD 018 - REAR STEP AND BUMPER STATIC LOAD TEST The rear step and bumper shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 018 - Rear Step and Bumper Static Load Test . This standard must be type certified by an independent testing laboratory on a like test model.

AMD 019 - MEASURING GUIDELINES: COMPARTMENTS AND CABINETS: The ambulance specified herein shall be in compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 019 - Measuring Guidelines: Compartments and Cabinets.

AMD 020 - FLOOR DISTRIBUTED LOAD TEST: The ambulance specified herein shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 0 20 - Floor Distributed Load Test. This standard must be type certified by an independent testing laboratory on a like test model.

AMD 021 - ASPIRATOR SYSTEM TEST, PRIMARY PATIENT: Each ambulance's primary patient aspirator system shall be tested to assure compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 021 - Aspirator System Test, Primary Patient.

AMD 022 - COLD ENGINE START TEST The ambulance specified herein shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 022 - Cold Engine Start Test.

AMD 023 - SIREN PERFORMANCE TEST: The ambulance siren system shall be type tested to the National Truck Equipment Association, Ambulance Manufacturing Division Standard 0 23 - Siren Performance Test.

AMD 024 - PERIMETER ILLUMINATION TEST: The ambulance and equipment specified herein shall be equipped with perimeter lighting that will meet or exceed the performance criteria set forth in the National Truck Equipment Association, Ambulance Manufacturing Division Standard 016 - Perimeter Illumination Test. This standard must be type certified by an independent testing laboratory on a like test model.

AMD 025 - MEASURING GUIDELINES: OCCUPANT HEAD CLEARANCE ZONES: The ambulance specified herein shall be in compliance with the National Truck Equipment Association, Ambulance Manufacturing Division Standard 025 - Measuring Guidelines: Occupant Head Clearance Zones.Crash worthiness Testing

CRASHWORTHINESS: Safety is a primary objective for modular ambulance vehicles produced under this specification. In addition to compliance with design criteria incorporated herein, manufacturer shall also provide certified documentation to provide proof of crash worthiness of vehicle(s) proposed.

Crash worthiness of vehicle shall be demonstrated through a minimum of two actual crash tests of modular body ambulance under laboratory conditions. These crash tests will be similar in scope to testing performed by the National Highway Traffic Safety Administration and the Insurance Institute for Automobile Safety to verify the crash worthiness of passenger vehicles. An independent test laboratory accepted and utilized by the National Highway Traffic Safety Administration for their crash tests shall perform this testing and provide certification. Testing shall be performed and verified by SAE Member Engineers.

Test criteria shall be defined as a minimum of two actual high-speed impact crash tests between an ambulance and mid-size passenger vehicles. Collisions shall be into each side of manufacturer's standard production modular ambulance body mounted on a chassis, struck by an actual bullet vehicle. Crash energy at impact shall be a minimum of 3,000 pounds at 42 miles per hour.

Reports from crash testing shall be certified by testing lab, and shall include the following minimum results:

1) The required six-point medic restraint system shall hold all attendants in their seats. There shall be no head contact with anything except head rests. There shall be no excessive excursion of the attendants in their seats regardless of which way they were facing.
2) The ambulance body structure shall remain intact after both impacts. Bending of body shall be localized to point of impact, and doors adjacent to the actual crash point shall continue to operate. There shall be no intrusion into the patient compartment.
3) The body mount and pucks shall remain intact as a result of the impacts. There shall be no visual damage to body mounts or floor structure.
4) All interior cabinetry and fixtures shall remain in place and undamaged.

This provision requires actual crash testing of an ambulance by high-speed moving vehicles to validate safety and crash worthiness. Crash simulations, acceleration testing, sled testing: barrier testing or other theoretical tests are not sufficient to meet this requirement. Certified documentation from a qualified independent testing laboratory shall be provided with the bid in order to validate compliance with this requirement.

Quality Control: Specification Compliance

QUALITY ASSURANCE: The vendor shall inspect and test all systems, electrical loads, per current Federal specification KKK-A-1822 Section 4. Testing results shall be documented and displayed in the Oxygen compartment and/or supplied with the delivery handbook.

QUALITY/COMPLIANCE ASSURANCE: A thorough quality/compliance inspection by this agency's employees or this agency's hired representative shall compare the Ambulance to the specifications within 10

calendar days of written notice of vehicle completion by the successful bidder. The notice may be faxed, followed by phone contact. The customer reserves the right to authorize the bidder's DEALER to conduct the inspection provided the DEALER is authorized and qualified to correct quality/compliance issues at the DEALER site. Non-Collusive Bid Certification

NON-COLLUSIVE BID CERTIFICATION: By submission of this bid response, the Bidder and/or the Bidder's authorized representatives, certify under penalty of perjury, that to the best of their knowledge and belief the following:

A) The prices in the bid response have been arrived at independently without collusion, consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such prices with any other Bidder or with any competitor, and:

B) Unless otherwise required by law, the prices which have been quoted in the bid response have not knowingly been disclosed by the Bidder and will not knowingly be disclosed by the bidder, prior to the public bid opening, either directly or indirectly to any competitor, and:

C) No attempt has been made or will be made by the Bidder, for the purpose of restricting competition, to induce any person, partnership or corporation not to submit a bid response .Debarment Status

DEBARMENT STATUS: By submission of this bid response, the Bidder and/or its authorized representative, certify under penalty of perjury, that to the best of their knowledge and belief they are not currently debarred from submitting bids or bid on contracts by any agency within the home state of THIS AGENCY, nor are they an agent of any person or entity that is currently debarred from submitting bids on contracts by any agency within the home state of THIS AGENCY.

WARNING: This agency will not tolerate Vendors who state compliance to specifications but deliver an incomplete product and/or sub-standard materials and workmanship. Vendors who have made delivery of such an ambulance without making every reasonable effort to remedy the defects found at the time of delivery or within the warranty period will be notified that they are DEBARRED from submitting bids to this agency in the future. This agency will not waste valuable time (more than once) trying to recover legal costs and deal with lost in-service time of new apparatus, working with vendors who are unresponsive to the needs of this agency.== *******DODGE 192 WB CHASSIS********** - 15.005 03/21/18 ==

Type I Modular Ambulance

CHASSIS

TYPE I AMBULANCE: The apparatus shall be a Configuration A, 2-door, conventional cab and chassis with a transferable, modular, ambulance body.2018 Dodge, 5500 4 x 2 DRW Reg Cab, 192" WB, SLT, 6.7L

CHASSIS

CHASSIS MAKE: The apparatus shall be mounted on a commercially available cab and chassis manufactured by Dodge. The chassis manufacturer shall be the vehicle's point of origin. The chassis shall be supplied by Dodge as an incomplete vehicle to the successful ambulance manufacturer. The chassis supplied shall conform to all applicable Federal Motor Vehicle Safety Standards in force at the time of manufacture. A statement of conformity shall be supplied with the chassis in an "Incomplete Vehicle Manual".

CHASSIS MODEL: The apparatus shall be mounted on a 2018 or newer 5500, Regular cab, dual rear wheel, two wheel drive chassis equipped as follows below.
WHEEL BASE: The wheel base shall be 192 inches with a cab to axle dimension of 108 inches. The wheel base shall be factory supplied by the OEM Modified wheel bases made from chassis with shorter or longer wheel bases are not acceptable.

OEM: The acronym OEM is Original Equipment Manufacturer. The OEM is the chassis manufacturer and the vehicles Maker and Origin.

TRIM LEVEL: The cab shall be equipped with an "SLT" Trim level with tilt steering wheel, cruise control, power windows and door locks. The front bumper and grill shall be accented with chrome. The OEM grille work shall remain OEM After market vacuum formed, proprietary grille work made by the ambulance manufacturer is not acceptable due to replacement part cost and lack of immediate availability.Engine: 6.7L Cummins I-6 Turbo Diesel

ENGINE: A Cummins in-line six cylinder, Turbo-charged Diesel engine shall be provided with a minimum displacement of 6.7 liters (408 cu in). The turbo charger shall be inter-cooled and waste gated to control horsepower and torque output. Diesel fuel shall be direct injected into the combustion chambers.
The engine output shall be 305 horsepower at 3,000 revolutions per minute and deliver 610 foot pounds of torque at 1,600 revolutions per minute. The engine performance shall comply with or exceed KKK-A-1822 3.4.3, 3.4.4, and 3.4.6 thru 3.4.8.2.
Transmission: Automatic Dodge DG3 w/Overdrive

TRANSMISSION: There shall be a 6-speed DG3 Dodge Automatic Transmission with overdrive supplied by the chassis manufacturer. The package includes a transmission oil cooler, located within the radiator.
High Idle (Throttle): OEM

HIGH IDLE: There shall be a high idle module located in the cab of the chassis with the RPM preset for charge protect. The engine speed control shall be located for easy access.
Air Conditioning Connector Package: N/A

AIR CONDITIONING CONNECTOR PACKAGE: Dodge does not offer a Heat and A/C quick connection package. The system must be drained, tee' and recharged to operate. There is no problem with this type system, it just requires proper reclamation of the Freon and Anti-Freeze to meet EPA requirements.
Wheelbase: The wheelbase is 192" & 108" Cab to Axle

CHASSIS WHEELBASE: The chassis wheelbase shall be 192" with an 108" back of cab to center of the rear axle dimension.
Emission: Federal Requirements (Std)

EMISSIONS: The Emissions ratings shall be in compliance with the Federal Requirement guidelines at the time of manufacture.
Front Axle: 7,000 Pound Gross Weight Rating

FRONT AXLE: The front axle shall have a Gross Weight Rating of not less than 7,000 pounds.
Traction Control: Rear Limited Slip Option DSA

TRACTION CONTROL: The rear axle shall include option DSA for Rear Limited Slip Differential OEM on the chassis.
Rear Axle: 13,500 Pound Gross Weight Rating

REAR AXLE: The rear axle shall have a Gross Weight Rating of not less than 13,500 pounds.
GVWR (4x2): GVWR 18,000 pounds, FAWR = 7,000 , RAWR = 13,500

GROSS VEHICLE WEIGHT RATING (GVWR): The GVWR of the chassis supplied shall be not less than 18,000 pounds.
Alternator: Single 220amp

ALTERNATOR: There shall be a single 220 amp alternator OEM on the chassis. Aftermarket alternators will not be acceptable.
Batteries: (2) 730CCA Batteries under the chassis hood
BATTERIES: There shall be option for Dual Battery Setup 730CCA each OEM supplied and installed under the chassis hood by the original chassis manufacturer.Engine Block Heater: Included on Chassis Not connected to shoreline.

ENGINE BLOCK HEATER: Shall be included. OEM on the Diesel Engine Package. The Block heater shall require a separate manually connected power source and be used in accordance with the OEM chassis owner's manual.
Rear Suspension: D-45/5500, Susp-DS135RS2A Liquid Spring,

REAR KNEELING SUSPENSION: A Liquid Spring rear hydraulic strut suspension shall be installed in lieu of the standard rear OEM single stage leaf springs. The suspension company shall be QS 9000 and ISO 9001 certified for excellence. The liquid suspension shall be rated at 13,500 pounds GAWR and installed per Liquid Spring Directions. Suspension installation instructions and drawings shall be followed. All guidelines regarding chassis and axle capacity ratings as published by Chrysler Corporation shall be adhered to.

MECHANICAL SUSPENSION COMPONENTS: The control arms shall be connected to a replacement front hanger that features upper and lower control arm pivot points and a connection point for a heavy duty sway bar. Both Liquid Spring struts shall be positioned directly aft of the axle and outboard of frame rails. The designed ride height shall maintain original suspension's drive-line geometry.

TRACKING BAR: The suspension shall utilize a lateral control rod (tracking bar) to maintain side to side axle position related to the chassis frame. Wear shoes, mounted to the sides of the frame rails are not acceptable.

HYDRAULLIC SYSTEM: All hydraulic lines, fittings, reservoirs and valves shall be protected against "stone pecking". Abrasion covers, such as nylon convolute loom over the lines are required. The entire assembled system shall be tested for leaks at every fitting connection point.
MECHANICAL QUALITY ASSURANCE: All fasteners related to the suspension assembly are considered critical. All fasteners shall be tightened to the manufacturer recommended torque by the primary installation mechanic. A secondary mechanic shall "put a wrench" and re-torque ALL of the fasteners and then spray a contrasting color of paint onto the heads and nuts of each fastener.

SUSPENSION JOUNCE STUDY: A suspension jounce clearance study shall be performed through out the full range of suspension travel to ensure adequate clearance of suspension, frame and brake components. Test results shall be documented and supplied in the owner's manual.Rear Suspension 1,000 mile re-torque requirement

REAR SUSPENSION RE-TORQUE: The agency is notified that the manufacturer of the rear suspension requires a re-torque of the rear mounting and pivot points to the recommended values by a qualified mechanic.
Kneeling Feature: Enable Switch Located in CAB console

KNEELING FEATURE ENABLE: The rear suspension shall kneel when the triggering device is activated AND an enable switch, located in the cab console is activated.
Kneeling Feature: Activated by TRAILING rear access door

KNEELING FEATURE ACTIVATION: The kneeling feature shall activate in PARK position only. The kneeling feature shall NOT activate in any forward or reverse gear. The above rear suspension shall kneel when the trailing rear access door is opened.
Exhaust system termination point: OEM Location, Rt Rear

VEHICLE EXHAUST TERMINATION POINT: The exhaust system routing shall remain unmodified and the termination point shall remain after the rear axle on the right side.
Leveling Valves: Dual, (1) Left, (1) Right

LEVELING VALVES: Dual, one right and one left, leveling valves shall be supplied, installed and adjusted to optimum ride height. This will alleviate the issue of leaning from side to side.
Exhaust System: with side exit

EXHAUST SYSTEM EXIT: The exhaust system shall be with side exit forward of the rear dual wheels on the chassis.
Fuel Tank: 52 Gallon, Single

FUEL TANK: The chassis shall have a single 52 gallon fuel tank located behind the rear axle with a fuel fill neck through the frame rail. This is a driver side fuel neck only.Rear Axle Ratio: 4.10:1

REAR AXLE RATIO: The rear axle ratio shall be 4.10:1.
Front Tire Tread: Premium Highway

FRONT TIRE TREAD: The front tires shall be of Highway Tread Pattern.
Front Tires: Pair of 225/70R19.5F

FRONT TIRES: The front tire size shall be 225/70R19.5F.
Front Wheels: 19.5" x 6.75 Steel

FRONT WHEELS: The front wheels shall be steel 19.5" x 6.75" (49.5cm x 17.1cm), 8-hole, hub piloted, with 275mm bolt circle, with flanged nut.
Rear Wheels: 19.5" x 6.75 Steel

REAR WHEELS: The rear wheels shall be steel 19.5" x 6.75" (49.5cm x 17.1cm), 8-hole, hub piloted, with 275mm bolt circle, with flanged nut. 22,000 lb. (9979 kg) capacity on rear axle.
Rear Tire Tread: Premium Highway

REAR TIRE TREAD: The rear tires shall be of Premium Highway Tread Pattern.
Rear Tires: Two pair of 225/70R19.5F

REAR TIRES: The rear tire size shall be 225/70R19.5F.
Tire SPARE: Matching Random Make D45/5500 OEM supplied

SPARE TIRE: One (1) spare tire and wheel assembly shall be supplied. When the tire is to be carried on the unit, the tire hold down shall meet current KKK-A-1822.
Location: Shipped Loose

SPARE TIRE STOWAGE LOCATION: The spare tire and wheel assembly will not be carried on the unit. The spare tire and all the related tools, if supplied by the OEM, shall be shipped loose with the completed vehicle.
Jack and Tire Tools: Ship Loose

JACK AND SPARE TIRE TOOLS: The vehicle jack and tools associated with the spare tire and jack shall be shipped loose with the unit.Wheel Finish: Polished SS Wheel Simulators (D4500)

WHEEL/RIM APPEARANCE: All four outside chassis wheels shall be covered in polished stainless steel wheel simulators. The wheel simulator design shall not effect tire and wheel balance when the vehicle is driven between zero and eighty miles per hour. The lugs shall be capped off with bright stainless steel, snap-on caps designed to cover wrench marks, normally remaining on the lug nuts.
Horn: Dual Note Electric

HORN: The horn shall be a dual note, electric horn that is mounted inside the engine compartment and controlled by the steering wheel button.
Cab Equipment: Keyless Remote Option

CAB EQUIPMENT: There shall be a Remote, Keyless Entry Option.
Mirror: Exterior, Electric and Heated

EXTERIOR SIDE VIEW MIRRORS: There shall be a pair of Electric Remote Control, Heated, Integral Arm, Integral Convex Mirrors, black molded composite mirrors installed on the chassis.
Deluxe Front Appearance Package: 29G Option

CAB/HOOD EQUIPMENT: There shall be a Deluxe Front Appearance Package, Option 29G installed OEM on the chassis. It shall include an integral grille that lifts with the hood, V46 chrome front bumper, quad integral euro-style headlamps with chrome trim.
Front Bumper: Chrome Steel

FRONT BUMPER: The front bumper shall be chromed OEM.
D 5500 4x2 Reg Cab LWB 192 INTERIOR ITEMS

CHASSIS INTERIOR ITEMS
Interior Trim, Medium Gray

INTERIOR TRIM COLOR: The interior cab trim shall be Medium Gray.
Cab Seats: Driver and Passenger, Captain's Chairs

CAB SEATS: The driver and passenger seats shall each be fixed with OEM slides and shall each be a high back captain's chairs. The section between the seats shall be removed to install the aftermarket center console for conversion components.
AIR BAG: Driver and Passenger Side

CAB AIR BAG: The driver and passenger side seating positions shall each have an SRS air bag.
Cab Equipment: Interior Roof Lamp

CAB EQUIPMENT: There shall be an interior ceiling lamp, activated by the doors and/or an independent switch. There shall be two reading lamps each on their own switches on the ceiling lamp fixture.
Mirror: Rear View in Cab

INSIDE REARVIEW MIRROR: There shall be a mirror centered between the driver and passenger that has automatic day/night capability.
Heating and Air Conditioning Package: OEM

HEATING AND AIR CONDITIONING: There shall be OEM cab Air Conditioning and Heat with Defrost including controls integrated in the OEM dash.
Driver Information: Overhead in Cab

DRIVER INFORMATION: This option shall include an overhead driver's information center in the cab.
Radio: Cab AM/FM, voice activated, blue tooth Uconnect

CAB RADIO: There shall be an AM/FM Radio in the cab dash. It shall be equipped with Dodge Bluetooth U-connect technology. It shall be OEM supplied with the chassis. After-market systems will not be acceptable.
Driver Convenience: Option 29G

DRIVER CONVENIENCE PACKAGE: This option shall include a Driver Convenience Package option 29G that includes 4 speakers for the stereo radio option, chromed grille, power door locks, power windows, sentry key anti theft, speed control as well as stain and odor resistant seat fabric in the cab.
== 172 x 95 T-1 LWB Dodge Mod Body,Conversion - 15.005 03/21/18 ==

BODY Generation 9

MODULE CONSTRUCTION - GENERAL

SERVICE INTENT: The ambulance body shall be all aluminum. The body sheet shall be reinforced with structural members designed to resist deflection and hold up to extreme ambulance service per the latest revision of federal specification KKK-A-1822F.

BODY MEMBER ALLOY: The side, front and rear sheet shall be derived from .125", 5052-H32 aluminum sheet. The roof sheet shall be one (1) piece, .090", from roof rail to roof rail. The side structure and structural shapes shall be extruded of 6105-T6 aluminum.

STRUCTURAL INTEGRITY: The body shall be capable of providing impact, deformation and penetration resistance in the event of a collision. The body structure shall be capable of passing a standalone static load test on a type-tested body. The test shall be conducted in accordance to AMD-001 **except the test weight shall be a minimum of 55,000 pounds**. The same unit shall be subjected to the same test with the body turned on its side. A complete copy of the testing documents with photos must be supplied upon bid review if requested by this agency. Non-compliant bids will be rejected.

WELD QUALITY: All welds within the modular body shall meet American Welding Society codes for structural and sheet welding.

CREVICE PREPARATION: All skin and extrusion surfaces destine to be mated together, shall be primed with epoxy, etching primer prior to assembly. All over lapping extrusion to skin surfaces shall be bedded with a two part acrylic high strength bonding adhesive.

SIDE STRUCTURAL MEMBERS: The sheet edges will be fit into slots designed within a proprietary, double hollow, corner post extrusion in addition to the two part acrylic bonding agent. The sheet will be MIG welded and structurally bonded to the extrusion. Double-hollow designed corner post extrusions shall be used to weld side and end assemblies together. Horizontally oriented, adjoining structural box tubes shall be welded to the corner post with a minimum 50% surface weld. The intermediate structural members of the side grid shall be two by two inch 6105-T6 aluminum, architectural box tubing. All

entry and compartment door adjacent members shall be one quarter inch, two by two inch proprietary extruded shape. The main structure shall surround the compartment openings and provide intermediate skin support. The intermediate structure spacing shall have a nominal dimension of twelve inches. All grid structure shall be welded together with a minimum of 75% of available mating surface. The side skin shall be bonded to the structural grid using 1.75 inch wide, VHB (Very High Bond) adhesive tape. The edges of the tube that touch the skin will be sealed with Bostik Brand, Simson ISR 70-03 Construction Adhesive.

SIDE IMPACT RAILS: There shall be four side impact rails, located in the upper and lower sections of the side walls. They shall consist of 6105-T6 aluminum, that is a solid one-half inch thick by four inch plate on the curbside and one-half by four inch plates on the streetside that are continuously MIG welded or Huck structurally fastened to the structural grid. Since this is a safety item, no exceptions will be accepted.

SEAT BELT ANCHORAGE: Occupant seat belts shall be drilled and tapped through one-half by four inch plate on the curbside and one-half by four inch plates on the streetside that are continuously MIG welded to the structural grid. Since this is a safety item, no exceptions will be accepted.

SIDE SHEET: The side sheet shall be .125 thick, 5052-H32 aluminum. The side sheet compartment opening cut outs shall be cut with CNC controlled, gantry mounted plasma or high speed routing equipment. The door opening shall be cut to allow for the skin to be molded into the jamb opening to create a crevice free jamb with a smooth paint finish. The machine formed skin shall return into the body at least 3/4" to meet the jamb extrusion. This method will encourage square openings to receive the door assemblies and maintain critical structural locations. The door jamb shall have a full structure frame behind the jamb skin return. It shall not rely strictly on the skin for the compartment jamb. Pre-determined ventilation louvers shall be ***formed*** into the body sheet, where specified. Bodies that do not incorporate formed louvers have the potential for additional corrosion points and are not preferred by this agency.

SEAMLESS DOOR JAMBS: The door jambs of the module shall be seamless. A seamless door jamb exterior is required to minimize corrosion. Extruded type exposed door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. The only visible seams on the body sheet shall be at the corner posts. The skin shall extend .688 inch below the skirt rail extrusion to a drip edge to keep moisture from collecting underneath where the skin meets the skirt rail extrusion.

CORNER POST EXTRUSION: The corners of the modular body shall be made from an extruded aluminum structure that has an alloy of 6105-T6. The corner post extrusion shall be 3.25 x 3.25 inch with a 2 inch radius on the outer corner. The corner post extrusion shall have an internal web member that runs on a 45 degree angle to the front and side of the modular body. Where the internal web meets the exterior extrusion wall the internal web shall flair into a .125 inch radius giving a .25 inch wall thickness at the exterior wall of the extrusion. There shall be a .75 inch flange on each side of the corner post extrusion that is a side skin receiver. The side skin receiver shall be funnel shaped to allow the exterior side skin to fully seat into the corner post extrusion. The interior walls of the corner post extrusion shall be .125 inch thick and they shall incorporate a 45 degree weld bevel on the interior corners.

REAR SILL EXTRUSIONS: The rear body and floor substructure shall be constructed of a dual proprietary aluminum extrusion with mating joints. The lower floor extrusion is a combination continuous extrusion with an incorporated L mating surface. The lower door extrusion is a multi-chamber construction with matching radius corner and surfaces to the floor sill. This combination of extrusion and joint structure provides for strong joint strengths, and continuous contact surface between the floor sill and the outer-body door extrusion.
FRONT AND SIDE WALL GUSSET PLATES: The front wall and side wall structural members shall have additional support with a fully welded gusset system that shall be made of 5052-H32 aluminum plate, .25 inch thick by four by four inch.
REAR AND SIDE WALL GUSSET PLATES: The rear wall and side wall structural members shall have additional support with a fully welded gusset system that shall be made of 5052-H32 aluminum plate, one quarter inch thick by four by four inch.
ROOF RAIL EXTRUSIONS: The roof corners of the modular body shall be made from an extruded aluminum structure that has an alloy of 6105-T6. The roof rail extrusion shall be 4.55 x 3.5 inch with a 2 inch radius on the outer corner. A full length drip rail shall be incorporated into the roof rail corner post extrusion, drip rails at the top of the modular body that are not inclusive of the roof rail extrusion do not meet the intent of the specification and are deemed non-compliant to this specification. The roof rail extrusion shall have an internal web member that runs on a 45 degree angle to the front and side of the modular body. Where the internal web meets the exterior extrusion wall the internal web shall flair into a .125 inch radius giving a .25 inch wall thickness at the exterior wall of the extrusion. There shall be a .75 inch flange on the lower side of the roof rail extrusion that is a side skin receiver. The side skin receiver shall be funnel shaped to allow the exterior side skin to fully seat into the roof rail extrusion. There shall be a .75 x .125 inch recess into the roof side of the extrusion for locating the roof sheeting. This recess shall have a 45 degree weld bevel. The interior wall of the roof rail extrusion that is in-board of the side skin funnel shall be 2 inch wide so that they line up with the exterior side wall. The interior wall of the roof rail extrusion that is in-board of the roof sheeting recess shall be 2.25 inch wide so that they line up with the 2.25 inch roof bows. The interior walls of the roof rail extrusion shall be .125 inch thick and they shall incorporate a 45 degree weld bevel on the interior corners.
ROOF SHEET: The four (4) edges of the sheet shall be continuously welded to the roof rail extrusion to prevent leaks. All perimeter welds shall be ground smooth and worked smooth prior to the overall body paint and finish. Non-fully welded roof sheets to the roof rail extrusions do not meet the intent of this specification and are deems non-compliance to this specification.
ROOF BOWS: The roof sheet shall be supported by full width .125 inch thick x 2 x 2.25 inch architectural box tubing. The roof bows shall be located on twelve inch centers. The roof bows shall be MIG welded to the roof rail extrusions with no less than four and one-half inches of continuous weld per end. The roof sheet shall be bonded to the roof bows with VHB (Very High Bond) adhesive tape.
LATERAL ROOF SUPPORTS: If this agency requires ducted ceiling HVAC, additional structural support will be added as a result of the 2 inch ducted heat and A/C delivery system .2 x two inch three sided extruded channel with two sides being .125 inch thick and the bottom surface for fastener acceptance to be .160 inch shall be full length of the body.
ROOF CORNERS: The roof rail extrusions shall be welded together along the roof bow mating walls at the corners. In addition, the outer surfaces of the roof rail extrusions shall be 100% continuously TIG

welded to cast aluminum corner castings. The castings shall have internal mating flanges that extend horizontally inside the upper roof rail extrusion and vertically down the corner post extrusions.
FLOOR MEMBERS: Floor structures shall be 6105-T6 aluminum, 2.000 by 2.500 inch proprietary hollow section architectural box tubing aluminum. This proprietary shape tubing allows for half-inch plate to be recess to which floor mounted items can be securely connected. Each member shall have a defined bevel built into the extrusion die to allow for full weld penetration on the edge of the extrusions.
FLOOR HORIZONTAL GUSSET PLATES: The floor member to side wall fully welded horizontal gusset system shall be made of 5052-H32 aluminum plate, four (4) by four (4) inch triangles. A minimum of 12 gussets shall be located horizontally connecting cross members to longitudinal main center members at each main cross member site.
FULL WIDTH CROSS MEMBERS: The module floor shall provide core support for the side assemblies and shall incorporate a minimum of four(4) full body width floor members. The full width floor members shall connect to and support the side wall assemblies. Each member shall be made of 6105-T6 aluminum. The front floor tube is to be a minimum of 3.000 x 2.000 x .250 inch thick 6105-T6 aluminum tube which is fully MIG welded into the front corner post at each side of the vehicle. On top of the tube is to be a minimum .188 thick 5052 aluminum front sill running full width of the body. One of the members located just forward and/or rear of the rear wheel housing shall be 2.000 by 2.500 inch proprietary hollow section architectural box tubing. The last floor cross-member shall be a 2.375 x 3.188 6105-T6 aluminum proprietary shape proof tube on the rear wall which is fully MIG welded into the rear corner posts at each side of the vehicle. This tube is butted up and welded to a 2.000 x 1.000 x .125 inch thick 6105-T6 tube which is also fully MIG welded to the rear corner post. A minimum of eight (8) total 6 inch vertical gussets, (1/4) inch thick will be installed to reinforce two (2) at each cross member and sidewall tubes directly fore and aft of the axle.
FLOOR SYSTEM CANTILEVER BEAMS: There shall be cantilever floor beams used at intermittent body points running from the opposite main interior wall beam to the opposite exterior wall at the location between exterior compartments. The use of cantilever beams increases the strength of the overall floor system and support to the compartments.
WHEELWELLS: There shall be formed wheel well housings installed into the module body to provide sufficient clearance for the rear axle movement based on the chassis jounce study and suspension choice selected. The wheel well shall be formed of smooth aluminum and secured to the floor tube structure system. The wheel well shape shall be multi-angular with vertical riser and flat top to provide the most efficient use of space inside of the module, while providing the required jounce clearance underneath for the chassis tire movement. Wheel wells that are radius shaped are not acceptable to this agency, as they are unnecessarily tall and inefficient in space usage.
WATER TIGHT PATIENT CABIN: The sub floor shall be shielded from moisture. A forty (40) mil thick aluminum sub sheet shall be sealed to the floor structure with silicone sealant. Additional aluminum plates shall be intermittent welded between compartments, wheel well liners, step wells and fuel filler housings. All of the areas shall be thoroughly sealed from one to the other, creating a sealed patient cabin from the outside. Extrusion hollows shall be filled with expandable foam sealant to prevent fumes and moisture from entering.

DOOR CONSTRUCTION

DOOR SKIN: No welded seams are allowed, only one piece formed corners. The door skin shall be .090 inch thick, 5052-H32 aluminum sheet formed on all four sides utilizing an ACF Multi-flex Corner Former Model MF 25 to create a crevice free surface for best paint adhesion and corrosion resistance. The formed edges shall not have elongation cracks due to forming and shall maintain material thickness uniformly over the entire sheet. The formed edges uniformly round off seamless for better paint adhesion and aesthetic appeal that does not require cutting and welding in the corners.
DOOR FRAMING: The door frame shall reinforce the perimeter of the skin pan. The extrusion shall incorporate a T-slot to receive an extruded, hollow, dual durometer closed cell UV protected TPV gaskets with relief holes for even compression for a proper and complete seal from the door to the door jamb. The gasket corners shall be welded without using adhesives for bonding. The door frame extrusion shall also add torsion resistance to the door assembly. The door jamb extrusion and frame extrusion shall be cut 45 degree on each corner. Each of the four corners shall incorporate a key way and spline that is designed to drive into each corner and maintain a perfect 90 degree angle prior to welding. The door castings shall include gusset plates for additional support for the door construction. The door frame shall also incorporate a clearance way for UNF threaded blind fasteners for the door panels. The door panel shall not rest on the body of the blind fasteners.
FINAL DOOR ASSEMBLY: The door skin shall be bonded to the frame assembly with an adhesive sealant in addition to intermittent welding. For entry doors additional horizontal structure shall be added to maintain door skin flatness as well as penetration resistance in the event of a collision. The horizontal members are extruded J-channel, 0.150 inch thick. A minimum of two horizontal members shall be welded in. A vertically oriented 0.150 inch thick formed hat-channel shall be welded to the webs of both horizontal channels for additional buckling resistance. Compartment doors shall have a reinforcement system of horizontal or horizontal/vertical structure added to maintain skin flatness and impact resistance.

ENTRY DOOR WINDOW(S) OPENINGS: The entry door(s) shall incorporate recessed areas that are stamped into the outer door skin to allow for a flush window appearance and shall not protrude with a lip on the outer door skin of the modular body.

DOOR PANELS: The inside entry door panels shall be made of .080 inch thick aluminum plate and shall be finished per these specifications later in this document. The center panel shall be removable for easy lock service/lubrication. The inside of the compartment door panels shall be made of .080 inch thick polished aluminum diamond plate. The edges of the door panel shall be recessed into the door frame extrusion. The panels shall be fastened to the door frame with stainless steel, #10-32 UNF machine screws threaded into aircraft quality blind fasteners. Each fastener shall have an internal tooth lock washer to preclude loosening.
DOOR JAMB: The door jamb shall accommodate rigid fastening of compartment door hinges. The jamb shall include a hollow cell that shall conceal wiring for the non-mechanical door switch. The door jamb frame shall be cut 45 degree on each corner from the door edge corner, each of the four corners shall consist of a key way and spline that is designed to drive into each corner and maintain a perfect 90 degree angle prior to welding. Additionally, the jamb shall be continuously MIG welded on the inside and the outside corners. *A seamless door jam exterior is required to minimize corrosion - extruded type*

door jambs do not meet this specification. The skin shall completely conceal the door-jamb from view. "No Exterior Door Extrusions Allowed".
HINGE: All doors shall have stainless steel, continuous, piano hinge. The pin diameter shall be .250 and staked into place to prevent drifting out of the hinge leaf. The knuckle lengths shall be one inch.

DOOR HINGE BOLTS: The hinge attachment bolts shall be one quarter inch diameter by one inch long stainless steel type TT (Thread Rolling Screws) hex head bolts with SermaGard protective coatings. Each bolt shall be treated with the aluminum filled basecoat/resin-bonded fluoropolymer topcoat system. The SermaGard 1105/1280 protective coated bolt system is designed to provide outstanding salt and dissimilar metal corrosion protection versus bolts treated with pastes and liquids. The SermaGard coating provides UV weathering resistance while protecting the aluminum tube structures and stainless steel hinges from dissimilar metal contacts. The SermaGard provides a sacrificial corrosion protection. Body manufacturers that do not use bolts treated with SermaGard 1105/1280 are providing substandard protection from corrosion and are not acceptable. Thread cutting screws to attach exterior compartment doors or hinges to the body are not acceptable.
LATCHES: The latches shall meet FMVSS 206. All latches shall be two-stage, rotary- type. The latches shall be through bolted to the door frame extrusion. All entry doors shall have two rotary latches per door. To assure uniform latch timing and functional door reliability, only straight, one-quarter (1/4) inch diameter rods shall connect the latches to the handle. All double hung compartment doors shall have two rotary latches per door.
NADER PINS: All nader pins shall be headed to prevent the door(s) from opening under impact. They shall be hex headed Grade-8 fully adjustable with a 5/16” thick knurled stainless steel retainer plate to keep the nader pin from moving out of setting after adjusted. The opening in the door jamb extrusion shall be large enough to allow full adjustment with the nader pin washer covering the hole. Manufacturers that use nader pins without knurled retainers are not acceptable to this agency as they will require more frequent readjustment. Body, Mod: Dodge Type 1 LWB, 172" x 95" x 68" Interior HR - 6" Body Drop

MOUNTING

MOUNTING SYSTEM: The outside dimension, across the frame rails on this chassis is thirty four (34) inches. Twelve (12), one quarter (1/4) inch thick steel out riggers, designed specifically to through bolt to the frame rail web, shall be supplied and installed. Each out rigger shall be through bolted to the frame utilizing three (3), five eights (5/8) inch diameter, UNC, grade eight, Flanged Hex head bolts and corresponding grade eight, flanged, locking hex nut.

Each out rigger shall incorporate a dual neoprene vibration isolator system and support for the body's mounting sill. The system shall consist of a top locking nut, the one inch aluminum flat bar, an upper stainless steel bushing, a pre-loaded neoprene upper vibration isolator, the steel outrigger, then a lower pre-loaded neoprene isolator, a stainless lower washer and finally the bolt head that passes through the assembly. The flanged outer edge outriggers shall not protrude more than four (4) and three-eight’s (3/8) inches measuring from the frame's web to the outer tip of the out rigger deck. All mounting sills shall be made of one inch thick by three inch wide solid aluminum flat bar. A grade eight half-inch diameter by four inch long hex-head bolt shall be used to bolt

the sill down at each isolator site. The lower neoprene isolator shall be 21% less in firmness than the upper isolator to provide a dynamic separation of road vibration from the chassis frame into the modular body. Body mounting systems using only a single mounting isolator shall not be acceptable as they provide inferior mounting vibration isolation.
MODULE CONFIGURATION

OVER ALL LENGTH: The over all length of the vehicle shall not exceed twenty three (23) feet, nine (9) inches. The departure angle and length shall meet or exceed the current revision of Federal Specification KKK-A-1822.
MODULE LENGTH: The module length shall be at least one hundred seventy two (172) inches.
MODULE WIDTH: The module width shall comply with the current revision of Federal Specification KKK-A-1822. The module shall be ninety five (95) inches wide, excluding lights and accessories.
MODULE HEAD ROOM: The module shall not be less than sixty eight (68) inches actual measured headroom. The measurement shall be taken from the patient compartment floor to the ceiling panels.Compt Door Check : Double Action Gas Shock

DOOR CHECK: The compartment door(s) in excess of 13" pass through width shall be equipped with a door check (hold open) device. All vertically hinged doors in excess of 13" pass through width shall have a gas operated bi-directional spring shock door check. Door check brackets shall be drilled and tapped through a minimum of 3/8" material to preclude coming loose.Door Swing Angle: Set just over 90 degrees

DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety degrees (90) from the fully closed position.
Compartment Construction: STANDARD, Unless Specified Otherwise

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers.
DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.Compt Floors: Sweep-out, even with bottom door jamb

COMPARTMENT FLOOR CONFIGURATION: This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
Compartment Ventilation - Austin Flap style #VT-2495-A01, STD

VENTILATION: There shall be a hole in the compartment below floor line approximately 5-3/8"wide x 2-9/32"tall that will accept a specially designed baffled vent. The baffles shall have a stainless steel spring that allow for only one way operation. They allow air to escape out of the compartment when the door is closed, but not for air to come back into the compartment to keep dirt and dust out of the compartment interior. Engineering shall determine the amount of these vents required by the volume of space in the compartment.

Talk through, Cab to Mod Window (T1) With Sliding Window Dodge

TALK THROUGH CAB TO MODULE WINDOW: A 14" inch high by 19" inch wide access from the module to the cab shall be provided. Sliding polycarbonate doors shall close off the access window. The cab shall NOT be rigidly fastened to the modular body. A flexible, Accordion shaped, closed cell rubber bellows, custom made for the opening shall be provided to tie the cab to the module. One joint in the bellows is acceptable and shall be located on the bottom of the opening. The joint shall be completely vulcanized. The window provided shall meet or exceed current Federal specification KKK-A-1822.

Cab Roof Support : 3/16" x 3" Steel Plate, Per Engineering Drawing

CAB ROOF SUPPORT: There shall be a 3/16" thick by 3" wide extending from driver's side to passenger side on the underside of the cab roof above the headliner to prevent any oil canning noise that might be caused by wind against the front body wall and the cab roof.

Body Drop: 6" Curbside, Ahead of Rear Wheels

BODY DROP: The Curbside of the modular body ahead of the rear wheels skirt shall be 6" lower than the streetside and behind the rear wheels. This body drop will allow the curbside entry step to be lower to ground level making it easier to enter the curbside entry door and meet the requirement of KKK-A-1822 latest revision.Curb side Entry Door (CSE): 82.812 High x 31 Wide

CURBSIDE ACCESS DOOR: The curbside side access door shall be at least 82.812" high by 31" wide measured at the door jamb opening.

JAMB PROTECTION: At the curbside side, module entry door, a full width, formed, stainless steel jamb protection plate shall be provided to prevent heavy traffic from chipping the paint.

Compt Door Check : Double Action Gas Shock

DOOR CHECK: The compartment door(s) in excess of 13" pass through width shall be equipped with a door check (hold open) device. All vertically hinged doors in excess of 13" pass through width shall have a gas operated bi-directional spring shock door check. Door check brackets shall be drilled and tapped through a minimum of 3/8" material to preclude coming loose.Door Swing Angle: Set just over 90 degrees

DOOR SWING: The compartment door checks shall be installed to allow the door to open ninety degrees (90) from the fully closed position.

Step Well, CURBSIDE Entry Door, 2-Step Diamond Plate

STEP WELL: A two step diamond plate step well shall be provided at the curb side access door. Each step tread dimension shall not be less than 10 inches. Both steps in the step well shall be illuminated, per current Federal Specification KKK-A-1822.
Light, Step Well: 3" Weldon, White, STD

STEP WELL ILLUMINATION: A 3" clear interior light shall illuminate the curbside step well per the current revision of Federal specification KKK-A-1822.
M-1 Compt (LF): 68 HR, 78.5" H x 22.125" W x 19.5" D

LEFT FRONT COMPARTMENT (M-1): This compartment shall be located in the left front corner of the modular body. The minimum compartment dimensions shall be 78.5" High x 22.125" Wide x 19.5" deep.
SPLASH GUARD: A deflector plate shall be welded between the left front and left front middle compartments. The shield shall be specifically designed to shield water splash from the compartment vents.Compartment Construction: STANDARD Diamond Plate

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers.
DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.Compartment Door Panel: Diamond Plate

COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be diamond plate.Compartment Finish: Diamond Plate Standard

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.
Compartment Door Ventilation - small punched half moon Louvered Door

VENTILATION: There shall be three sets of six louver punches on the outside and inside door panel to properly ventilate the electrical components located in the above mentioned compartment.
Compt Floor: Sweep-out, even with bottom door jamb.

COMPARTMENT FLOOR CONFIGURATION**:** This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.
Light, Compt, M-1 (LF): Intertek Model No ZY-156-921

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-1" compartment. The light shall be surface mount and shall utilize 921 bulb.
M-2 Compt (LFM): 34.5" H x 51" W x 19.5" D >>Dodge chassis only

LEFT FRONT MIDDLE COMPARTMENT (M-2): This compartment is located adjacent and rearward to the left front compartment. The minimum compartment dimensions shall be 34.5" High x 51" Wide x 19.5" Deep.
Compartment Construction: STANDARD Diamond Plate

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers. DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.Compartment Door Panel: Diamond Plate

COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be diamond plate.Compartment Finish: Diamond Plate Standard

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.
Compt Floor: Sweep-out, even with bottom door jamb.

COMPARTMENT FLOOR CONFIGURATION**:** This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
Doors, Compartment, DOUBLE DOORS (std)

COMPARTMENT DOORS: A set of double hinged compartment doors shall be set for this compartment. Each door shall have a single handle and two rotary latches.
M-2 Shelf, Adjustable, Ext: .125 Alum, 2" Upward lip

ADJUSTABLE SHELF: A standard duty aluminum adjustable shelf shall be provided. The shelf shall be formed of .125 (1/8") thick aluminum, with 2 inch upward turned lips on all four sides. The shelf shall be mounted on Unistrut infinitely adjustable, aluminum extruded, heavy duty shelf track. Incrementally adjustable, non-aluminum shelf track is not acceptable.
Shelf Bracket: CPI 90 Deg with Slotted Holes

SHELF BRACKET: Each above exterior adjustable shelf shall include four (4) self gusseted .157" thick shelf brackets that will allow for easy adjustment up and down for each shelf. Each bracket shall be secured to the shelf by carriage head bolts on the top of the shelf and hex head bolts to secure them to the shelf tracking material in the compartments. This will guard against shelf deformation in the compartments when the shelves are secured in place.
Light, Compt, M-2 (LFM): Intertek Model No ZY-156-921

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-2" compartment. The light shall be surface mount and shall utilize 921 bulb.
Condenser, 12V: ACC , Dual Fan X717 25064, Under M-2 Compartment,

AUXILIARY CONDENSER: The module HVAC system shall employ a separate condenser for enhancement of the patient environmental cooling system. The condenser shall be through bolted to brackets that are welded to the body under the Street side M-2 compartment. Two electric cooling fans shall be mounted to the core assembly and move air thru the double stacked condenser coils making for a compact unit. The condenser fans shall come on when required by the HVAC system. Fan blades shall be protected by a high impact resistant grille work that is molded into the fan body. All fan wiring shall be routed, secured and protected from road hazards. The condenser body shall not fall within the vehicles maximum ramp break over angle. The condenser shall have minimum ratings of 67,000 BTU/hr.
Standard Conduit: 1-1/2"", with pull wire

CONDUIT No 1: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied and installed. The conduit shall be have semi-rigid, non conductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run.
CONDUIT ORIGINATION POINT: M-2 compartment

ORIGINATION POINT: The aforementioned conduit shall originate in the left front middle (M-2), exterior compartment.

CONDUIT TERMINATION POINT: Behind A/A Board (Panel)

TERMINATION POINT: The aforementioned conduit shall terminate in the patient cabin behind the main action area control panel.
Additional Conduit: 1-1/2"", with pull wire, Type 1 units

CONDUIT No 2: An empty one and one half inch diameter conduit expressly designed to add wires after vehicle delivery by the end user or his/her authorized agent shall be supplied and installed. The conduit shall be have semi-rigid, non conductive liner that is free of inside ridges that can bind on the wire harness being pulled through the conduit. The outer jacket shall be a non-conductive, spiraled rigid coil designed to maintain the original shape of the liner, throughout the length of the conduit run. A pull wire shall be installed into the conduit to aid the purchasing agency in future installation of equipment.
CONDUIT ORIGINATION POINT: Electrical Circuit board cabinet

ORIGINATION POINT: The aforementioned conduit shall originate inside the main electrical cabinet.
CONDUIT TERMINATION POINT: Behind Driver's seat

TERMINATION POINT: The aforementioned coaxial cable shall terminate in the cab behind the driver's seat.
M-3 Compt (LR): 34.5" H x 35.6" W x 11.5" D

LEFT REAR COMPARTMENT (M-3): This compartment shall be located in the left rear corner of the body. The minimum compartment dimensions shall be 34 1/2" High x 35 5/8" Wide x 11 1/2" deep.
Compartment Construction: STANDARD Diamond Plate

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers. DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.Compartment Door Panel: Diamond Plate

COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be diamond plate.Compartment Finish: Diamond Plate Standard

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.
Compt Floor: Sweep-out, even with bottom door jamb.

COMPARTMENT FLOOR CONFIGURATION**:** This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
Compartment Door: SINGLE DOOR, 1-point Latch

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and one rotary latch.
Light, Compt, M-3 (LR): Intertek Model No ZY-156-921

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-3" compartment. The light shall be surface mount and shall utilize 921 bulb.
M-5 Compt (RR): 68 HR, 78.8" H x 25.625" W x 21.0"D

RIGHT REAR COMPARTMENT (M-5): This compartment shall be located in the right rear corner of the body. The minimum compartment dimensions shall be 78 13/16" High x 25 5/8" Wide x 21" Deep.
Compartment Construction: STANDARD Diamond Plate

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet. Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers. DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.Compartment Door Panel: Diamond Plate

COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be diamond plate.Compartment Finish: Diamond Plate Standard

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.
Compartment Ventilation - Compartment Ceiling O O O O

CEILING VENTILATION: Specified compartments shall have a hat channel at the ceiling level. The hat channel shall run to no closer than 1" from the compartment side walls to allow for air exchange. Hidden from view, shall be two to three, (4") holes above the hat channel to exhaust the compartment air when the door is closed to allow it to close with minimal effort.
Compt Floor: Sweep-out, even with bottom door jamb.

COMPARTMENT FLOOR CONFIGURATION**:** This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and two rotary latches.
M-5 Divider, Fixed, (1) 14x60 H, (1) Fixed Shelf, Option #5

FIXED DIVIDERS: One semi-rigid fixed dividers shall be formed of 5052-H32 aluminum sheet. The divider shall be sixty inches (60") high by fourteen inches (14") deep: measured from the track: and have a two inch return flange formed along the sixty inch edge for mounting. All corners on the divider and shelf shall be rounded or chamfered. One fixed, horizontally oriented shelf shall be formed of 5052-H34 aluminum sheet. The shelf shall be fastened to the right wall of the compartment and to the divider. The shelf shall be eight inches (8") wide by fourteen inches (14") deep. The shelf shall not have a lip and shall be positioned 42" from the compartment floor. The exposed edges of the divider and shelf shall be covered with automotive edge trim. Two full width, horizontally oriented, Unistrut C-channel tracks shall be fastened to the back wall of the aforementioned compartment.
Divider Material: .125 Aluminum Sheet

DIVIDER MATERIAL: The aforementioned divider(s) shall be made of 0.125 thick 5052-H32 aluminum sheet.
Strap: 2" Webb, w/ Chrome Metal Seatbelt buckle footman loops

RETAINER STRAP: One two inch wide webbed restraint strap shall be supplied in the compartment. The strap shall employ a metal buckle system with a push button release. The strap is to be fastened to the compartment walls with a two inch footman's loop. The fastener is not to be fastened through the webbing material.Stowage label - 2 inch Strap Seatbelt Matl /Seatbelt buckle w/loops 20lbs

STOWAGE LABEL:A label shall be applied near the seatbelt material strap restraint with seatbelt buckle with footman metal brackets that are installed into the substrate indicating it's ability to restrain 20 pounds. These straps were tested to SAE J3058 standards to 20 pounds and found passing. The operator should not exceed the 20 pound weight rating. This item is compliant to section 3.11.3 of KKK-A-128F dated July 1, 2017.Light, Compt, M-5 (RR): 4" Flush, T/L No 40003

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-5" compartment. The light in this compartment shall be recessed flush.
M-6 Compt (RRFwd): 19" H x 10.438" W x 19.5" D

RIGHT REAR FORWARD COMPARTMENT (M-6): This compartment shall be located just forward of the right rear compartment aft of the rear wheel opening. The minimum compartment dimensions shall be 19" High x 10 3/8" Wide x 19 1/2" deep.
Compartment Construction: STANDARD Diamond Plate

COMPARTMENT CONSTRUCTION

MATERIALS: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate. All compartment floors shall be formed of .125 aluminum sheet.

Compartments for generators, oxygen, and backboards will have .250 compartment floors. All compartment ceilings shall be formed of .090 aluminum sheet. The ceilings and floors shall form around the sides and back to provide an overlapping joint. The floor and ceiling surfaces shall be double action (DA) sanded to 180 grit. The floors and ceilings are bonded to the walls and back and intermittent welded on six (6) inch centers. DRAIN HOLES: Drain holes shall be provided on the bottom of the compartments. Each hole shall be baffled to prevent splash water from entering the compartment.Compartment Door Panel: Diamond Plate

COMPARTMENT DOOR PANEL: The inside door panel of this compartment shall be diamond plate.Compartment Finish: Diamond Plate Standard

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.
Compt Floor: Sweep-out, even with bottom door jamb.

COMPARTMENT FLOOR CONFIGURATION**:** This compartment floor shall be a sweep out type floor. The compartment floor shall be flush with the lower door jamb to facilitate compartment floor cleaning. The edge of the compartment floor shall be continuously welded to the lower door jamb. Heat generated from welding shall not distort the straightness or flatness of the jamb or compartment floor. The weld quality must be aesthetically uniform.
Compartment Door: SINGLE DOOR, 1-point Latch

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and one rotary latch.
Light, Compt, M-6 (RRF): Intertek Model No ZY-156-921

COMPARTMENT LIGHT: (1) One light shall be mounted in the ceiling of the "M-6" compartment. The light shall be surface mount and shall utilize 921 bulb.
M-7 Compt (RF): 67.5" H x 25.25" W x 21.0" (Below FL), I/O

RIGHT FRONT COMPARTMENT (M-7): This compartment shall be located in the right front corner of the module body. The minimum compartment dimensions shall be 67 1/2" High by 25 1/4" Wide. The compartment door shall provide direct outside access into the right front advanced life support equipment storage area.
Compartment Door: SINGLE DOOR, 1-point Latch

COMPARTMENT DOOR: A single, forward hinged, compartment door shall be set for this compartment. The door shall have a single handle and one rotary latch.
Rear Access Doors: 46 3/4" Wide x 60 5/8" High

REAR ACCESS DOORS: The rear of the module shall be equipped with double, hinged patient compartment access doors. The doors shall be centered on the body and align with the patient compartment aisle space. The doors shall measure 46-3/4 inches wide by 60-5/8" high, jamb to jamb.

REAR ACCESS DOOR JAMB: At the rear access doors, a full width, formed, stainless steel jamb protection plate shall be provided to prevent the cot frames from chipping the paint. The stainless steel protection package shall start from under the kick plate and follow the contour of the jamb extrusion, cover the end of the sub-floor and cover the last four inches of the vinyl floor covering.
BODY PROTECTION & TRIM PACKAGE: Dodge

BODY PROTECTION AND BRIGHT WORK

Wire/Hose Cover : Diamond Plate, Between Cab & Module

WIRE/HOSE COVER: The area between the back of the cab and the front of the module shall have a .100 aluminum diamond plate cover, attached to the frame rails, to protect any hoses and/ or wires routed in that location. The cover shall be mounted to close-off the area with a finished appearance.
Fuel Fill: CPI C1045, Open Housing, Polished Bezel - (Std)

FUEL FILLER AND HOUSING: The filler neck supplied by the OEM shall be used. The filler neck shall be vented and be diameter indexed to accommodate a FUEL pump nozzle. The fuel filler neck shall be bolted to a cast aluminum fill housing. The filler housing shall be an open design with a bright polished mounting flange. The housing configuration and filler installation shall comply with the OEM Body Builders Layout Book. The fuel filler neck shall be grounded directly to the frame rail to prevent static electric charges from igniting the fuel vapors during refueling. The fuel filler cap shall be supplied by the OEM. The cap shall be attached to the filler housing with a lanyard. The filler cap shall incorporate an over-tighten protection device that ratchets, when the preset cap torque is reached.
Bumper, Rear: HD Alum Framed w/DP pontoon covers

FRAMING: The rear step bumper shall exceed the current revision of KKK-A-1822. The bumper shall be framed in with ¼ x 2 x 4 aluminum 6063-T6 rectangular tubing. The bumper shall be bolted directly to the chassis frame. In addition the top of the bumper shall be mounted below the body skirt-line, so that minor collisions do not damage the body. The bumper will collapse under the body. For the stated reasons, there shall be no exceptions to this feature.

OUTER PONTOONS: The outer bumper ends (pontoons) shall be covered in .100 polished aluminum diamond plate. The outer corners shall be angled 50 degrees. Each pontoon cover shall be through bolted to the bumper frame with stainless steel, pan-head, Phillips head, ¼-20 bolts and Nylock nuts.

DEPTH OF BUMPER: The rear bumper shall protrude from the rear surface of the module body to the rearward most metal surface by at least nine and one half inches (9-1/2") and not more than ten inches (10").
Step, Center: 2" x 7" Grip strut, flip-up

CENTER STEP: A flip up step shall be provided to allow closer access to the patient cabin floor. The step shall be as wide as the rear access door jamb. The step shall have aggressive traction. The step shall have a red/white reflexite reflective strip across the flip up step. A stainless steel piano hinge shall have a staked in, ¼" diameter pin, one inch knuckles and one Type-F ¼" through bolt every four inches.

Fenders, Rear: Polished Aluminum (T-1)

FENDERS: The rear fender shall be bright aluminum. The fender shall be isolated and mounted to the wheel opening with thin membrane, double side tape. In addition to the tape, 100% nylon bolt and nuts shall hold the fender to the body.
Skirt Rails: Polished Aluminum Diamond Plate

SKIRT RAILS: The entire skirt-line of the body, forward and aft on the rear wheels shall have formed .188" diamond plate skirt rails to protect the body. Each skirt rail shall meet current Federal Specification KKK-A-1822. Each rail shall be chamfered 45 degrees at both ends. The rails shall be fastened through the bottom of the rail into the bottom of the modular body. The rails shall not cut into the paint. They shall be mounted through nylon isolators in such a manner that they are spaced off the body.Rear Kick Plate: Polished Aluminum Diamond Plate

REAR KICK PLATE: The rear kick plate shall be made of 0.100 inch thick Polished aluminum diamond plate and run from corner post to corner post. The height shall be from the skirt-line of the body to the bottom door jamb under the rear access doors.
Recessed Tag Area: Polished Aluminum Diamond Plate

RECESSED TAG AREA: The kick plate shall feature a centered and illuminated recessed area to mount a standard U.S. six inch high by twelve inch wide license plate. The recessed area must be located as specified below and aesthetically TIG Welded around the perimeter of the opening. Threaded inserts and bolts to install the tag shall be installed and provided.Location: Centered in the kick plate

RECESSED TAG AREA LOCATION: The tag area shall be centered in the kick plate.
Tag Light: Kinequip LED #132703C

TAG LIGHT: The tag area shall be LED illuminated with the park light circuit.Corner Caps: 24.0" High, Alum Diamond Plate

BODY CORNER POST PROTECTION: The lowest twenty four inches (24") of the corner post extrusions shall be protected against stones and road debris. The corner post guards shall be formed of .080 thick polished aluminum diamond plate, contour fit to the corner post extrusions and riveted into place. A bead of silver colored, silicone sealant shall be applied across the top edge of the guards. The bottom of edge of the guard shall be left unsealed to promote moisture drainage.
Front Stone Guards: 24.0" High, Alum Diamond Plate

FRONT OF BODY: The front of the body shall have skirt-line protection plates made of .080 aluminum diamond plate. The corner posts shall have form fit diamond plate protection height matched to the frontal plates. The height of the protection is twenty four inches up from the body skirt line.
(2) Rear Door Hold Opens: Grabber Style, each door

REAR ACCESS DOOR CHECKS: Rear access doors shall open at least 150 degrees. The door checks shall be 2 piece, heavy duty, cast aluminum, grabber type with gaskets. The door shall have a ½ round stock loop that plunges into a positive rubber/cast socket.
Mud Flaps Front: Modular, Rubber with AEV/Rev Logo std

FRONT MUD FLAPS: Mud flaps shall be mounted to the front fenders just behind the front tires. The mud flaps shall be 1/4" thick natural rubber material. Each mud flap shall be sandwiched between the wheel well liner and a torque distribution plate. The torque distribution plate shall be at least .100 thick aluminum plate. Each mud flap shall be through bolted to the fender with at least three (3) fasteners.
Mud Flaps Rear: Modular, Rubber AEV LOGO

REAR MUD FLAPS: Mud flaps behind both sets of rear tires shall be supplied and installed. The mud flaps shall be 1/4" thick natural rubber material. Each mud flap shall be sandwiched between the wheel well liner and a torque distribution plate. The torque distribution plate shall be at least .100 thick aluminum plate. Each mud flap shall be through bolted to the wheel well liner with at least three (3) one-quarter inch (1/4") diameter stainless steel bolt.
(2) Rear Door Hold Opens: Grabber Style, each door

REAR ACCESS DOOR CHECKS: Rear access doors shall open at least 150 degrees. The door checks shall be 2 piece, heavy duty, cast aluminum, grabber type with gaskets. The door shall have a ½ round stock loop that plunges into a positive rubber/cast socket.
EXTERIOR LIGHTING / HEAT/AC / INSULATION - CELL 2

CORROSION: The anti-electrolysis procedure for any holes that are drilled for application of materials is to be as follows, After the hole is drilled, the opening(s) are to be treated with Tactile 517 prior to installation of any fasteners to guard against any future corrosion.

EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into to isolate the dissimilar metals. Each hole shall be treated with an Electrolysis Corrosion Control compound (Tactile 517) prior to installation of the nylon inserts. All exterior screws shall be stainless steel.
CORNER CAP LED ICC/WARNING LIGHTS

BODY CORNER CAPS: The front and rear upper body corners shall include a cavity built into the aluminum body that shall not sacrifice the body integrity.
Front Corner Cap LED ICC/Warning Lights: Warnings RED/WHITE

FRONT CORNER ICC LIGHTS: The front body corner caps shall include DOT approved compliant light fixtures with clear lenses. The lenses shall house ICC fixtures that include amber LED's to be mounted to the front and front corners. There shall also be additional LED lights that alternate red and clear within the light to act as additional warning lights.

Front Center ICC Lts: (3) AMBER Kinequip LED No 112401A,

FRONT ICC LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, define the vehicle center line. Three (amber) lights shall be provided on the front of the module and be populated with at least two LED's.
Rear Corner Cap LED ICC/Warning Lights: Warnings RED/AMBER

REAR CORNER ICC LIGHTS: The rear body corner caps shall include DOT approved compliant light fixtures with clear lenses. The lenses shall house ICC fixtures that include red LED's to the rear and rear corners. There shall also be additional LED lights that alternate red and amber within the light to act as additional warning lights.
Rear Center ICC Lts: (3) RED Kinequip LED No 112401R

REAR ICC LIGHTS: Clearance lights shall be provided per FMVSS 108. The lights shall illuminate the height of the vehicle, and define the vehicle centerline. Three red lights shall be provided on the rear of the module and be populated with at least two LED's.
ICC Warning Lights Switched: Primary Only

CORNER CAP WARNING LIGHT SWITCHING: The above mentioned corner cap LED lights shall be wired to activate in Primary Only.
Tail Lights: TruckPro LED-TS, LED-Turn, Incan-BU, Round 4"

TAIL LIGHTS: Install tail lights with separate turn signals. The lights shall be horizontally in the diamond plate kick panel, with the outermost light Brake (Red LED), Turn (Amber LED) and the innermost Reverse (Clear Incandescent). The lights shall be rubber grommet and mounted in the rear kick-plate.
Side Marker Lights: (2) RED Kinequip LED No 112401RD

SIDE MARKER LIGHTS: Side marker lights shall be Kinequip Model 112401RD (Red) and shall flash alternately with the rear turn lights. All lights shall be LED.
LED, Load LED Module

LED TURN FLASHER REPLACEMENT: There shall be a load LED module installed in the system to allow the turn signals to flash at the proper rate.
Third (3rd) Brake Light: Kinequip KFL-3BLO1 LED

THIRD BRAKE LIGHT: A third brake light shall be located centered above the rear access doors. The light/lens shall measure at least 15 square inches. The light is to be a Kinequip, model KFL-3BLO1 fixture.
Light is to steady burn, no flash

THIRD BRAKE LIGHT: When the brake is applied the light will steady burn.
SCENE/FLOOD LIGHTS (Whelen Halogen 900 size)

EXTERIOR FLOOD and LOAD LIGHTING:

Left Scene Lights: (2) Whelen 900, 8-32 Degree,

LEFT SCENE LIGHTS: Two scene lights shall be provided on the left side of the module. The lights shall be Whelen 900 series. The scene light group shall meet or exceed the present revision of theFederal specification KKK-A-1822.
Flanges: (2) Chrome for above 900 Series Scene lights

BRIGHT CHROME-LIKE FLANGES: The 900 series scene light group shall each have bright chrome trim flanges.
Left Flood Activate: Left Flood Switch

SCENE LIGHT SWITCHING: The scene lights shall come on with two separate rocker switches labeled Right Flood and Left Flood, located in the center cab console controlled by the master switch. The right (curb side) scene lights shall also come on when the side entry door is opened.
Right Scene Lights: (2) Whelen 900, 8-32 Degree,

RIGHT SCENE LIGHTS: Two scene lights shall be provided on the right side of the module. The lights shall be Whelen 900 series. The scene light group shall meet or exceed current revision of the Federal specification KKK-A-1822.
Flanges: (2) Chrome for above 900 Series Scene lights

BRIGHT CHROME-LIKE FLANGES: The 900 series scene light group shall each have bright chrome trim flanges.
Rear Load Lights: (2) Whelen 900, 8-32 Degree

REAR LOAD LIGHTS: Two rear load lights shall be provided on the rear of the module, above the rear access doors. The lights shall be Whelen 900 series. The scene light group shall meet or exceed current Federal specification KKK-A-1822.Flanges: (2) Chrome for above 900 Series Rear load lights

BRIGHT CHROME-LIKE FLANGES: The 900 series rear load light group shall each have bright chrome trim flanges.
Activate: Rear Flood Switch, Reverse and Lead RA Door

REAR LOAD LIGHT SWITCHING: The rear load lights shall come on with a separate rocker switch located in the cab console controlled by a master switch. The switch shall be labeled "Rear Flood" and shall control both rear load lights on the rear of the body and above the rear access doors. The rear load lights will come on when rear doors are opened.AC (HVAC): ACC, Ducted in Ceiling - Vertical- TI Dodge

A/C UNIT LOCATION: On the floor behind the attendant seat. A/C Unit will have a ducted delivery system in the ceiling with eight (8) adjustable vents. There shall be two additional adjustable vents above and behind the attendant seat
Electric Water Valve For Heater units

ELECTRIC WATER VALVE: There shall be an twelve volt electric water valve that controls the flow of hot

water from the chassis when the patient area heater is energized. The electrical layout shall be shown on the custom wiring schematics at the time of delivery.AC Evap: ACC HVAC Ducted in Ceiling (AC Heat Unit) - Vert.....

REAR AIR CONDITIONING EVAPORATOR: The cabinet shall have an additional, self-contained A/C unit complete with an evaporator coil, heater core and a 12 volt blower capable of 580 cfm on high. The unit shall be rated at least 32,000 British Thermal Units (BTU) in A/C Mode and 43,300 BTU in Heater Mode. The Vehicle A/C and Heat system must meet or exceed the current Federal KKK-A-1822 specification.
HEATER HOSES: Heater hoses for the cab shall remain OEM. 5/8 inside diameter, EPDM rubber hoses shall route from the OEM tie in point to the rear heater core. AC Evaporator Location: Behind Attendant Seat on the floor

EVAPORATOR LOCATION: The evaporator will be located on the floor, in the cabinet behind the Attendant Seat.
Condensation Drain Pan: Internal ABS

CONDENSATION DRAIN PAN: A condensation pan shall be provided to collect water condensation from the evaporator coil. The drain pan shall be formed from 1/8 ABS plastic sheet and shall be listed (tilted) toward the drain fitting. The Evaporator unit shall be mounted so that the weight of the coil, case and blower assembly does not rest on the pan. Additionally the entire evaporator shall list toward the condensation drain fitting to enhance water flow to the drain hose. The drain hose shall be ½ I. D., collapse resistant and fiber reinforced poly-tubing. The hose shall be routed from the condensation pan to the street.
Condenser, 12V: ACC, Dual Fan, Under M-2 Compt. COND-ACT1A

AUXILIARY CONDENSER: The module A/C system shall employ a separate condenser for the rear HVAC system. The condenser shall be through bolted to brackets that are welded to the body behind the curb side step well. Two electric cooling fans shall be mounted to the core assembly and blow toward the road. The condenser fans shall come on when either the cab or the patient cabin A/C unit is turned on.

Fan blades shall be protected by a high impact resistant grille work that is molded into the fan body. All fan wiring shall be routed, secured and protected from road hazards. The condenser body shall not fall within the vehicles maximum ramp break over angle. None of the OEM Cab HVAC system components may be tied into for the rear AC system.
AC Hoses: Pre-charged, GoodYear Galaxy

AIR CONDITIONING HOSES: All A/C Hoses shall meet Society of Automotive Engineers (SAE) J-2064. The discharge (High side) hoses shall not be less than 5/16 inside diameter (Size 6). The suction (Low side) hoses shall not be less than ½ inside diameter (Size 10). All fittings shall be leak proof. All hose to fitting clamps shall be machine crimped, plated steel ferrule type. Heater Hoses: EPDM - Nomex Rubber (per Ford QVM)

HEATER HOSES: Heater hoses for the cab shall remain OEM. 5/8 inside diameter, EPDM Nomex rubber hoses shall route from the OEM tie in point to the rear heater core. Drain Tube Air Restrictor for Vertical Floor mount HVAC systems

DRAIN LINE AIR RESTRICTOR: There shall be an air Restrictor installed on the drain tube for floor mounted vertical HVAC systems.
Side Plenum Grille, Return Air: Stamped Powder Coated Steel

RETURN AIR GRILLE: Installed around the Heat/AC unit shall be a perforated 13 gauge steel grille. The grille shall allow 156 inches of return air flow to the Heat/AC unit. The grille shall provide complete access to the Heat/AC unit. The grille to have a black powder coat finish. There shall be two quarter turn locks supplied and installed on the grille. The locks shall have a black powder coated finish. Lock pawl activation shall be enabled with a round bitted key.
Filter, Washable Carbon Pre-Filter

CARBON FILTER: The return air grille shall be supplied with a pre carbon filter that is designed to fit the slot within the grille. It shall be installed and shall not rattle. The filter shall be replaceable and/or cleanable by this department's fleet maintenance in the field.

Ducted AC Delivery: insulated & foil wrapped, 10 registers

CEILING DUCTED INSULATED AIR CONDITIONING DELIVERY: One duct shall route over the primary patient and attendant, and one shall run over the lap area of squad bench. Each duct shall contain four spherically adjustable registers, evenly spaced, total of 8. There shall also be two registers located directly behind the attendants seat.
Side Plenum Grille, Return Air: Stamped Powder Coated Steel

RETURN AIR GRILLE: Installed around the Heat/AC unit shall be a perforated 13 gauge steel grille. The grille shall allow 156 inches of return air flow to the Heat/AC unit. The grille shall provide complete access to the Heat/AC unit. The grille to have a black powder coat finish. There shall be two quarter turn locks supplied and installed on the grille. The locks shall have a black powder coated finish. Lock pawl activation shall be enabled with a round bitted key.
AC Control: Heat or AC and Fan Speed selector switches

REAR AC CONTROLS: An ON/OFF switch shall be located in the action area. The switch will not control fan speed. A separate three speed fan speed control switch shall be located in the action area control panel.
CEILING PANELS : ACM Gloss White

LINER PANELS: The patient cabin head liner substrate material shall be one quarter inch thick, composite metal with powder coated finish laminated to center plastic material. An upholstered center panels shall provide access to ceiling wiring and be covered in the same upholstery type as the seat and back rest pads found on the squad bench and/or CPR seat.

{Bidder Comply}

Dome Lts, LED K15: Kinequip, (4) Streetside, (4) Curbside

PATIENT CABIN DOME LIGHTS: The patient cabin shall have eight dual intensity, Kinequip LED dome lights in the ceiling. The domes centers shall be aligned along two, four light banks. The left bank shall provide light directly over the patient: the right bank shall provide light directly over the aisle/squad bench. The dome lights and configuration shall meet current Federal Specifications KKK-A-1822.IV Hook No 1: Hook 07 w/ Velcro bag stabilizer - STD

IV HOOK No 1: One chrome plated, surface mounted IV hook, with a spring loaded retention gate, shall be supplied in the ceiling of the patient cabin. The hook shall feature an anti-swing strap next to the hook.
LOCATION: Over head/chest area, primary patient on COT

LOCATION: Located of the Primary patient, in the close proximity to the Head/Chest area of the patient.
IV Hook No 2: Hook 07 w/ Velcro bag stabilizer - STD

IV HOOK No 2: One chrome plated, surface mounted IV hook, with a spring loaded retention gate, shall be supplied in the ceiling of the patient cabin. The hook shall feature an anti-swing strap next to the hook.
LOCATION: Over head/chest area, secondary patient on S/B

LOCATION: Located of the Secondary patient, in the close proximity to the Head/Chest area of the patient.
Recessed C/S Grab Rail, ceiling: 1.25 Dia..... 3 pt, 72in, Gray Antimicrobial

RECESSED CURB SIDE OVER HEAD ASSIST RAIL: The rail shall exceed the current revision of current Federal specification KKK-A-1822. The rail shall be 1 ¼ diameter, 100% stainless steel with gray anti-microbial coating and 72 inches long. All rail fittings shall be TIG welded to the main rail. The rail shall be recessed in an ABS pan 1.5", located curbside of center pad.
Insulation: Circumferential PKG, Reflective w/ Air cell core

MODULE INSULATION: The module insulation, except the under the floor shall consist of material having the following characteristics, 8mm thick nonabsorbent, reflective and shall have an air cell core. The air cell core shall consist of one layer of polyethylene bubble film that is sandwiched between one (1) layer of 99 percent pure aluminum foil and white colored polyethylene film. The insulation shall be installed with at least ½ air space from exterior skins, exposed to direct sun light. The insulation thermal rate testing shall be conducted in accordance with A.S.T.M. E84-89A, ANSI 2.5, NFPA 255, UBC 42-1, and U. L. 723. The walls shall not be less than R-15.0 down, R-7.31 Horizontally and R5.4 up. The insulation shall have a NFPA Class A and a UBC Class 1 fire rating with a flame spread index of 20 and a smoke developed index of 30. The application shall include a single layer of the insulation on all four walls, doors, compartments, ceiling and floor.Insulation Sound Deadening: Generation 9 Floor

SOUND BLOCK: There is to be Sound Block, sound deadening installed prior to the 1/2" subfloor. It shall be adhered directly to the vapor barrier and shall also include the interior of the body over the wheel well housings for a complete floor sound block. The material shall be less than 1/4" thick so as not to impede on the interior headroom. This sound deadening material has an additional insulation value of R-3 measured vertically. This DBMAX material in combination with other mounted substrates can produce a decibel reduction on average of 47 decibels for frequencies 250 - 5000 HZ.Flasher: Vanner 9860GCPE

WARNING LIGHT FLASHER: A Vanner Model 9860GCPE Heavy Duty, Duo-mode electronic flasher shall provide momentary power (Flash) the Halogen light heads at a rate of 75 to 80 flashes per minute (+-8%). The device shall have three output legs with maximum output current ratings of: Terminal A with sixty amperes, Terminal B with forty amperes and Terminal C with forty amperes. Primary mode is the standard running mode which flashes alternately between light heads powered off Leg A and those lights powered off Legs B and C. In secondary mode (used at the scene), all lights on Leg C will go out. The device shall function with an input voltage ranging from ten to sixteen volts, direct current. (10V - 16V). The flasher shall operate in the most severe environments with an operating ambient air temperature range, around the device of negative forty to positive one hundred twenty two degrees Fahrenheit. (-40 to 122 F) The input circuit shall be protected with overload protection. The flasher shall feature four flash patterns: Alternate Flash, Triple Burst Flash, Quad Burst Flash, and Dual Burst Flash. The flasher shall meet or exceed all GSA Triple K-1822 and AMD specifications.
Flash Pattern: KKK-A-1822

FLASH PATTERN: The warning lights shall flash in the sequence described in the present revision of the Federal specification KKK-A-1822.
Warning Light SWITCH: center console, Primary / Secondary

PRIMARY / SECONDARY SWITCH: The warning light system shall be controlled with a switch(es) located in the cab console. The switch(es) shall allow for "Off" position, "Primary" position, and "Secondary" position. Each output of the switch shall be indicated with a small red lamp, integrated in the switch legend area. The switch shall have an engraved, illuminated legend that clearly defines the function of the switch.
(2) Grille Lights: Whelen TIRLIN3, LED, Chrome Hsg

GRILLE LIGHTS A pair of TIRLIN-3 LED lights shall be mounted in chrome flanged housings on the grille supports and mounted in such a way as not to block air flow.

{Bidder Comply}
Lights: (2) Whelen TIRLIN3, RED LED, Chrome Hsg

WARNING LIGHTS: There shall be installed Whelen TIRLIN3 Red LED lights at the prescribed location to provide indication to others of emergency movement.
(2) Front Intersection, Whelen LINZ6, SLED, Chrome Flange

INTERSECTION LIGHTS There shall be two warning lights installed on the front chassis fenders to warn intersection traffic.
Light, Whelen LINZ6, RED S-LED, Chrome Flange

(1) Center Front Clear Warning Light: Whelen 900, HALOGEN

FRONT CENTER WARNING LIGHT: There shall be installed a 900 Series Halogen with a Clear Lens
Flange: (1) 900-Chrome Flanges for light above

FLANGES: The above light shall have Whelen's optional bright trim bezel (Flange), to embellish the light head.
(2) Front RED Warning Lights: Whelen 900, HALOGEN

FRONT OUTER WARNING LIGHT: There shall be installed 900 Series Halogen lights with a Red Lens
(4) Side RED Warning Lights: Whelen 900, HALOGEN

SIDE WARNING LIGHTS: There shall be installed (4) Side Body Lights: 900 Series Halogen with a Red Lens
Flanges: (4) 900-Chrome Flanges for lights above

FLANGES: The above lights shall have Whelen's optional bright trim bezel (Flange), to embellish the light head.
(2) Rear RED Warning Lights: Whelen 900, HALOGEN

MODULE REAR WARNING LIGHTS: There shall be two rear upper body warning lights, whelen 900 series halogen with red lens.Location: REAR, (1) in EACH Upper outer corner.

LOCATION: On the rear of the module, one in each upper outer corner inside of the structural corner post.
(1) Rear Center AMBER Warning Light: Whelen 600, HALOGEN

REAR UPPER ZONE WARNING LIGHT: There shall be installed one Whelen 600 halogen warning light with amber lens in the upper rear center of the module zone.

{Bidder Comply}
Flange: (1) 600-Chrome Flange for light above

Warning Light SWITCH: center console, Primary / Secondary

PRIMARY / SECONDARY SWITCH: The warning light system shall be controlled with a switch(es) located in the cab console. The switch(es) shall allow for "Off" position, "Primary" position, and "Secondary" position. Each output of the switch shall be indicated with a small red lamp, integrated in the switch legend area. The switch shall have an engraved, illuminated legend that clearly defines the function of the switch.
Batteries: 2 - Battery System - Type I Only
TWO BATTERY SYSTEM: The ambulance conversion and chassis shall run with two maintenance free twelve volt batteries as specified below.
Batteries: (2) Underhood (Type I)
BATTERY LOCATION: Both batteries shall be located under the OEM hood in the engine compartment.
Battery Make: (2) OEM

BATTERY BRAND: Both batteries shall be the OEM brand, same model and type. Each battery shall be rated at a minimum OEM rating. The batteries shall be warranted by the OEM manufacturer for at least three years (thirty six months) from the date of delivery to the agency.
Battery Switch: Cole Hersee 2484-16 Paddle, T1 center console

BATTERY SWITCH: A conversion disconnect switch shall be supplied to remove positive polarity from the ambulance conversion circuits. Constant battery power shall be supplied for device memories. None of the chassis functions shall be effected by this switch per Fords Qualified Vehicle Modifiers program, bulletin No 63. The switch shall be a Cole Hersee Model M2484-16 with a legend bezel that defines the ON and OFF position. An indicator light shall illuminate on the cab console panel.Door Locks, MODULE: Manual Key Operated

MODULE DOOR LOCKS: The module door locks shall be operated solely by key activation into the lock cylinder.
Circuit Board: RMR Rail System, W/ LED Diagram - Type I

ELECTRICAL SYSTEM 12 Volt General

MODULE GROUNDING: A minimum of (2) two braided ground straps shall be through bolted to the chassis frame and the floor structure of the modular body. The bolts shall be at least 3/8 diameter. A flat washer shall be provided under the head of the bolt, over the strap lug. Additionally an internal tooth lock washer shall preclude loosening. Conventional stranded copper cables are not acceptable because they do not suppress RFI and does not meet SAE J551.

GENERAL GROUNDS: To comply with current Federal specification KKK-A-1822 plus enhance ground quality and reduce trouble shooting time, all devices wired within the ambulance conversion shall be centrally grounded. Each device shall have a separate ground wire routed to a central buss bar then grounded via fine strand cable to the module body. Local grounds are acceptable only when the device is drawing at or less than 100 milliamps (0.1 amps).

12 VOLT WIRE: All wires within the ambulance harnesses shall meet current Federal specification KKK-A-1822. All wire insulation shall be GXL cross-linked polyethylene. Permanent wire identification and wire function shall be printed on 4 centers along the full length of the wire. Wire conductors shall be stranded copper.

WIRE PROTECTION: All wire within the conversion shall be protected and run in split convoluted loom with a melting temperature of 300 degrees, Fahrenheit. All wire harnesses shall be clamped and routed to eliminate possibility of damage due to cut/chaffed wire. Grommets made of rubber or plastic shall be used where harnesses pass through metal or wood. Large holes and irregular shaped wire passages shall use automotive edge trim to protect the wire conduit/loom. Wire harnesses shall be neatly clamped into protective routing areas away from heat sources, unfriendly edges or moving devices.

CIRCUIT BOARD: The single relay control board is a fully integrated relay control board designed and built to IPC Class 3* guidelines. The VF4 style socket relay is rated at 20A at 24 VDC with built-in on-board diode suppression. Three status indicators for Blown Fuse, Coil Power and Load allow for intuitive operation and troubleshooting. Also included is a medium sized ATO blade style fuse / circuit breaker holder that is rated for 20A. Wiring connections are made via a WAGO Cage Clamp removable lockable connector, which provides a secure, vibration proof and corrosion resistant wire termination. Installation time is reduced by as much as 75%.

All of these features are mounted in a 2”x2” DIN Rail mountable package. Clearly, the Single Relay Control Board is a best-in-class solution for Emergency Vehicle relay applications.

Circuit Protection, 12V: Blade Breaker - Manual-reset

CIRCUIT BREAKERS: All conversion related circuits shall be protected with manual reset blade breakers. The value of the breaker for each circuit shall not exceed 75% of the rated capacity of the weakest component in the circuit.

Type I - CAB Console: Pass Thru - 14" OAW

CAB CONSOLE: An ergonomically designed console with a A-A plywood substrate shall be contour matched to the cab floor. The console shall be a parallel wall design with a twelve and one half inch over all width. End panels and center console bulkhead panels shall add rigidity and square to the console. The substrate shall be laminated per the following finish specification.

Type 1 LED Rocker Switches Front and Rear Switch Panels Standard

SWITCH PANEL, CAB CONSOLE: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The switches shall be organized in two rows. The top row shall start with an Emergency Master, followed by all of the emergency related switches. The bottom row shall start with a Master Switch, followed by all of the non-emergency related switches. The switch panel features an auto-dimming capability as related to a light sensor in the volt meter. Each switch features a reinforced hub as part of the integral sealed housing. The Sealed rocker switches are LED illuminated. Each switch meets or exceeds IP66 ratings for contamination.

REAR SWITCH PANEL, ACTION AREA: A switch panel made from 3/16 thick, translucent, acrylic sheet. The acrylic material shall evenly disperse label, indicator illumination. The Sheet shall be coated with a black colored, rigid plastic film. A CNC router shall engrave, permanent switch legends, switch holes, meter holes, and indicator legends. The sealed switches shall be organized in one row and control all patient compartment functions, dome lights, action area light, exhaust vent, inverter (if equipped), HVAC, suction pump and any added features.

Master Switch: Front Only

MASTER SWITCH: The patient area master switch shall be located in the cab switch console.

Smart Volt Meter: (1) Kinequip 8.0 thru 16.0 Volts, Digital w Low voltage buzze

VOLT METER: The charging system voltage condition shall be indicated through a conventional two inch diameter, analog type gauge. The volt meter shall be wired through the ignition switch and indicate system voltage ranging from eight to sixteen volts, direct current.

Indicator Light: AMBER Compt Open" light

COMPARTMENT AJAR INDICATOR LIGHT: A back lighted "Compt Open" light shall be engraved in the cab console's main switch panel. This light color shall be AMBER. The light shall meet current Federal Specification KKK-A-1822.
Flashing light: Activate w/ ANY compartment door switch.

INDICATOR LIGHT FUNCTION: The door ajar indicator light shall flash when two conditions are met:

1) The main conversion power switch is turned to the ON position.
2) Any compartment or entry door is opened.

The door ajar light shall come ON with a door that is not COMPLETELY latched.
Indicator Light: GREEN "Amb Pwr" light

BATTERY POWER "ON" INDICATOR LIGHT: An indicator light, labeled "Amb Pwr" shall be engraved in the cab console's main switch panel. The light color shall be GREEN. The light shall meet current Federal Specification KKK-A-1822.
Steady burn light: Activate with Conversion power switch

INDICATOR LIGHT FUNCTION: The "Amb Pwr" indicator light shall burn steady when the main conversion power switch is turned to the ON position.
Indicator Light: RED "Door Ajar" light

DOOR AJAR INDICATOR LIGHT: A back lighted "Door Ajar" light shall be engraved in the cab console's main switch panel. This light color shall be RED. The light shall meet current Federal Specification KKK-A-1822.
Illumination strip LED for Front and rear switch panels 12v

SWITCHPANEL ILLUMINATION: Illumination of the switch panels shall be provided by LED strips attached to the underside of the switch panels. The strips shall be powered by 12volt DC.
Console Finish: Black, Textured "Easy Grip"

CAB CONSOLE FINISH: The console body shall be finished with a 20 mil Easy Grip film. The Easy Grip shall be a self adhesive as well as bonded to the substrate with high bond contact adhesive. All joints shall be inconspicuous and bonded along the edges.
Back-up Alarm: Standard

BACK UP ALARM: The apparatus shall include a 97 to 107 decibel back up alarm, activated by shifting into reverse.
Cut Off Switch: Auto reset ,momentary style

CUT-OFF SWITCH, BACK UP ALARM: The back up alarm shall include a momentary type cut off switch to silence the alarm. The alarm enable circuit shall automatically reset when the transmission is shifted out of REVERSE, hence the back up alarm will sound when the vehicle is placed in REVERSE again.
Ground Straps, Module to Frame: (Qty 4) Braided

GROUND STRAPS: Four (4) 7/8" wide by 1/8" thick, fine strand, woven straps shall provide a ground path from the module body to the chassis frame. Woven straps filter out RFI noise originating from alternators, strobe power supplies and other devices, that may find their way into intercom, stereo and two way communication radios. Each end of the ground straps shall be through bolted with 3/8" diameter, grade 5 or 8, hex head bolts and lock nuts. Each connection site shall be cleaned to the bare metal prior to fastening the strap. The connections shall have a dielectric anti corrosion spray applied.

Battery Charger, IOTA, 15A (KKK-F Requirement)

BATTERY CHARGER/CONVERTER: There shall be a IOTA-DLS-15 Converter installed and wired through the shoreline system. The converter shall accept input voltage from 108-132 Volts AC. The output shall be 13.6 volts DC. The maximum amperage on the converter shall not exceed 3.5 amps.

Portable Equip Charging Circuits: 10A, Pos and Neg

POWER SOURCE FOR PORTABLE EQUIPMENT No 1: Positive and Negative polarity fourteen gauge wires shall be supplied and installed for subsequent storage of portable equipment. The wires shall have 36" tails and be barreled off and protected by a tem (10) ampere automatic reset circuit breaker.

PREWIRE LOCATION: (1)Cab Console, (1) Behind A/A

LOCATIONS: The power sources shall be located (1) console, in the cab and (1) behind the A/A panel.

Portable Equip Pwr Source: Ignition and/or Converter

POWER SOURCE: The aforementioned power provision shall be fed off of the output of the ignition switch or when the battery charger/conditioner is connected to the shoreline.

Converter : 15A IOTA, 125VAC to 15A @ 12 VDC

125 VAC to 12 VDC CONVERTER/BATTERY CHARGER No 1: A IOTA Engineering, LLC, Model DLS-30 Converter with a 30 ampere output capacity shall be supplied and installed. The device shall convert a 125 Volt, 60 Hertz Alternating current input into 13.4 to 13.6 Volt Direct current. The device shall provide clean, constant D.C. Power. When specified below this device shall be capable of serving as a battery charger that charges up to it's full output capacity and tapers back the output to a maintenance mode depending upon the need of the batteries.

This DLS series battery charger/power supply shall be designed with high quality components that have life span ratings of up to ten years of continuous use. This device shall feature self protection features including:

1) AC Input Protection: protects against damaging spikes (up to 190 Volts) AC That may come from the line or generator.

2) Reverse Battery Polarity Protection: protects against incorrect wiring hook up with fuses that can be easily replaced.

3) Brown Out Input Protection: protects against input spikes created by temporary or intermittent loss of input power.

4) Over Current Protection: protects against supplying too much output current

5) Over Temperature Protection: protects against thermal damage with a unique proportional fan control circuit that turns on a whisper quiet when the unit reaches 35 degrees Fahrenheit (35 degrees Celsius).

Warranty: The device shall be covered by the manufacturer for a period of two years against defects in materials or workmanship from the date of retail delivery.

An alternate charger / Converter may be supplied provided the alternate is equal in function, warranty and the alternate device has been approved by the agency prior to production.

Location: M-2 Compartment

IV WARMER LOCATION: Located in the M2, second back street side compartment.

Converter to power: Equipment Pre-wire Only

CONVERTER TO POWER: The aforementioned converter/charger shall power the Portable Equipment Pre-wire within these specifications when the shoreline is connected and the aforementioned converter/charger has 110vac power.

COMMUNICATION RADIO(S) RELATED

COMMUNICATIONS RADIO(S) RELATED:

RADIO POWER

RADIO POWER

Radio Power No 1: 30A, Pos and Neg, 10 awg Wires

POWER SOURCE FOR COMMUNICATION RADIO(S) No 1: Positive and Negative polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker

Radio Power Source: Battery Switch Hot

POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.

LOCATION: Behind Passenger's Seat

LOCATION: The power source shall be located behind the passenger's seat, in the cab.Radio Power No 2: 30A, Pos and Neg, 10 awg Wires

POWER SOURCE FOR COMMUNICATION RADIO(S) No 2: Positive and Negative polarity ten gauge wires shall be supplied and installed for subsequent installation of communications radio(s). The wires shall be barreled off and protected by a thirty (30) ampere automatic reset circuit breaker.

Radio Power Source: Battery Switch Hot

POWER SOURCE: The power provision shall be fed off of the output of the conversion main power (Battery) switch.
LOCATION: Behind Action Area Board

LOCATION: The power source shall be located behind the Action area control panel in the patient cabin.
ANTENNA LEADS

ANTENNA LEADS

Coaxial Cable, No 1: Type RG-58U, No connectors

COMMUNICATIONS RADIO ANTENNA PRE-COAX No 1: This coaxial cable shall be RG58-U type. There shall be an 18 inch service loop at the mod roof and a 36 inch tail at the interior termination point. A tag shall specify the other termination point for each coax provided.ORIGINATION POINT: Roof Port No 1

ORIGINATION POINT: The Coaxial cable shall originate on the module roof. The port location shall be centered side to side and approximately 36" back from the front edge of the module roof.

TERMINATION POINT: Behind Passenger's seat w/ 36" Tail

TERMINATION POINT: The Coaxial cable shall terminate in the cab / drivers' cabin behind the passenger seat.
125V SHORE LINE AND OUTLETS

125V SHORE LINE AND OUTLETS

Shore Line Inlet: 15A Straight blade w/ Ground - STD

PRIMARY SHORE LINE INLET: A 125 volt, fifteen amp (15A) Straight blade (NEMA 5-15R), shore line inlet shall be provided. This inlet shall supply power to all 125 volt outlets. The inlet shall be grounded to keep continuity with the buildings GFI Breaker. The inlet shall have a spring loaded, weather proof cover over the inlet. The inlet must be male. An engraved placard or permanent vinyl label, stating voltage and amperage shall be located over the inlet.**125 Volt OUTLETS**

125 VAC OUTLETS

125 VAC Outlet, No 1: 15A, Hospital Grade, IVORY

125 VAC OUTLET No. 1: The following outlets shall be UL listed, 125 Volt, Hospital grade, Straight blade NEMA 5-15R outlets. Each outlet shall be installed in a UL listed, recessed, fiberglass back box with a minimum of one and three quarter inch of box depth. The outlet cover shall be stainless steel. The outlet must be grounded and protected by a GFI (Ground Fault Interrupted) Breaker. Each outlet body must illuminate

when power is applied to the outlet. Each Outlet shall be clearly labeled with a permanent RED colored decal defining the outlet voltage.
LOCATION: Action Area, standard location

OUTLET LOCATION: This 125 Volt outlet shall be located in the patient cabin's, main "Action Area", with location as shown on the approval drawings.
125 VAC Outlet, No 2: 15A, Hospital Grade, IVORY

125 VAC OUTLET No. 2:

LOCATION: RF ALS, (See Drawing)

OUTLET LOCATION: This 125 Volt outlet shall be located inside of the right front ALS Cabinet. The outlet shall be mounted on the back wall of the cabinet (related to inside access) in the upper right corner. The location of the outlet shall be defined on the proposal drawings.
INTERIOR 12 Volt OUTLETS

INTERIOR 12 Volt Direct Current (DC) OUTLETS:
12V Outlet, No 1: Power Point Double Outlet- Wire thru Med Isolator

12 VOLT OUTLET No 1: This outlet shall be a, 12 volt, direct current, 20 Ampere, automotive "cigar" lighter size commercial outlet. This outlet shall be located and wired as specified below. The outlet shall be separately protected and shall be electrically isolated from other electrical functions on the vehicle. This outlet shall be wired per current Federal specification KKK-A-1822.
LOCATION: Action Area, standard location

OUTLET LOCATION: This 12 Volt outlet shall be located in the patient cabin's, main "Action Area", on the back wall.
Power Source: Medical Isolator , Batt Sw Hot

POWER SOURCE: The input for the outlet shall be wired to the output of the battery switch.
Siren: Whelen, 295LSF2 Remote, Standard Dodge

ELECTRONIC SIREN: The siren hardware shall consist of an remote mount siren amplifier and a flush mounted control head, Whelen WS295HFS2. The two channel siren amplifier shall operate two 100 watt RMS speaker drivers and the following functions: RAD, PA, MAN, HF, WAIL,YELP, PIER. The siren control head shall feature a rocker type power switch, rotary function/Mode switch, a Manual momentary button switch, Diagnostic indicator lights a hardwired microphone and a microphone volume control potentiometer.
Siren / Horn Switch: In Cab Console

SIREN OR HORN SELECTOR SWITCH: The OEM horn ring shall control the OEM electric horn and the siren's manual momentary input controls. A switch shall connect the horn ring to either the OEM HORN or to the SIREN. The switch shall be located in the cab console's switch panel. The switch legend, that clearly defines the switch function shall be engraved in the switch panel. The legend shall be illuminated when the

head light switch is on.Siren Speakers: Federal # ES100-12RAMHD, Dodge 45/5500

SIREN SPEAKERS: A pair of Federal ES 100 siren speakers shall be installed. Each speaker shall have a 100 watt driver and shall emit through the cast aluminum horn, specifically designed to custom fit against the contours of the OEM Front bumper. The cast horn to bumper fit shall be tight and aesthetically pleasing. The edges of each hole, in the bumper, shall be clean and shall have rust preventative treatment, prior to final installation of the speakers. The siren and speakers shall meet or exceed current Federal KKK-A-1822.
Mica Color: Matte Gray

LAMINATE COLOR: The laminate color selection shall be Light Gray with a Matte finish. A sample of the subject laminate color shall be supplied at the post award conference.LEXAN Type/Color: Lexan - CLEAR

LEXAN™ COLOR: The LEXAN™ throughout the vehicle shall be transparent and without tint. All doors shall be at least three sixteenths of one inch thick (3/16"), shatter proof and scratch resistant. The edges of the doors shall be worked and burned smooth. The material shall be flexible enough to be cold formed (Bent) at ninety degrees, without fracturing the material. Brittle material is not acceptable.Window Handles: Full Length Extruded

HANDLES, LEXAN WINDOW DOORS: Full height, anodized aluminum, extruded drive on handles shall be supplied on each 3/16" door. The handle shall wrap around the leading edge of each door and mount with one way angular, blind mounting teeth designed to be driven on.
Attendant Seat: EVS,Blue Ridge, Vacuum Form, 6 degree seat back 6 -Point Seat

ATTENDANT SEAT: The main attendant seat shall be an EVS high backed fixed 10.5 degree back seat with six point black seat belt. The vacuum formed cover shall be Blue Ridge in color. The seat shall be tested by the original seat manufacturer to current J3027 test standards and mounted to the instructions provided to the matching base as recommended. The seat shall have travel slide mechanisms attached to the seat base.
BASE: EVS Seats, Metal, Mica Covered Base, Match Unit Interior

SEAT BASE: There shall be a powder coated metal seat that is tested to be utilized with the mounted EVS seat. The metal base shall be concealed behind a substrate with mica laminate to be color keyed to the patient area interior. There shall be a flush mounted solid door on a stainless steel hinge with a spring loaded lever latch.
Door, Single Solid Flush Fitted

SOLID HINGED DOOR: A 3/4" (19mm) thick door shall be supplied on the aforementioned cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge with mounting screws, spaced every two inches along the full length of the pre-punched hinge. The door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.
TRIM: U-shaped Door, J-trim opening

DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides),

including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.
Hinge Orientation: BOTTOM

HINGE ORIENTATION: The aforementioned door shall be hinged along the bottom edge of the door.
Lever Latch: Non-locking - Black Finish

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
Stowage rating label - Black Lever latch 8 pounds applied each
STOWAGE LABEL;A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. AC CABINET: Evaporator, Std Location Behind Att Seat

AIR CONDITIONING EVAPORATOR CABINET: The patient cabin shall be equipped with a rear air conditioning and heat unit. The unit shall be wired, connected and installed per the environmental section of this specification. A cabinet, specifically designed to fit, form and function to the constrains set forth in the surrounding cabinet design and air exchange for cooling/heating performance requirements. The AC/Heat cabinet will be located behind the attendant seat on the floor. The AC/Heat delivery system will be ducted to the modular ceiling. It will have eight (8) spherical adjustable vents. In addition there will be two vents above and facing the attendant seat on cabinet H. The design shall provide adequate air return to meet or exceed current revision of the Federal specification KKK-A-1822.
LF Cabinet, Behind Att Seat: Cabinet "H"/(Elec Cab)

LEFT FRONT CABINET, "H": This cabinet shall be located behind the attendant seat and on top of the Air Conditioning unit. Access to the main circuit board shall be provided through the face of the cabinet facing the curbside. The access door shall be hinged along the right side with a non locking lever type latch at the top. The door shall open without interference with other cabinet doors or hardware. The cabinet will have two adjustable Air Conditioning vents behind and above the attendant seat.Plastic Vent: (2) Total, 1 column x 8 row, Vent 01

PLASTIC VENT: A fifteen square inch free air flow ventilation hole he cut into the above door. The edges of the cut out shall be banded. The hole shall be covered with an aesthetically appealing, molded plastic louver cover. The louver cover shall be black in color and secured with at least one No 8 screw in each corner.
Door, Single Solid Flush Fitted Electrical Area

SOLID HINGED DOOR: A 3/4" (19mm) thick door shall be supplied on the aforementioned cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be hung on a continuous, stainless steel piano hinge with mounting screws, spaced every two inches along the full length of the pre-punched hinge. The door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside.TRIM: U-shaped Door, J-trim opening

DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.
Hinge Orientation: RIGHT

HINGE ORIENTATION: The aforementioned door shall be hinged along the right edge of the door.
Lever Latch: Non-locking - Black Finish Non Storage areas, no rating applied

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
RF ALS Cabinet: Std T-1

RIGHT FRONT CABINET (I): The right front cabinet is hereinafter known as ALS cabinet. All fixed and adjustable shelf surfaces shall be covered in Easy Grip material. All fixed and adjustable shelf lips shall be covered with anodized aluminum trim. All shelves shall have a ¾ lip. The ALS cabinet shall be provide at least 21.0 cubic feet of storage and Configured as follows.
Cabinet I-1: Standard

Cabinet I-1: This cabinet is located on the top section of the right front patient area.
Door: Single Flip Up 3/8" Lexan

SINGLE FLIP UP POLYCARBONATE DOOR: A Single 3/8" (0.375 in) thick, overlay flip up door shall be supplied on the cabinet.Lever Latch: Non-locking - Black Finish

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door.
Stowage rating label - Black Lever latch 8 pounds applied each
STOWAGE LABEL;A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. Cabinet I-2: Standard

CABINET I-2: This cabinet is the upper middle section of the ALS (Cabinet I). Access from the inside shall be as follows below.
Doors: Dual Flush Fitted 6" Secure latch top and bottom each door

DUAL FLUSH DOORS: Two oppositely hinged, 3/4" (19mm) thick doors shall be supplied on the aforementioned cabinet. The doors shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the doors. Each door shall be finished with white cabinet liner laminate on the inside and the same colored mica as the cabinet face on the outside. The doors shall feature an advanced latching system at the top and bottom of each door called a "SECURE LATCH". This secure latch system employs interlocking

aluminum extrusions to complete the latch across a six inch surface of each latch. The latches are spring loaded and allow the door to be push or slam-latched. The latch incorporates a pull handle with smooth curved surface across the outer open part of the latch.Hinge Orientation: (1) RIGHT and (1) LEFT

HINGE ORIENTATION: The doors shall be hinged along the outside edge of each door.
Stowage rating label Secure Latch Dual Handles on Dual Doors 40 pounds applied

STOWAGE LABEL; A label shall be applied for any set of dual doors that employ secure latch six inch handles at the top and bottom of each door with a side mounted stainless steel hinge. This system is capable to restrain fourty pounds of contents within the entire stowage area behind the dual doors. This secure latch system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. Outside Access: Thru M-7 (RF) Compartment door.

RIGHT FRONT CABINET OUTSIDE ACCESS: The right front cabinet of the module shall have outside access through the right front (M-7) compartment door.
Shelf Track: Small alum Unistrut type

SHELF STANDARDS: The aforementioned cabinet shall be equipped with non incremental, aluminum, C-shaped shelf standards.
(1) Shelf: Adjustable with Alum Trim

ADJUSTABLE SHELF: A shelf shall be supplied in the cabinet. The shelf shall be finished in white colored laminate. Upper, lower and aisle side surfaces of the shelf shall be laminated. The shelf shall be secured to four shelf clips with Phillips head wood screws, from the bottom of the shelf. An anodized aluminum angle shall be securely fastened to the front edge of the shelf. The vertical leg of the angle shall provide a lip along the front edge.
Cabinet I-3: Standard, 15" High

CABINET I-3: The lower section shall be approximately 25% of the over all cabinet height. Must meet current Federal specification KKK-A-1822. Access from the inside shall be as follows below.
Door, Single Solid, Flush - Drug Locker

SOLID HINGED DOOR: A 3/4" thick door shall be supplied on the cabinet. The door shall be flush fitted to the opening and have uniform gap spacing around the perimeter of the door. The door shall be finished on both sides with the same colored laminate as the cabinet face.
TRIM: U-shaped Door, J-trim opening

DOOR EDGE FINISH: The edges of the aforementioned door(s) shall be covered with anodized aluminum, U-shaped trim. The trim shall be miter cut and wrapped around the perimeter of the door (On ALL four sides), including the hinged side. The trim shall be bonded to the door edge and clamped. No screws or other mechanical fastener shall be used to fasten the trim work to the door(s). The corners of the doors shall be broken (rounded) after application. Vinyl "Iron on" or mica edge banding is not acceptable.
Hinge Orientation: BOTTOM

HINGE ORIENTATION: The aforementioned door shall be hinged along the bottom edge of the door.
Lever Latch: Locking - Black Finish

LOCKING LATCH: A positive latch shall be supplied and installed on the aforementioned cabinet door. The latch shall be powder coated Black and be near flush when in the "Closed" position. The latch shall be fitted with a cylinder type lock that prevents door latch activation, when locked. Door latch activation shall be triggered by depressing a flush fitted release button that unlatches a lever. The spring loaded lever shall rotate about an axis near the surface of the door panel and extended a rotating pawl behind the latch side door frame. The depth of the pawl shall be adjustable to the latch side door frame. A small "preload" on the latch shall be imposed to prevent the door from rattling.
Stowage rating label - Black Lever latch 8 pounds applied each
STOWAGE LABEL;A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. Outside Access: Thru M-7 (RF) Compartment door.

RIGHT FRONT CABINET OUTSIDE ACCESS: The right front cabinet of the module shall have outside access through the right front (M-7) compartment door.
Right Rear Cabinet: Cover over M-5compartment

RIGHT REAR CABINET: The right rear exterior compartment specified herein shall be completely concealed from interior view by a right rear cabinet. All exposed surfaces of this cabinet shall be fully laminated over substrate matching main cabinet structures. The vertical outer corner shall feature a radius anodized aluminum trim. The trim shall originate from the top of the mated squad bench and terminate into the ceiling.

UPHOLSTERY PAD: An upholstered pad covering the entire forward facing wall, over the squad bench shall be provided. The pad shall include at least 1/2" thick foam padding covered in the same heavy duty vinyl covering specified for the squad bench cushions and the remaining upholstery package.
SQUAD BENCH: Standard

SQUAD BENCH: A squad bench shall be installed on the curbside of the patient compartment. The number of seating locations shall be installed as described in the options following this general heading specification. All seat belts and anchorage shall comply with FMVSS. 209 and 210. The Squad Bench shall comply with current KKK-A-1822. A back and head rest shall be supplied for all seated personnel along the squad bench.
Storage Under Lid - Configure to M-6 Compartment Size

UNDER LID STOWAGE: The squad bench shall provide storage under the access lids. This multipurpose storage area shall be finished in high impact, white colored laminate. Must meet current Federal specification current KKK-A-1822.
Squad Bench Lids: Split - 2-section

SQUAD BENCH LIDS: Two (Split) squad bench lids shall be supplied over the squad bench storage area.

Hinge, Squad Bench Lid(s): Butt Style Hinges

HINGE, SQUAD BENCH LID(S): All squad bench lids shall be installed with butt style, hinges. The hinges shall be through bolted for longevity of the vehicle. There shall be a minimum of two hinges per lid.
Lid Checks: Gas shock, Dual Action

LID CHECKS: Each squad bench lid shall have a bi-directional gas spring lid check (Hold open). The force value selected and ball stud locations shall provide lift assistance after twenty degrees of bench lid lift angle. The ball stud mounts shall be at least 10 millimeter.Latch, Squad Bench Lid: Slam Action Paddle, W keeper Compliant J3058

LID LATCH: One latch to hold each lid down shall be supplied. The lid latch shall be stamped stainless steel construction and latches automatically by simply closing the bench lid. There shall be a slot milled into the underside of the bench lid to accept an manufactured keeper that will prevent the lid from pulling away from the latch. The paddle latch will be through bolted to the keeper with the retaining nuts on the backside of the keeper as a complete assembly. This assembly has been tested to SAE J3058 standards and passed with the ability to contain 80 pounds in the entire area of the squad bench. A label shall be affixed to the squad bench area.
Stowage rating label - Squad bench interior, entire area 80 lbs

STOWAGE LABEL: A label shall be applied near the squad bench exterior indicating the lids to the squad bench are restrained with a compliant latch. The latch assembly of the squad bench were tested to SAE J3058 standards to 80 pounds and found passing. The operator should not exceed the 80 pound weight rating for the entire squad bench storage area . This item is compliant to section 3.11.3 of KKK-A-128F dated July 1, 2017.Edge Trim, Lids: Band w/ Laminate and J-Trim Protection

EDGE TRIM: The edge of the squad bench lid shall be finished with aluminum anodized "J" trim. The trim is to be supplied with countersunk holes to allow for screws to be installed flush so the screw head does not catch anything.

Restraint Net, Removable, at head of S/B, Black Webbing

RESTRAINT NET: A detachable net shall be installed at the head of the squad bench. In the event of sudden stop or frontal accident, the design intent of the net is to minimize injuries to unbelted personnel seated on the squad bench. The net is a safety barrier between the occupant/personnel and the bulkhead cabinetry. The net shall be a grid of 2 wide safety web, spaced on maximum centers of 8 inches.

The net shall be secured at six points. The net shall be tightly stretched and attached at two points on each of the following surfaces:

The floor at head of squad bench
The curb side wall
The ceiling.

All Restraint Net attachment devices shall be aviation quality and pull strength tested. A 2,000 pound force applied in shear (Horizontally). Detachment of the net shall be done without the need for a removal or installation tool(s). Each device shall feature a cadmium plated steel attachment ring that is forged in one continuous ring, without a split or seam. Each device shall be sewn onto the net webbing with a 1 3/4 inch square shaped thread path and diagonal X-shaped thread path to assure web to ring security.
TOP CABINETS, - Standard

STREETSIDE TOP CABINETS:
Cabinet A: Standard

CABINET "A": An upper, interior cabinet shall be provided directly over the rearward section of the Base wall cabinet. This cabinet shall accommodate a power air exhaust blower with a removable service panel. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.
Door: Single Flip Up 3/8" Lexan

SINGLE FLIP UP POLYCARBONATE DOOR: A Single 3/8" (0.375 in) thick, overlay flip up door shall be supplied on the cabinet.
Lever Latch: Non-locking - Black Finish

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
Stowage rating label - Black Lever latch 8 pounds applied each
STOWAGE LABEL;A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. Cabinet B: Ergonomically angled toward the CPR seat

CABINET "B": An upper, interior cabinet shall be provided directly over the "Action Area". This multipurpose cabinet interior shall be finished in high impact, white colored laminate. The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.
Doors; Cabinet B Secure Latch Sliding Window
SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels. The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.Stowage rating label - Secure Latch Sliding Window 40 pounds applied each
STOWAGE LABEL;A label shall be applied for any Secure Latch Sliding Window system indicating its ability

to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. WALL CABINET: CPR Seat w/Telemetry LWBT1

BASE WALL CABINET: The base wall cabinet is located on the Street side (Left side) of the patient cabin. The over all height of the Base Wall Cabinet shall be approximately 75% of the over all head room. This cabinet shall be built in ONE piece. The laminate along the fascia shall be ONE piece on single color laminate selections. A CPR Side Seat shall be provided on the street side aligned with the primary patient abdomen.
Action Area: Standard

ACTION AREA: The action area is a work surface located on the forward end of the Base Wall Cabinet and adjacent to the attendant seat. The work surface shall be at least 5.5 square feet. The work area height shall be 24 inches to 29 inches. The work surface shall have a three quarter inch (3/4") high lip.
A/A Tray: Color Keyed Mica with ABS BioWaste

A/A TRAY: There shall be a countertop action area forward at the wall cabinet. The countertop shall be color keyed high pressure laminate to match the remainder of the high pressure laminate in the patient area.
SHARPS AND TRASH: There shall be a bio waste receptacle at the rear of the action area. It shall consist of an ABS tray within the mica countertop. The ABS tray shall allow for biological waste with separate needle disposal. The sharps and waste shall be molded into an ABS plastic tray. Access the bio-waste container and needle collection jar shall be done from the top of the action area in the patient compartment. The sharps container shall be a 3-Quart Bemis container with a spring located clip to hold it in place in the event of an accident.Cabinet C: Standard

CABINET "C": An interior cabinet shall be provided at the rear end of the base cabinet on the street side. This cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.
Doors; Cabinet C Secure Latch Sliding Window
SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels. The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.Stowage rating label - Secure Latch Sliding Window 40 pounds applied each
STOWAGE LABEL;A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. No Inside Access to Exterior Compartment

COMPARTMENT INTERIOR ACCESS: The compartment shall not be accessible through the INSIDE of the module.

Cabinet D: Ergonomically Angled Cabinet Over Tele. Area

CABINET "D": An interior cabinet shall be provided directly over the rearward "Telemetry Area just aft of the CPR side seat within the base cabinet on the street side. This cabinet will be ergonomically angled towards the CPR seat. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. The cabinet shall be ergonomically angled toward the CPR seat. Must meet current Federal specification KKK-A-1822.

Doors; Cabinet D Secure Latch Sliding Window

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels. The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.Stowage rating label - Secure Latch Sliding Window 40 pounds applied each

STOWAGE LABEL;A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. Cabinet E: Standard

CABINET "E": An interior cabinet shall be provided at the rear of the base cabinet on the street side. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.

Doors; Cabinet E-1 Secure Latch Sliding Window

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels. The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.Stowage rating label - Secure Latch Sliding Window 40 pounds applied each

STOWAGE LABEL;A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. No Inside Access to Exterior Compartment

COMPARTMENT INTERIOR ACCESS: The compartment shall not be accessible through the INSIDE of the module.
Cabinet F: Standard

CABINET "F": An interior cabinet shall be provided directly below the "Telemetry" Area. This multipurpose cabinet interior shall be finished in high impact, white colored laminate. Must meet current Federal specification KKK-A-1822.
Doors; Cabinet F Secure Latch Sliding Window

SLIDING SECURE LATCH WINDOW: There shall be a sliding SECURE LATCH window installed at the location indicated. This window features several advanced safety features allowing it to meet the new SAE J3058 safety standard. This slider window features a full length spring loaded low-profile bar latch at both ends of the slider window that lock into an aluminum extrusion when the window is closed. The center of the window has aluminum inter-locking stiffeners of panel to distribute outward impact loads across both panels. The window shall be able to be opened with one motion and with one hand. To close the user can push the window and slam -latch to closing. This window has been tested to SAEJ3058 testing methods in a third party testing facility and found to contain 40 pounds of contents. Windows that do not meet the SAEJ3058 safety requirements are not acceptable to this agency.Stowage rating label - Secure Latch Sliding Window 40 pounds applied each
STOWAGE LABEL;A label shall be applied for any Secure Latch Sliding Window system indicating its ability to restrain 40 pounds of contents within the stowage area. This secure latch sliding window system has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. CPR Side Seat: 24" inch - Single Position - Standard

CPR SEAT: A left side "CPR" side seat shall be provided on the street side and aligned with the primary patient's abdomen. The seat shall be at least twenty four (24") inches wide and normal squad bench seat height. Upholstered seat pads shall be located within the seat area for the seat, back, both arms and hips. The CPR seat area shall have rounded corners.
Back Rest: Fixed to Back Wall of CPR Seat w/clips

BACK REST: The CPR side seat shall feature a padded, fixed back rest with chamfered upper corners.
Telemetry Area: with armrest pad

TELEMETRY AREA: A four inch wide upholstery covered and padded arm rest shall be installed. The arm rest shall create a 3/4" to 1" lip on the leading edge of the telemetry area.
Telemetry Area: Mica Finish, color keyed to interior

TELEMETRY AREA SURFACE TYPE: The "Telemetry area" shall be finished with the primary color laminate.
Cabinet O1: Standard

CABINET O1: This cabinet shall be located in the forward action area for storage of medical tubing, air ways,

ventilation face masks, and/or miscellaneous items. Must meet current Federal specification KKK-A-1822.Door: Single Overlay Lexan Hinged Right

O1 CABINET SINGLE HINGED POLYCARBONATE DOOR: A 3/8" (0.375 in) thick, overlay hinged door shall be supplied on the aforementioned cabinet. The edges of the door shall be router semi-round and burned smooth.
Round Pull Latch: Non-locking - Chrome Finish

NON-LOCKING LATCH: A round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling.
Stowage rating label - Southco round latch 10 pounds applied each
STOWAGE LABEL;A label shall be applied for any door, drawer, or other stowage area secured by a Round Southco latch, indicating its ability to restrain 10 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. Lever Latch: Non-locking - Black Finish

NON-LOCKING LATCH: A black positive latch shall be supplied and installed on the cabinet door. A small "preload" on the latch shall be imposed to prevent the door from rattling.
Stowage rating label - Black Lever latch 8 pounds applied each
STOWAGE LABEL;A label shall be applied for any door, drawer, or other stowage area secured by a black lever latch, indicating its ability to restrain 8 pounds of contents within the stowage area. This latch has been tested and is compliant within the requirements of SAE J3058 as required under Federal specification KKK-A-1822F section 3.11.3. P6 - 6-Point Restraint System - with CPR Seat

RESTRAINT SYSTEM(S): The Seat Belt System(s) shall be in the following locations:

(2) on Squad Bench, (1) CPR Side Seat

RESTRAINT SYSTEM(S): The rear seating locations shall consist of the P-6 6-Point restraint system. The P-6 Advanced Restraint System is a "Vehicle mounted" 6-Point restraint system dispersing loads to 6 points of reinforced structure within the vehicle as opposed to concentrating loads on the seat frame. It promotes a seated position with a wide range of mobility. The seated position, in conjunction with the seat system, has been proven to be safer than isolated standing positions in a moving vehicle. As well it is easy to use encouraging greater use in the field than more cumbersome systems involving additional latches, levers, and cables.
There shall be two P-6 restraints on the Squad Bench and one P-6 restraints on the CPR Side Seat.S/B: (3) Sec patient restraints - 9" Sleeves Face of Bench

SECONDARY PATIENT RESTRAINT SYSTEM: There shall be a location for a secondary patient on top of the squad bench located on the curbside interior of the patient area of the ambulance. To secure the patient there shall be three inertia style retractable straps that match up to three 9" sleeved buckles on the face of the squad bench and 5" sleeved retractors by the squad bench lid hinge. The straps and buckles shall be mounted to comply with the pull test requirements in the present revision of KKK-A-1822.
Sub Floor, 3/4" Plywood, Standard

FLOOR AND SUBSTRATE: The floor of the module shall be (3/4) thick 7-Ply, Formaldehyde free, exterior grade, A-C plywood. The glue line between the layers shall be phenolic based. The glue shall be of similar chemical make up to the phenolic glue used in Marine grade plywood, as designated by the A.P.A. (American Plywood Association).
Flooring: Optima - Dark Gray

FLOOR COVERING: The plywood substrate shall be 3/4" 7-ply exterior grade plywood. The substrate sheet shall be cut from a 60 inch wide by 144 inch long oversized sheet. No substrate seams are allowed in high foot traffic areas. On longer bodies: ONE seam is permitted as long as the full length of the seam is located directly over the center of a 0.250 x 2 x 3 box tube floor member AND the seam does not fall in the "High Traffic" areas. The floor covering shall be one piece through out the patient cabin regardless of the body length. The flooring material shall be commercial grade sheet floor. The floor covering shall be Tarkett Optima.Flooring Main Edge: 3" Recessed (1/2" deep) roll-up

FLOORING MAIN EDGE: The one-piece patient cabin floor covering material shall run the full with of the aisle space plus roll up (3") three inches along the Base wall cabinet, squad bench and the right rear cabinet (when applicable). Both roll-up areas shall be recessed approximately 1/2" into the face of the cabinets.
Rear Threshold, Stainless, 6" Wide x Full Width at rear doors

REAR THRESHOLD: The rear threshold shall be made of 16 gauge brushed stainless steel sheet. The threshold shall conceal the end of the vapor sheet, sub floor, and flooring The threshold shall mate to the top of the rear access door jamb and cover at least six inches of flooring. Installed over the stainless steel threshold shall be two 2.5" wide "nonskid" tape, strips applied. The color of the tape shall be safety yellow with black diagonal stripes.
C/S Stepwell Threshold, Polished Diamond Plate

C/S THRESHOLD: The C/S threshold shall be made of .100 polished aluminum diamond plate.
COT MOUNT HARDWARE: (Full Size Mod)

COT MOUNT HARDWARE

Cot Mount, Ferno-Washington, FW Stat Trac >>>LONG 96", MOUN-185MT MOD ILOS

PATIENT COT RETENTION: There shall be installed a Ferno 185MT 96" long stat track with to retain the patient cot.

COT FASTENER MOUNTING METHOD: All mounting bolts shall be 3/8" diameter, socket head cap screws with at least 16 threads per inch. All mounting blocks shall be supplied and manufactured by the cot mount manufacturer. The mounting blocks may protrude above the flooring surface by up to 3/16", as long as all of the edges are chamfered. The aforementioned cap screws shall not protrude above the upper surface of the mounting block.

All cap screws shall be through bolted through 1/2 (.500) inch thick, 6061-T-6 Aluminum plate structure. One and one half (1-1/2) inch x six (6) inch thick plates shall either be MIG welded or Chuck structurally fastened to the floor grid for both cot mount and attendant seat fastening locations. All fastening hardware shall be either through bolted or tapped depending on under floor clearances due to chassis installed components. Mounting bolts shall not point toward fuel filler or fuel vent hoses, in accordance with good engineering practices set forth by the Society of Automotive Engineers and Ford's Qualified Vehicle Modifiers' program.

Bidders shall meet or exceed mechanical strength described in the aforementioned minimum fastening method. Material thickness and/or through bolt criteria is mandatory even if the vendor has current certification to AMD Standard 004 utilizing lesser materials.

Cot Position No 1: PRIMARY CENTER POSITION

COT POSITION No 1: This cot position shall be set up for a primary wheeled cot set centered laterally (side to side) in the aisle. The longitudinal location shall be set 30 inches measured from the backrest of the attendant's seat (set all the way toward the front of the patient cabin) to the head of the primary cot frame, per KKK-A-1822E 3.10.4.

Primary Cot position under floor reinforcement

PRIMARY COT POSITION REINFORCEMENT: There shall be a singular piece of aluminum reinforcement installed running the length of the primary cot position in the modular ambulance. It shall be secured to the modular tubes by welding or Huck fasteners.

Cot mount set up for: FW Power Flexx powered cot

PRIMARY COT: The aforementioned cot fastener shall be set up to use a Ferno-Washington "One Man" Cot, including the model POWERFLEXX.

Cot Stop, Block: Ferno 082-2019 for Ferno POWER FLEXX cots

COT HOOK: A Ferno-Washington manufactured ramped hook derived of solid aluminum shall be through bolted to the threshold at the rear access doors. The design intent is to prevent accidental cot roll off during loading and unloading a one man cot. The hook shall snag a tubular drag bar that is built in to the cot frame. The cot hook shall be placed in a position where the under carriage of the cot can be erected and locked into place before release of the drag bar.

OXYGEN / AIR / VACUUM System:

OXYGEN, AIR and VACUUM SYSTEMS

OXYGEN HOSES: All oxygen system service hoses, fittings and devices shall be made of nonferrous materials. Hoses used to pipe Medical Oxygen shall be electrically non-conductive, ¼ inside diameter with an abrasion resistant, green colored outer jacket. The hose manufacturers name, part number, inside dimension and working pressure rating shall be permanently marked along the entire length of the hose. All hoses shall have a working pressure rating of at least 250 pounds per square inch, withstand a system test pressure of 150 PSI / 1033 kPa test prescribed in current Federal specification KKK-A-1822. Each ambulance shall be tested.Oxygen Outlet No 1: Amico Console - Ohmeda/Ohio Diamond Style

OXYGEN OUTLETS - GENERAL: Each outlet shall be comprised of an "*Inlet Box*" and a "*Latch Plate*" as defined herein. The "*inlet box*" shall be a universal inlet service box with a 165 mm type "K" (3/8") OD Copper inlet pipe stub which is silver brazed to a brass, one piece, (1 5/16") inlet body. The "*inlet box*" shall be designed specifically for positive pressure gas service and feature a primary and secondary check valve. Each check valve shall be rated at 1,379 kPa (200psi).

The "*Latch Plate*" shall insert into the universal "*Inlet Box*". The "*Latch Plate*" is comprised of the outer cover plate and latching mechanism that will define the adapter type/Brand that will ultimately connect the patient to the oxygen system. The outlet cover shall be color coded GREEN in addition to having a clear permanent legend that identifies the gas type. Dual gas specific safety pins shall be integrated in the face of the outlet "*Latch Plate*" for safety.

Outlet adapter types shall be easily changed by simply removing the "*Latch plate*" specifically designed for brand "A" to brand "B" without any further plumbing changes.

As with all medical gas outlets specified herein, all outlets shall be hydrostatically tested and cleaned for oxygen service. All medical gas outlets specified herein shall be UL (Underwriters Laboratory) listed and CSA approved. All outlets will be subject to a line pressure of 50 PSI And shall be leak tested at 150 PSI Per Federal specification KKK-A-1822. Pressure drop across the outlet shall be less than 2.0 PSI At normal working pressure.

OXYGEN OUTLET No 1: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.
LOCATION: Action Area

LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.
Oxygen Outlet No 2: Amico Console - Ohmeda/Ohio Diamond Style

OXYGEN OUTLET No 2: This outlet latch shall be designed to accept (Ohio) style, quarter turn / quick release adapters. This Oxygen outlet shall be provided where specified below.
LOCATION: Action Area

LOCATION: The Oxygen outlet shall be located in the primary action area switch and outlet console.
Rack No 1: M/H cylinder Adjustable W QR-MV & Zico Pull Straps compliant

MAIN CYLINDER RESTRAINT No 1: One agency supplied compressed, medical gas cylinder shall be carried and secured, vertically inside the left front exterior compartment. An bracket shall be firmly bolted to the back wall of the compartment that allows for a Zico QR-MV to be installed in either an M or H tank height setting. A Zico Model QR-MV three piece bracket system shall be attached to the back bracket. The QR-MV bracket features pass thru holes for four (4) heavy duty pull style, web straps. The Entire system shall be tested to the latest revision of SAE relevant testing. The cylinder valve shall also be visible and accessible from the inside through a clear polycarbonate door.Cylinder Type: OXYGEN - Green Colored Hose

CYLINDER TYPE: This rack shall be for a MEDICAL OXYGEN cylinder. The oxygen system input hose shall be suspended over this rack. This input hose shall feature a nonferrous 9/16-18 RH bottle nut and regulator barb. This connection shall comply with the diameter index safety system (DISS) set forth by the Compressed Gas Association (CGA) for safety.
Rack Location: Left Front, wall #2 near wall #3

CYLINDER RACK LOCATION: The main oxygen cylinder shall be stored in the left front compartment. The cylinder rack shall be through bolted on the back wall, near the right hand wall of the compartment. The cylinder neck shall be visible and accessible through the viewing window.
Set up For M cylinder

M SETUP: The oxygen retention bracket shall be set for an "M" size steel or aluminum cylinder.
Regulator Wrench: Cast aluminum, OXYGEN w/ cable lanyard

Cylinder Wrench: There shall be a cast aluminum main oxygen cylinder wrench installed in the compartment with the main oxygen cylinder rack. The wrench shall include a cable lanyard that secures the wrench to the compartment wall allowing enough length of cable to loosen and tighten the regulator fitting on the customer installed main oxygen cylinder. The wrench shall be stored in place with either a hat channel bracket or Velcro to keep it secured while the vehicle is in motion.
Vacuum System: SSCOR regulator/gauge panel in A/A

VACUUM (SUCTION) PANEL: A variable vacuum regulator and gauge panel shall be installed in the action area control panel. The vacuum regulator shall vary vacuum delivered to a 1200 cubic-centimeter collection jar specified below. The Vacuum gauge shall not be mounted on the collection jar itself.
Collection Canister w Clip: Bemis, 1200 CC Capacity -J3043 retention compliant

COLLECTION JAR: The suction system shall be equipped with a shatter proof, graduated, 1200cc, transparent collection container. The container shall be regulated through the Sscor panel and installed per manufacturers recommendations. The collection jar shall be retained by a SSCOR retention clip. The retention bracket when installed per directions is SAE J3043 retention testing compliant.VAC Plumbing: Direct from panel to canister - NO Outlet

COLLECTION JAR PLUMBING: The collection jar shall be connected directly to the regulator panel in the action area console.
Vacuum Pump: 49 State

SUCTION PUMP: The suction pump shall be installed in the left middle compartment, adjacent to the action area panel. The exhaust tube shall be routed to the outside of the vehicle. The pump shall be mounted on rubber vibration isolators to minimize any vibration noise emitted into the patient cabin. The pump shall provide a free air flow of at least 20 liters per minute and achieve a minimum of (11.81 in) Hg vacuum within four seconds after the suction tube is closed. This 49-state pump shall meet or exceed current Federal specification KKK-A-1822.Location: M-2 Compartment

SUCTION PUMP LOCATION: The suction pump shall be installed in the left front middle compartment. The pump shall be mounted to the ceiling of this compartment on rubber vibration isolators.
Handles, Ext: Tri-mark 030-1875, Free Float, Polished CNNC finish

EXTERIOR ENTRY AND COMPARTMENT DOOR HANDLES: Large chrome plated, die cast paddle handles shall be provided to open all module doors. Blind fasteners shall be used to fasten the handles to the door from the backside. Blind Stabilizer pins shall be incorporated on the backside of the handle for alignment purposes. Every paddle handle shall have an isolation gasket between the paddle body and the door skin. All door skin surfaces shall be painted prior to installation of the handle hardware. All paddles, on single hung and leading double doors shall be locking type and keyed the same(unless specified otherwise). Trailing doors shall: have non-locking paddle handles, mounted on the outside of the door. The Handle shall have a bright chrome like finish mounted into the bright chrome dish. When the door is in the locked position, the handle shall extend when pulled like an automotive handle (free floating) to show the operator that the door is locked and needs to be unlocked to be opened. Systems that utilize a handle that does not free float shall not be accepted as it could bind up the inner hardware and shorten the life of the door operation and timing.

INTERIOR ENTRY AND COMPARTMENT DOOR HANDLES: The interior handle shall be lever type. A Lock/Unlock lever shall be installed below the inside lever handle and be clearly marked Lock/Unlock. The inner chrome plated handle shall have a black powder coated cast aluminum bezel for strength.
Interior Release: All Entry Doors, with bezel Emergency Access

EMERGENCY INTERIOR LATCH RELEASE: There shall be a red tipped lever to activate a rotary latch at both the top and bottom interior of each patient access door. These shall be used should the door rods become unattached from either the handle or latch assembly. The mechanisms shall be at the point of latching to the nader pin. An inserted Bezel shall be installed into the door panel around the release lever to provide an aesthetic trim to the opening.Grab Rail, (1), 18" Gray Antimicrobial Rear Entry Assist std.

ASSIST RAIL: This rail shall be naturally accessible to assist persons entering the rear of the module in maintaining their balance. The rail shall be 1 ¼ diameter, 100% stainless steel with gray anti-microbial coating and 18" long. All rail fittings shall be TIG welded to the main rail. The rail shall be located prior to order confirmation. Grab rails that utilize separate, setscrew rail fittings are not reliable and not acceptable.
Entry Door Panels, Windows and Hardware

ENTRY DOOR PANELS / WINDOWS / HARDWARE
Interior Grab Handle Color: Gray Antimicrobial

INTERIOR GRAB HANDLE COLOR: The interior grab handles listed below will be powder coated with anti microbial, gray in color.
Grab Handle, CS Entry: 1 1/4" Dia..... S/S, 2-pt 18"L, Gray Antimicrobial

CURB SIDE ENTRY DOOR GRAB HANDLE: The curbside entry door shall be equipped with a two point, 1 ¼ diameter, stainless steel with gray anti-microbial coating, handicap style grab handle to aid in door closure

and entry assistance. The handle shall measure at least eighteen inches long. The handle shall run horizontally, directly above the inside door latch. The door handles shall be fastened directly to the horizontal door structure that is welded to the door assembly.
Grab Handles, Rear Access: (2) 12"L X 1 1/4" Dia..... S/S, 2-pt, Gray Antimicrob

REAR ACCESS DOOR GRAB HANDLES: Each rear access door shall be equipped with a two point, 1 ¼ diameter, stainless steel with gray anti-microbial coating, handicap style grab handle to aid in door closure and entry assistance. The handle shall measure at least twelve inches long.

The handle shall run horizontally, directly above the inside door latch. The door handles shall be fastened directly to the horizontal door structure that is welded to the door assembly.
Door Panels: Diamond Plate / Upholstery / Diamond Plate

DOOR PANELS: The inside UPPER door panels shall be made of .080 aluminum diamond plate. The edges of the diamond plate shall be recessed into the door frame extrusion. The center panel shall be upholstery over a smooth aluminum substrate.
Curbside Lower Door Panel: Diamond Plate

CURBSIDE LOWER DOOR PANEL: The inside door panel shall be made of .080 aluminum diamond plate. The edges of the diamond plate shall be recessed into the door frame extrusion. The panels shall be fastened to the door frame with stainless steel, #10-32 UNF machine screws threaded into aircraft quality blind fasteners. Each screw shall have an neoprene lock washer.
UPPER Windows: RA Doors, Fixed Tinted Glass 17.3"W x 19.3"H

REAR ENTRY DOOR WINDOWS: The rear entry doors shall have an automotive style window. The window will be recessed in a factory stamped opening. The windows will be near flush. They will be in a fixed position. Each window will have a nominal area of 320 square inches.UPPER Window: CS Access, Fixed Glass, std tint

SIDE ENTRY DOOR WINDOW: The curb side (Right) entry door shall be equipped with an automotive style window. The window will be recessed in a factory stamped opening. The window will be near flush. Window will be fixed position. All glass shall be tinted safety glass.Talk Through Window: Sliding Lexan Window - CLEAR

TALK THROUGH WINDOW: The Cab to Module communications window shall be provided.
Sliding Window Locking Pin: 1/4" with Lanyard

LOCKING PIN: The sliding cab to patient area window shall have a locking pin consisting of metal 1/4" pin with a lanyard retainer to keep from losing the pin when not latched. The pin shall be from the driver's side of the window. The pin shall meet or exceed current Federal specification KKK-A-1822.
Action Area Light: 12V, LED, Surface Mount

ACTION AREA LIGHTING: A 12 volt LED light shall be provided directly over the forward, street side work surface. A 12 inch swivel fixture shall be provided. The light shall have an on/off rocker switch on the body of the light housing.
Light Location: Action Area

LOCATION: The light shall be mounted to the action area .UPHOLSTERY - CELL 7

UPHOLSTERY MATERIALS: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl. Sewn seams in the seat covers and cushions shall be minimized. Upon request, the manufacturer shall be capable of supplying vacuum formed, seamless vinyl covered upholstery. The color shall be color keyed to the laminate color selections made.

SEAT / BACKREST CORE MATERIAL: The vinyl covered foam shall meet current Federal Specification KKK-A-1822. Seat cushions shall be ergonomically contoured. All core material shall be open cell, high resilience foam. Upholstery Color: Blue (Blue Ridge)

UPHOLSTERY COLOR: All padding and upholstered seating shall be covered in 36 ounce vacuum form ready vinyl per the aforementioned specification. The color of the vinyl shall be Blue. A sample of the actual color shall be submitted with the bid for approval.
Center Trough Upholstery Color: Color Key to Rest of Truck

TROUGH COVER: All upholstered pad that is built to cover the trough running down the center line of the vehicle separating the curbside and streetside of the patient compartment shall be manufactured of 1/4" luan non voided plywood with padding and covered with 36 ounce vinyl. The color of the vinyl shall be the same as the remainder of the upholstery in the patient area. The cover shall be fastened to the headliner using stainless steel screws with washers that will accept button covers that are color matched to the trough cover.Uph Joint Type: Vacuum Formed - Seamless

UPHOLSTERY JOINERY TYPE: All padding and upholstered seating shall feature upholstery covered foam that eliminates sewn, visible seams. All cushion corners shall be vinyl wrapped. NO sewn seams are permitted, even at the corners. Seat cushion vinyl shall be pre-formed to the cushion shape to eliminate ALL visible seams. Seat cushions with welting/piping and sewn corner seams are not acceptable since blood and other liquid form biological discharge can penetrate the seam holes and reside in the foam. All vinyl surfaces shall be pulled tight against the foam, utilizing a hardwood plywood backing board. Loose fitting vinyl coverings are not acceptable.Squad Bench seat cushion cut-outs: None

FULL CUSHIONS: The post and wheel cups normally placed on the squad bench for secondary stretchers shall be DELETED in favor of full seat cushions without cutouts. The seat cushions shall be the same size as the squad bench lid and WITHOUT cutouts. The user chooses to use a backboard in lieu of a stretcher for a secondary patient.
Head Protection: Pad over CS Entry Door

HEAD PROTECTION - CURB SIDE ACCESS DOOR: A seamless pad specifically designed to protect the head during egress is required. The pad shall consist of a two inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.

Head Protection: 2" Pad over Rear Access Doors, Full Width

HEAD PROTECTION - REAR ACCESS DOORS: A seamless pad specifically designed to protect the head during egress is required and shall comply with current Federal Specification KKK-A-1822. The pad shall consist of a two inch thick foam sheet over a hardwood plywood backing board and covered in seamless vinyl upholstery.

PAINT - STRIPES - DECALS

PAINT

100% PAINT FILM COVERAGE: All stages of primer and paint shall cover all surfaces. Hinge mating surfaces on the doors and jambs shall be painted. Bare aluminum and primer only preparation is not acceptable under door hinges. Doors shall be painted with out actuation handles installed and doors removed from body. Paint film thickness to be no less than 4.1 mil thickness.

PAINT SYSTEM TYPE: The paint shall be Poly-Urethane type electrostatic application process without exception.

An electrostatic paint spray system is a highly efficient technology for the application of paint to specific work pieces. Negatively charged atomized paint particles and a grounded work piece create an electrostatic field that draws the paint particle to the work piece, minimizing over spray.

For this technology, an ionizing electrode, typically located at the paint gun atomizer tip, causes paint particles to pick up additional electrons and become negatively charged. As the coating is deposited on the work piece, the charge dissipates through the ground and returns to the power supply, completing the circuit. The electrostatic field influences the path of the paint particles. Because the charged particles are attracted to the grounded work piece, over spray is significantly reduced. Paint particles that pass a work piece can be attracted to and deposited on the back of the piece. This phenomenon is known as "wrap."

MECHANICAL ADHESION PROMOTER: The entire module shall be degreased. Degreaser shall be applied to manufacturers recommendations. The module body is to be inspected for flaws and imperfections, and to assure built to order specifications. All surfaces shall be initial sanded with 180 grit paper and all imperfections repaired.

CHEMICAL ADHESION PROMOTER: The module shall be hot-water washed at (140 degrees or greater). Then the aluminum Body shall be treated with Alumiprep 33 acid etching followed by a complete De-ionized body rinse. To ensure all surfaces are cleaned, this step shall be repeated a second time. The entire unit shall be wet coated with Alodine 5700 conversion coating and de ionized water mixed. The module body is baked at 160 degrees to dry.

PRIMER: The module shall then have 2 coats of epoxy primer. The unit is then baked at 140 degree metal temperature for one hour. The module body will then undergo any bodywork or filler that is required at transition(s). A third coat of epoxy primer is applied and cured. The module body will then be final sanded prior to Paint color application. Primer shall be sanded with 320 grit paper to assure flat, orange peel free surface.

TOP COAT (PAINT): Entire module shall be degreased. Degreaser shall be applied to manufactures recommendations. Two coats of BTLV High Solids color shall be applied.

CLEAR COAT: The clear coat shall be manufactured by the same company as the primer and base coat. Two coats of "clear coat" polyurethane shall be applied per the manufacturer's instructions.

3M POLISHING SYSTEM: Prior to 100% paint cure, the paint on the ambulance body shall be sanded to 1200 grit and polished flat per 3Ms Perfect-It product program for smooth finish.

CORROSION: Anti-electrolysis procedures include, but are not limited to the following.

1) Ensure all bare substrate is dry and free from contamination.

2) If bare substrate is showing signs of corrosion/oxidation, sand and remove. Use 180 grit until area is removed.

3) Thoroughly blow off areas to remove sand dust and metal shavings.

4) Thoroughly degrease to be pre-primed using the wipe-on, wipe-off method with clean white rags. (Use good quality automotive Degreaser)

5) Apply Wash primer CR using a brush to all mated surfaces. Allow to flash for 15 minutes at 70 deg Fah. Mix wash primer CR 1:1 with wash-hardner.

6) Apply Urethane caulk to all mated surfaces before assembly to reduce the possibility of corrosion.

EXTERIOR FASTENERS: All screw sites require a replaceable nylon insert for the fastener to thread into. This will isolate the dissimilar metals. Each hole shall be treated with an Electrolysis Corrosion Control compound prior to installation of the nylon inserts. All exterior screws shall be stainless steel.

PAINT WARRANTY: The conversion paint shall be warranted to the original owner for a period of 7 years, 70,000 miles. The color shift shall be no greater than Delta E of 4.0 with minimum gloss retention of 60 gloss units at twenty-degree angle. Warranty to include a 36 month Corrosion coverage with no exclusions.
Undercoating : Per QVM Guidelines, STD

UNDERCOATING: The bottoms side of the module shall be undercoated, with an exception to any area affected by exhaust system direct heat. Application standards for the undercoating shall be achieved or exceeded as directed by QVM or governing standards.Reflective Tape: On painted edges of Exterior Door Frame

REFLECTIVE TAPE: The module door frames shall have a three quarter inch (3/4") wide white reflective tape applied to the door frame interior. The tape shall illuminate the outline shape of the door when the door is opened.
Compartment Finish: Diamond Plate Standard

COMPARTMENT FINISH: Unless specified otherwise, all exterior compartment walls and backs shall be constructed of .100 polished aluminum diamond plate.
Primary (Over All) Color: White (YZ)

MAIN BODY COLOR: The main body color shall be oxford white (Ford YZ). The paint finish shall be laid onto the body in a flat, orange peel free, mirror like shine on all four sides.
Flip Step Reflective/Prismatic Tape: Red/White/R/W/R/W/R

REFLECTIVE / PRISMATIC TAPE: The aforementioned center step shall have a bright, conspicuous prismatic, reflective tape strip applied the rearward facing edge of the step. The tape shall have alternating colors (Red and White). The tape color shall begin and end in Red, and each segment shall measure between seven and nine inches.
Roof Paint: Color and finish quality to be GLOSSY

ROOF PAINT: Color match to sides, top finish to exceed industry standard of 5 plus mill thickness.
Drip Rails: Bright Aluminum, De-burred and rounded corners

DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.
Drip Rails: Detail-Refer to Paint Section for Drip Rail Information

DRIP RAILS: A bright drip rail shall be provided over each compartment. Full height compartments are exempt because the perimeter roof rail drip rails will cover these compartments.
Owner's Manual DVD ship loose

OWNER'S MANUAL: There shall be shipped loose with each completed unit a DVD data file with pertinent information from the build of the vehicle.
Decals: KKK / DOT Pkg, Blue/White reflective - Ship Loose

AMBULANCE MARKING PACKAGE: The vehicle shall be supplied with a lettering and "star of life" symbol decal package as described in current Federal specification KKK-A-1822. The "ambulance marking package" is to be shipped loose with the vehicle. The "star of life" symbols shall meet Figure 4 required by KKK-A-1822.Decals: 32" Star of Life - Ship Loose

AMBULANCE MARKING PACKAGE - ROOF STAR: A 32" roof star shall be included as a part of the lettering and "star of life" symbol decal package (as described in the current Federal specification KKK-A-1822).
Decals: NO SMOKING & SEATBELT, installed, cab & pt. area.

SAFETY PLACARDS: There shall be installed in the chassis cab and patient area descriptive placards in durable materials to remind occupants to fasten seatbelts and to refrain from smoking.AEV Logos: Installed on unit per AEV standard locations

MANUFACTURER LOGOS: There shall be self adhesive logos provided and installed for the unit.Fire Extinguisher, 5 pound, shipped loose, Std

FIRE EXTINGUISHER: One (5) five pound A-B-C type fire extinguisher shall be supplied loose with the vehicle on delivery.Reflector Pkg: Body - 2ea, Side Fr Amber, Side Re Red, Rear

REFLECTOR PACKAGE: Six reflectors shall be supplied on the outside of the module body. The reflectors shall be located at skirt line level and the area size shall be at least 3.75 square inches. Each side shall have one AMBER forward reflector and one RED rearward reflector. The rear of the body shall have one RED reflector, located just above the diamond plate kick plate.
STD Regulator, Oxygen, Fixed output @ 50 psi +/-5 , CGA 540, Ship Loose

OXYGEN REGULATOR: A fixed output medical regulator shall be supplied with the apparatus. The output shall be fixed via a single chamber pressure setting which can produce a 50 psi +/- 5psi at 7.25 LPM. The output of the regulator may vary as the tank pressure lowers or flow rate is changed. The regulator shall have a CGA 540 thread for the bottle and a 9/16- 18 tpi threaded male connector for the input hose to the system.
== 172 x 95 T-1 LWB Dodge Base Price - 15.005 03/21/18 ==

2018 **172"** Dodge Diesel D5500 4 x 2 Regular cab Conv PKG - 18-1

CONVERSION WARRANTY
7 Year, 70,000 mile Mechanical & Electrical including Workmanship.

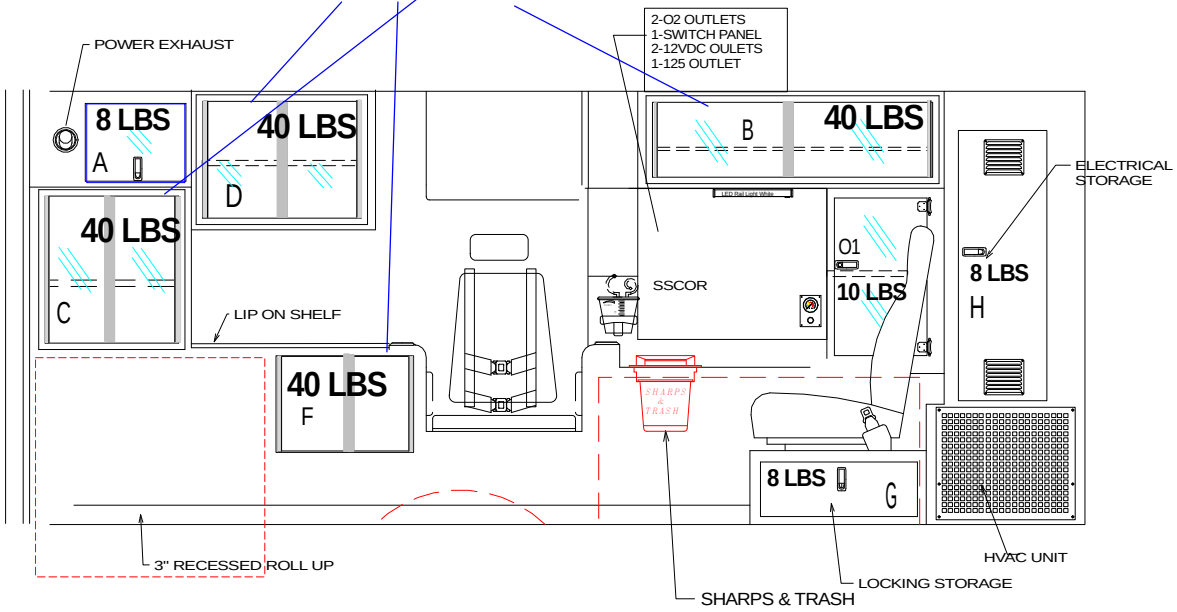
7 Year, 70,000 mile Standard Paint Warranty.

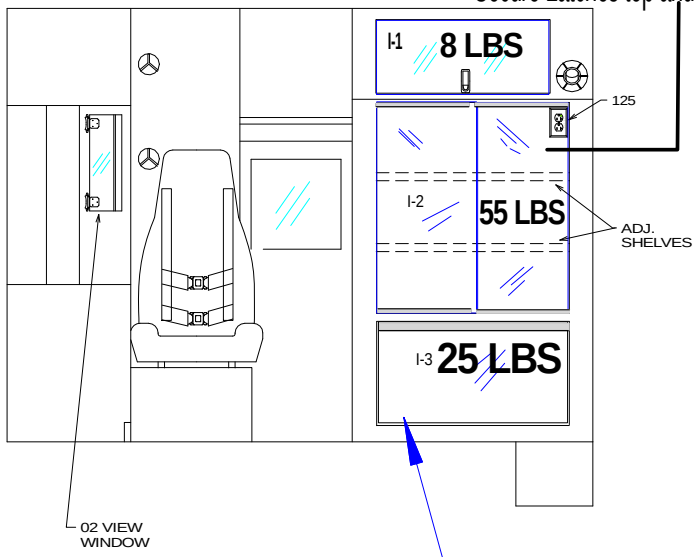
36 Month Paint Coatings Corrosion Warranty.

20 Year Body Structure Warranty.

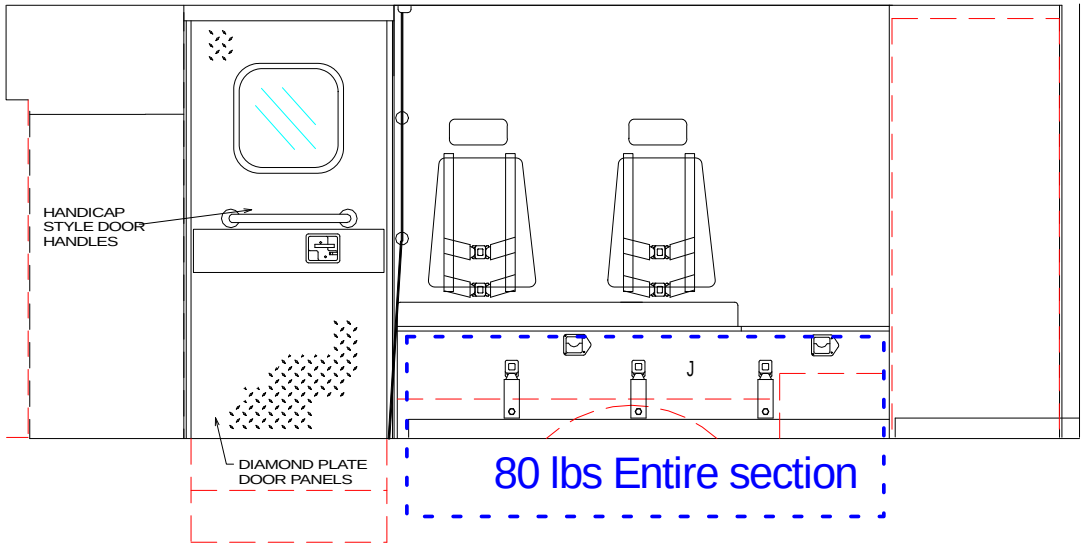
CONCEPTIONAL DRAWINGS ONLY: DRAWINGS ARE NOT TO SCALE, ALL MEASURES ARE APPROXIMATE & SUBJECT TO ENGINEERING CHANGE

Secure Latch Slider Windows





See Through Secure
Top Latch
Lexan Bottom
Piano Hinged

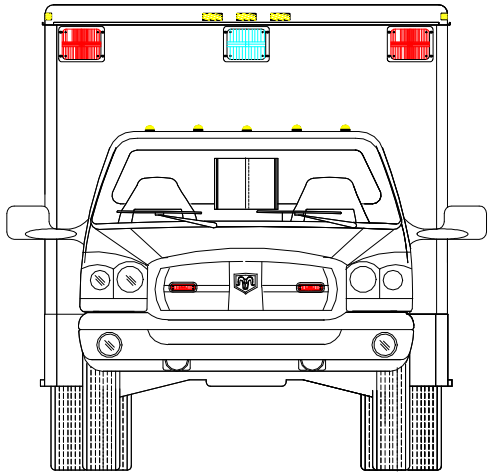


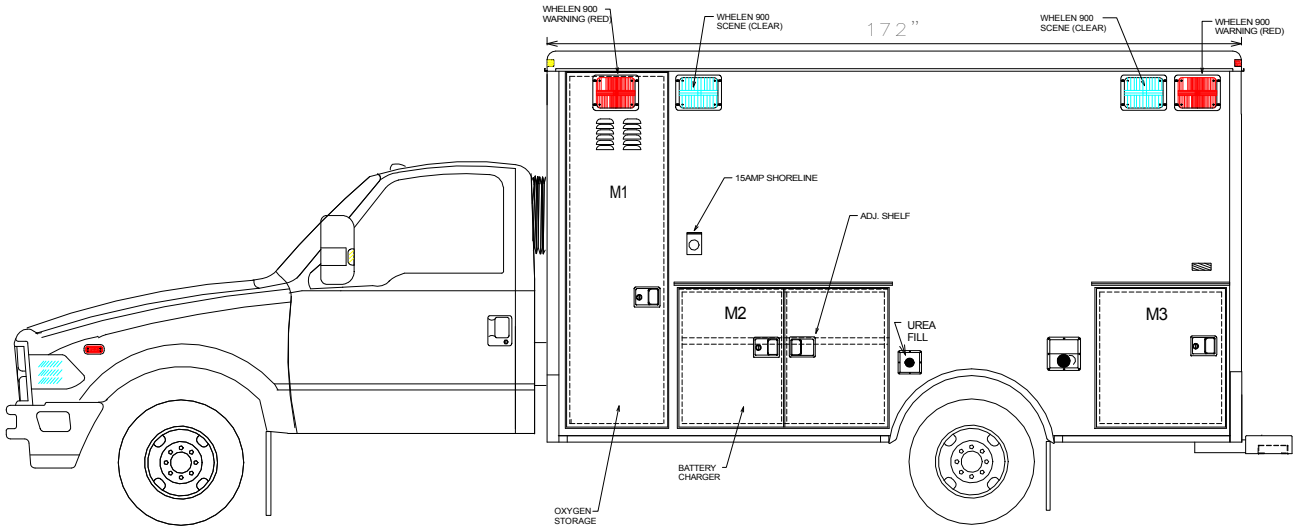
*CONCEPTIONAL DRAWINGS
* Some shown are optional
* Due to AEV's ongoing improvements, drawings can change.

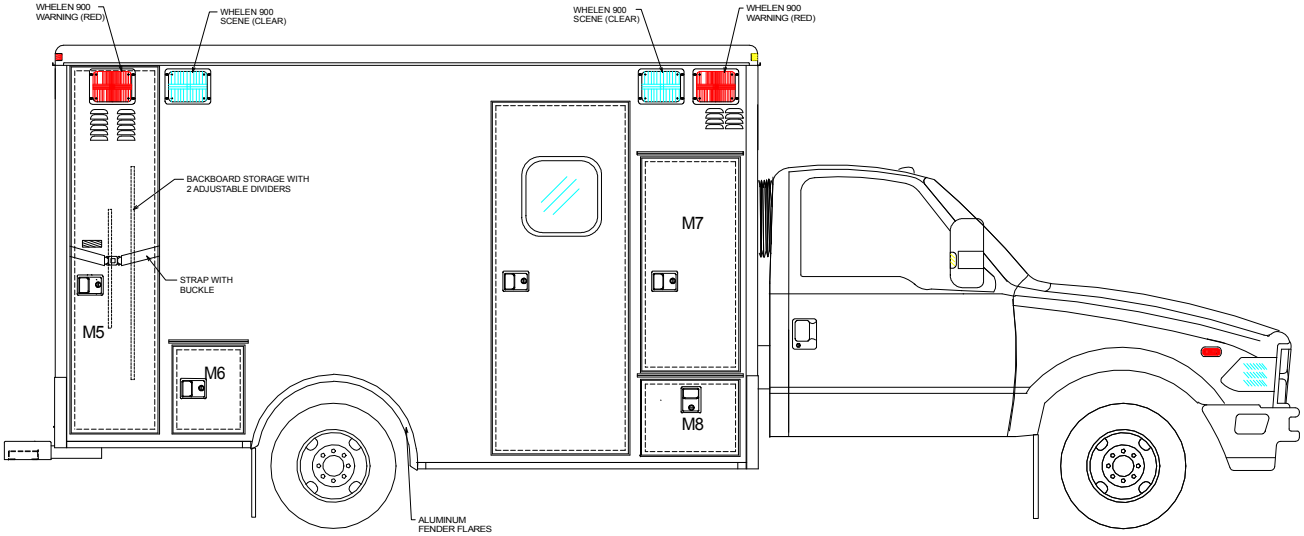
AEV

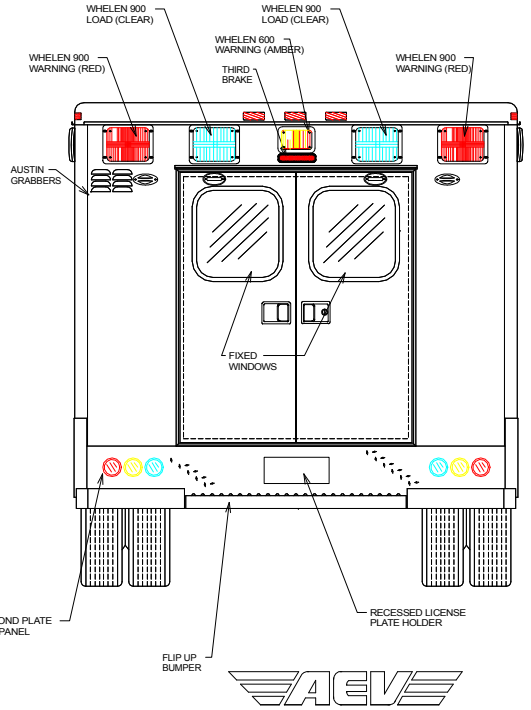
AMERICAN EMERGENCY VEHICLES		
TITLE F450 172" Interior		CUSTOMER
DWG.#	REV.#0	
TRUCK#		
BY:	DATE-	

CONCEPTIONAL DRAWINGS ONLY: DRAWINGS ARE NOT TO SCALE, ALL MEASURES ARE APPROXIMATE & SUBJECT TO ENGINEERING CHANGE









Compartment Dimensions			
Cmpt	Height	Width	Depth
M1	FULL HEIGHT	22.1"	19.4"
M2	34.5"	51"	19.4"
M3	34.5"	36.6"	11"
M5	FULL HEIGHT	25.6"	21"
M6	19"	10.4"	19.4"
M7	67.5"	25.25"	N/A
M8	N/A	N/A	N/A
C/S Access	78.8"	31"	N/A
Rear Access	56-5/8"	46-3/4"	N/A

*CONCEPTIONAL DRAWINGS
* Some shown are optional
* Due to AEV's ongoing improvements, drawings can change.

AEV

AMERICAN EMERGENCY VEHICLES

TITLE: Type I, 172, Exterior	
DWG.# REV#0	
TRUCK#	
BY: DATE	
BODY #:	
	Customer:

Shop Order

ETR
Jerry Michaluk

Exp. Date:	04/20/2018	
Quote No:	10017-0005	
TYPE I:	172T1LWBD	172 LWB Dodge T1 Top Level
GENERAL:	Gen_Info	**********BID STANDARDS**********
CHASSIS:	DOD45/55LW	*******DODGE 192 WB CHASSIS**********
CONVERSION:	172T1LWDD	172 x 95 T-1 LWB Dodge Mod Body,Conversion
BASE:	172T1LWBDR	172 x 95 T-1 LWB Dodge Base Price

PART NO	DESCRIPTION	QTY
	== **********BID STANDARDS******* 15.005 03/21/18 ==***	***1***
00-00-0010	|-ORDER NUMBER	1
00-00-0105	|-Order Date: Post July 1, 2017	1
00-00-0113	***|-KKK Required State: Yes***	***1***
00-00-0121	***|-Change Notice Number 10 Required: Must Choose Yes or No***	***1***
00-10-0015	Vehicle Quantity (Vehicles)	1
00-91-0002	BODY NUMBER:	1
00-91-0005	|-MICKEY BODY DUE DATE :	1
00-91-0003	CHASSIS VIN NUMBER:	1
00-91-0024	***ACCOUNT MANAGER: Mikael Blevins***	***1***
00-91-0027	REFERENCE UNIT #:	1
00-91-0028	RE-WRITE DATE :	1
00-91-0040	SEAT BELT POSITIONS MODS	1
00-91-0042	|-CAB SEAT BELT MOD:	1
00-91-0044	|-Total: 2 Positions	1
00-91-0050	|-REAR SEAT BELT MOD:	1
00-91-0054	***|-Total: 4 Positions***	***1***
00-99-9000	Revision Level: 0 Zero ORIGINAL VERSION	1
00-99-9030	Change Order Level: 0 Zero ORIGINAL VERSION	1
	== *******DODGE 192 WB CHASSIS******* 15.005 03/21/18 ==***	***1***
01-1F-0000	Type I Modular Ambulance	1
01-AN-1D70	2018 Dodge, 5500 4 x 2 DRW Reg Cab, 192" WB, SLT, 6.7L	1
	no discounts are included in this pricing	
01-3D-C66D	***|-Engine: 6.7L Cummins I-6 Turbo Diesel***	***1***
01-3D-C74B	***|-Transmission: Automatic Dodge DG3 w/Overdrive***	***1***
01-3D-D!HL	***|-High Idle (Throttle): OEM***	***1***
01-3D-D3AC	***|-Air Conditioning Connector Package: N/A***	***1***
01-3D-EC1B	***|-Wheelbase: The wheelbase is 192" & 108" Cab to Axle***	***1***
01-3D-GVW8	***|-GVWR (4x2): GVWR 18,000 pounds, FAWR = 7,000 , RAWR = 13,500***	***1***
01-3D-K65A	***|-Alternator: Single 220amp***	***1***

PART NO	DESCRIPTION	QTY
01-3D-K661	***|-Batteries: (2) 730CCA Batteries under the chassis hood***	***1***
01-3D-KA4A	***|-Engine Block Heater: Included on Chassis Not connected to shoreline.***	***1***
01-3D-MONZ	***|-Rear Suspension: D-45/5500, Susp-DS135RS2A Liquid Spring,***	***1***
	SUSP-D135RS2A	
	rev level as of 11/08/2016	
	NOTE: If Oxygen Lift is installed, then if the O2 Cmpt Door is open, the kneeling suspension will not dump until door is closed	
01-TT-0100	***|-Rear Suspension 1,000 mile re-torque requirement***	***1***
	Rear Suspension manufacturer requires inspect & re-torque at 1,000 Miles	
01-TT-0208	***|-""DETAIL"" Liquid Rear Suspension Decal Install***	***1***
	Prior to delivery, detail department is to install a Black Decal on the dash:	
04-SU-0601	***|-Kneeling Feature: Enable Switch Located in CAB console***	***1***
04-SU-0610	***|-Kneeling Feature: Activated by TRAILING rear access door***	***1***
04-SU-0651	***|-Exhaust system termination point: OEM Location, Rt Rear***	***1***
04-SU-14LV	***|-Leveling Valves: Dual, (1) Left, (1) Right***	***1***
01-3D-N1BA	***|-Exhaust System: with side exit***	***1***
01-3D-NH4A	***|-Fuel Tank: 52 Gallon, Single***	***1***
01-3D-R3CA	***|-Front Tire Tread: Premium Highway***	***1***
01-3D-R4LA	***|-Front Tires: Pair of 225/70R19.5F***	***1***
01-3D-RPMA	***|-Front Wheels: 19.5" x 6.75 Steel***	***1***
01-3D-RPWA	***|-Rear Wheels: 19.5" x 6.75 Steel***	***1***
01-3D-S3CA	***|-Rear Tire Tread: Premium Highway***	***1***
01-3D-S4LA	***|-Rear Tires: Two pair of 225/70R19.5F***	***1***
01-3D-ST04	***|-Tire SPARE: Matching Random Make D45/5500 OEM supplied***	***1***
01-FM-TI01	***|-Location: Shipped Loose***	***1***
01-TU-0110	***|-Jack and Tire Tools: Ship Loose***	***1***
01-3D-ST10	***|-Wheel Finish: Polished SS Wheel Simulators (D4500)***	***1***
01-3D-AU0A	***|-Cab Equipment: Keyless Remote Option***	***1***
01-3D-DB6A	***|-Mirror: Exterior, Electric and Heated***	***1***
01-3D-V46A	***|-Front Bumper: Chrome Steel***	***1***
01-3D-69IA	***|-Interior Trim, Medium Gray***	***1***
01-3D-AQTC	***|-Cab Seats: Driver and Passenger, Captain's Chairs***	***1***
01-3D-URSD	***|-Radio: Cab AM/FM, voice activated, blue tooth Uconnect***	***1***
ZZ-ZZ-ZZZZ		1
	== 172 x 95 T-1 LWB Dodge Mod Body,Conversion 15.005 03/21/18 ==	***1***
	BODY Generation 9	**1**
02-00-0002	|-Body Build Information	1
	Body Number;	
	Account Manager;	
	Chassis Type :	
	Mickey Body Due Date;	
02-00-0003	|-ALL DIMENSIONS ON ORDER WILL HAVE A VARIABLE OF + OR 1/4"	1
	Unless specified as a minimum dimension.	
02-00-0010		1
02-B2-1O93	Body, Mod: Dodge Type 1 LWB, 172" x 95" x 68" Interior HR 6" Body Drop	1
02-00-0008	|-Headroom: 70/68" Finished Interior Ducted A/C	1
02-00-0010	|-	1
02-B0-09B0	|-Compt Door Check : Double Action Gas Shock	1
04-EA-09B1	|-Door Swing Angle: Set just over 90 degrees	1
02-B0-CC01	|-Compartment Construction: STANDARD, Unless Specified Otherwise	1
	Sides and Back: .100 Polished Aluminum Diamond Plate	
	Compartment Bottom: .125 Aluminum Sheet	
	Compartment Ceiling: .090 Aluminum Sheet	

PART NO	DESCRIPTION	QTY
02-B0-SFL0	|-Compt Floors: Sweep-out, even with bottom door jamb	1
	Unless Specified Otherwise.	
02-B0-CC18	|-Compartment Ventilation Austin Flap style #VT-2495-A01, STD	1
02-BC-0606	|-Talk through, Cab to Mod Window (T1) With Sliding Window Dodge	1
02-BC-0700	|-Cab Roof Support : 3/16" x 3" Steel Plate, Per Engineering Drawing	1
	Between cab headliner and bottom side of cab roof to prevent oil canning.	
02-BD-0100	|-Body Drop: 6" Curbside, Ahead of Rear Wheels	1
02-M1-CE01	|-Curb side Entry Door (CSE): 82.812 High x 31 Wide	1
02-B0-09B0	|-Compt Door Check : Double Action Gas Shock	1
04-EA-09B1	|-Door Swing Angle: Set just over 90 degrees	1
02-B3-MD64	|-Step Well, CURBSIDE Entry Door, 2-Step Diamond Plate	1
05-IL-09SW	|-Light, Step Well: 3" Weldon, White, STD	1
	Weldon No 3-8025-1400-3T. Light shall come on with CS door only.	
05-QZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
02-M1-M166	|-M-1 Compt (LF): 68 HR, 78.5" H x 22.125" W x 19.5" D	1
	Splash Shield: Add a deflector plate between M-1 and M-2 to shield water splash from the compartment louvers.	
02-B0-CC02	|-Compartment Construction: STANDARD Diamond Plate	1
	Sides and Back: .100 Polished Aluminum Diamond Plate	
	Compartment Bottom: .125 Aluminum Sheet	
	Compartment Ceiling: .090 Aluminum Sheet	
02-B0-CC08	|-Compartment Door Panel: Diamond Plate	1
12-DC-GA10	|-Compartment Finish: Diamond Plate Standard	1
02-B0-CC16	|-Compartment Door Ventilation small punched half moon Louvered Door	1
02-B0-SWFL	|-Compt Floor: Sweep-out, even with bottom door jamb.	1
02-BC-10A5	|-Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch	1
05-EL-40M1	|-Light, Compt, M-1 (LF): Intertek Model No ZY-156-921	1
	MTB Note: 1" Hole, Centered in Compartment ceiling	
09-ZZ-ZZZZ	|-	1
02-M1-M277	|-M-2 Compt (LFM): 34.5" H x 51" W x 19.5" D >>Dodge chassis only	1
02-B0-CC02	|-Compartment Construction: STANDARD Diamond Plate	1
	Sides and Back: .100 Polished Aluminum Diamond Plate	
	Compartment Bottom: .125 Aluminum Sheet	
	Compartment Ceiling: .090 Aluminum Sheet	
02-B0-CC08	|-Compartment Door Panel: Diamond Plate	1
12-DC-GA10	|-Compartment Finish: Diamond Plate Standard	1
02-B0-SWFL	|-Compt Floor: Sweep-out, even with bottom door jamb.	1
02-BC-10D0	|-Doors, Compartment, DOUBLE DOORS (std)	1
04-TS-11D3	|-M-2 Shelf, Adjustable, Ext: .125 Alum, 2" Upward lip	1
04-TS-4010	|-Shelf Bracket: CPI 90 Deg with Slotted Holes	1
05-EL-40M2	|-Light, Compt, M-2 (LFM): Intertek Model No ZY-156-921	1
	MTB Note: 1" Hole, Centered in Compartment ceiling	
05-HA-13I1	|-Condenser, 12V: ACC , Dual Fan X717 25064, Under M-2 Compartment,	1
	Condenser as part of HVAC package	
04-HA-1300	|-Condenser Brackets: Under M-2, angled down	1
06-RR-13Z0	|-Standard Conduit: 1-1/2"", with pull wire	1
06-RR-13O4	|-CONDUIT ORIGINATION POINT: M-2 compartment	1
06-RR-13T3	|-CONDUIT TERMINATION POINT: Behind A/A Board (Panel)	1
06-RR-13Z1	|-Additional Conduit: 1-1/2"", with pull wire, Type 1 units	1
06-RR-13O1	|-CONDUIT ORIGINATION POINT: Electrical Circuit board cabinet	1
06-RR-13T2	|-CONDUIT TERMINATION POINT: Behind Driver's seat	1
09-ZZ-ZZZZ	|-	1
02-M1-M375	|-M-3 Compt (LR): 34.5" H x 35.6" W x 11.5" D	1
02-B0-CC02	|-Compartment Construction: STANDARD Diamond Plate	1
	Sides and Back: .100 Polished Aluminum Diamond Plate	

PART NO	DESCRIPTION	QTY
	Compartment Bottom: .125 Aluminum Sheet	
	Compartment Ceiling: .090 Aluminum Sheet	
02-B0-CC08	|-Compartment Door Panel: Diamond Plate	1
12-DC-GA10	|-Compartment Finish: Diamond Plate Standard	1
02-B0-SWFL	|-Compt Floor: Sweep-out, even with bottom door jamb.	1
02-BC-10A0	|-Compartment Door: SINGLE DOOR, 1-point Latch	1
05-EL-40M3	|-Light, Compt, M-3 (LR): Intertek Model No ZY-156-921	1
	MTB Note: 1" Hole, Centered in Compartment ceiling	
09-ZZ-ZZZZ	|-	1
02-M1-M574	|-M-5 Compt (RR): 68 HR, 78.8" H x 25.625" W x 21.0"D	1
02-B0-CC02	|-Compartment Construction: STANDARD Diamond Plate	1
	Sides and Back: .100 Polished Aluminum Diamond Plate	
	Compartment Bottom: .125 Aluminum Sheet	
	Compartment Ceiling: .090 Aluminum Sheet	
02-B0-CC08	|-Compartment Door Panel: Diamond Plate	1
12-DC-GA10	|-Compartment Finish: Diamond Plate Standard	1
02-B0-CC12	|-Compartment Ventilation Compartment Ceiling O O O O	1
	MTB NOTE:	
	Specified compartments shall have a hat channel at the ceiling level. The hat channel shall run to no closer than 1" from the compartment side walls to allow for air exchange. Hidden from view, shall be two to three, (4") holes above the hat channel to exhaust the compartment air when the door is closed to allow it to close with minimal effort.	
02-B0-SWFL	|-Compt Floor: Sweep-out, even with bottom door jamb.	1
02-BC-10A5	|-Compartment Door: SINGLE DOOR, Forward hinged 2-point Latch	1
04-TS-20M5	|-M-5 Divider, Fixed, (1) 14x60 H, (1) Fixed Shelf, Option #5	1
	Bottom of shelf to be 42" from the compartment floor.	
04-TS-1001	|-Divider Material: .125 Aluminum Sheet	1
04-TS-STR1	|-Strap: 2" Webb, w/ Chrome Metal Seatbelt buckle footman loops	1
	This strap is to secure things from moving while the vehicle is in motion.	
04-TS-STR2	|-2" Footman Loops: Locate back from jamb	1
11-X0-0026	|-Stowage label 2 inch Strap Seatbelt Matl /Seatbelt buckle w/loops 20lbs	1
	A label shall be applied near the seatbelt material strap restraint with seatbelt buckle with footman loops that are installed indicating it's ability to restrain 20 pounds. The operator should not exceed the 20 pound weight rating.	
05-EL-40M5	|-Light, Compt, M-5 (RR): 4" Flush, T/L No 40003	1
	MTB Note : 4 1/2" Light hole required, when Full Height compartment	
09-ZZ-ZZZZ	|-	1
02-M1-M675	|-M-6 Compt (RRFwd): 19" H x 10.438" W x 19.5" D	1
02-B0-CC02	|-Compartment Construction: STANDARD Diamond Plate	1
	Sides and Back: .100 Polished Aluminum Diamond Plate	
	Compartment Bottom: .125 Aluminum Sheet	
	Compartment Ceiling: .090 Aluminum Sheet	
02-B0-CC08	|-Compartment Door Panel: Diamond Plate	1
12-DC-GA10	|-Compartment Finish: Diamond Plate Standard	1
02-B0-SWFL	|-Compt Floor: Sweep-out, even with bottom door jamb.	1
02-BC-10A0	|-Compartment Door: SINGLE DOOR, 1-point Latch	1
05-EL-40M6	|-Light, Compt, M-6 (RRF): Intertek Model No ZY-156-921	1
	MTB Note: 1" Hole, Centered in Compartment ceiling	

PART NO	DESCRIPTION	QTY
09-ZZ-ZZZZ	|-	1
02-M1-M775	|-M-7 Compt (RF): 67.5" H x 25.25" W x 21.0" (Below FL), I/O	1
02-BC-10A0	|-Compartment Door: SINGLE DOOR, 1-point Latch	1
05-EL-40M7	|-Light, Compt, M-7 (RF): NONE	1
ZZ-ZZ-ZZZZ	|-	1
02-M1-M888	|-M-8 Drawer (RF): None Batteries Under Hood	1
02-M1-RA03	|-Rear Access Doors: 46 3/4" Wide x 60 5/8" High	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
	WELDING CELL 1	**1**
04-AS-0370	|-Wire/Hose Cover : Diamond Plate, Between Cab & Module	1
ZZ-ZZ-ZZZZ	|-	1
04-AS-06A0	|-Fuel Fill: CPI C1045, Open Housing, Polished Bezel (Std)	1
	Part No: HOUS-1045	
04-BW-7A95	|-Bumper, Rear: HD Alum Framed w/DP pontoon covers	1
	PURCHASED WITH BODY	
04-BW-FLIP	|-Step, Center: 2" x 7" Grip strut, flip-up	1
04-BW-AF21	|-Fenders, Rear: Polished Aluminum (T-1)	1
04-BW-DP01	|-Skirt Rails: Polished Aluminum Diamond Plate	1
04-BW-DP04	|-Rear Kick Plate: Polished Aluminum Diamond Plate	1
04-BW-TA03	|-Recessed Tag Area: Polished Aluminum Diamond Plate	1
04-BW-TA04	|-Location: Centered in the kick plate	1
05-EL-44TN	|-Tag Light: Kinequip LED #132703C	1
ZZ-ZZ-ZZZZ	|-	1
04-BW-DP92	|-Corner Caps: 24.0" High, Alum Diamond Plate	1
	If there is a body drop, add the appropriate height to Corner Caps.	
04-BW-DP93	|-Front Stone Guards: 24.0" High, Alum Diamond Plate	1
	If there is a body drop, add the appropriate height to Stone Guards.	
04-DE-0010	|-Rear Deflector: NONE	1
04-EA-09A0	|-(2) Rear Door Hold Opens: Grabber Style, each door	1
04-EA-1399	|-Running Boards: NONE	1
04-EA-1122	|-Mud Flaps Front: Modular, Rubber with AEV/Rev Logo std	1
	Part# FLAP-M02	
04-EA-1132	|-Mud Flaps Rear: Modular, Rubber AEV LOGO	1
	Part# FLAP-M01	
04-EA-09A0	(2) Rear Door Hold Opens: Grabber Style, each door	1
	EXTERIOR LIGHTING / HEAT/AC / INSULATION CELL 2	**1**
05-EL-1800	CORNER CAP LED ICC/WARNING LIGHTS	1
05-EL-18F0	|-Front Corner Cap LED ICC/Warning Lights: Warnings RED/WHITE	1
05-EL-18F1	|-Front Center ICC Lts: (3) AMBER Kinequip LED No 112401A,	1
	Switch w/ Headlights.	
ZZ-ZZ-ZZZZ	|-	1
05-EL-18R5	|-Rear Corner Cap LED ICC/Warning Lights: Warnings RED/AMBER	1
05-EL-18R1	|-Rear Center ICC Lts: (3) RED Kinequip LED No 112401R	1
	Switch w/ Headlights	
ZZ-ZZ-ZZZZ	|-	1
06-SW-CC01	|-ICC Warning Lights Switched: Primary Only	1
ZZ-ZZ-ZZZZ	|-	1
05-EL-2200	Tail Lights: TruckPro LED-TS, LED-Turn, Incan-BU, Round 4"	1
	Lite-4050R	
	Lite-4050A	
	Lite-40044	
	The lights shall be horizontally in the diamond plate kick panel, with the outermost light Brake (Red LED), Turn (Amber LED) and the innermost Reverse (Clear Incandescent)	

PART NO	DESCRIPTION	QTY
05-EL-19MO	|-Side Marker Lights: (2) RED Kinequip LED No 112401RD	1
	Switch w/ Headlights.	
05-ZZ-ZZZZ	|-	1
05-EL-2346	LED, Load LED Module	1
	To be installed for LED Turn Signals on the chassis wiring.	
05-EL-4300	Patient Area Turn and Stop Light Indicator: None	1
05-EL-43SR	Third (3rd) Brake Light: Kinequip KFL-3BLO1 LED	1
	LOCATION: Over Rear Access Doors.	
	Do not cut traditional hole.	
	Just screw and wire holes required.	
05-EL-43T2	|-Light is to steady burn, no flash	1
05-EL-4590	SCENE/FLOOD LIGHTS (Whelen Halogen 900 size)	1
05-EL-45L9	|-Left Scene Lights: (2) Whelen 900, 8-32 Degree,	1
05-EL-0203	|-Flanges: (2) Chrome for above 900 Series Scene lights	1
06-EL-18LF	|-Left Flood Activate: Left Flood Switch	1
05-EL-45T9	|-Right Scene Lights: (2) Whelen 900, 8-32 Degree,	1
05-EL-0203	|-Flanges: (2) Chrome for above 900 Series Scene lights	1
06-EL-18RT	|-Right Flood Activate: Right Flood Switch and open CSE Door	1
05-EL-46R9	|-Rear Load Lights: (2) Whelen 900, 8-32 Degree	1
05-EL-0204	|-Flanges: (2) Chrome for above 900 Series Rear load lights	1
06-EL-18RE	|-Activate: Rear Flood Switch, Reverse and Lead RA Door	1
05-HA-13GE	AC (HVAC): ACC, Ducted in Ceiling Vertical-TI Dodge	1
	Mounted Behind the Attendant Seat Base	
04-VP-001G	|-Electric Water Valve For Heater units	1
05-HA-1306	|-A/C Condenser: See M2 Cmpt for Condenser Information	1
05-HA-1408	|-AC Evap: ACC HVAC Ducted in Ceiling (AC Heat Unit) Vert.....	1
	Mounted Behind the Attendant Seat Base	
05-HA-1099	|-AC Evaporator Location: Behind Attendant Seat on the floor	1
05-HA-13HW	|-Condenser, 12V: ACC, Dual Fan, Under M-2 Compt. COND-ACT1A	1
	COND-ACT1A	
04-HA-1300	|-Condenser Brackets: Under M-2, angled down	1
05-HA-1403	|-AC Hoses: Pre-charged, GoodYear Galaxy	1
05-HA-1404	|-Heater Hoses: EPDM Nomex Rubber (per Ford QVM)	1
05-HA-1490	|-Drain Tube Air Restrictor for Vertical Floor mount HVAC systems	1
	Tube-RESTRICTOR	
05-HA-14A0	|-Side Plenum Grille, Return Air: Stamped Powder Coated Steel	1
05-HA-14B1	|-Filter, Washable Carbon Pre-Filter	1
05-HA-14C0	|-AC COMPRESSOR: Tee into OEM	1
05-HA-15A0	|-Ducted AC Delivery: insulated & foil wrapped, 10 registers	1
05-HA-14A0	|-Side Plenum Grille, Return Air: Stamped Powder Coated Steel	1
05-HA-14C0	|-AC COMPRESSOR: Tee into OEM	1
05-HA-1820	|-Air Curtain: Side Door NONE	1
10-HA-02ST	|-AC Control: Heat or AC and Fan Speed selector switches	1
ZZ-ZZ-ZZZZ	|-	1
05-IL-0051	CEILING PANELS : ACM Gloss White	1
	MATL-CEILING	
05-IL-0135	|-Dome Lts, LED K15: Kinequip, (4) Streetside, (4) Curbside	1
ZZ-ZZ-ZZZZ	|-	1
09-MH-08A1	|-IV Hook No 1: Hook 07 w/ Velcro bag stabilizer STD	1
29-MH-1000	|-LOCATION: Over head/chest area, primary patient on COT	1
09-MH-08A2	|-IV Hook No 2: Hook 07 w/ Velcro bag stabilizer STD	1
09-MH-08P2	|-LOCATION: Over head/chest area, secondary patient on S/B	1
ZZ-ZZ-ZZZZ	|-	1
09-MH-2AC5	|-Recessed C/S Grab Rail, ceiling: 1.25 Dia..... 3 pt, 72in, Gray Antimicrobial	1
	Grab Rail will be recessed in a ABS pan.	
	Part No: RAIL-BK72CS	

PART NO	DESCRIPTION	QTY
09-MH-2ASS	|-Streetside Grab Rail: None	1
	Insulation PKG: Generation 9 body std.	**1**
05-IN-1STD	|-Insulation: Circumferential PKG, Reflective w/ Air cell core	1
	single layer reflectix	
05-IN-3STE	|-Insulation: Entry Door, Reflective w/ Air cell core	1
05-IN-4ST9	|-Insulation Sound Deadening: Generation 9 Floor	1
	Generation 9 Floor Design	
	INSU-KSUF	
05-IN-5ST0	|-Insulation: Walls/Ceiling, Additional : NONE	1
05-IN-6STD	|-Stepwell Insulation: None	1
05-PA-LB0A	|-Front Light Bar: NONE	1
05-PA-LB0B	|-Rear Light Bar: NONE	1
05-SY-LTHH	HALOGEN WARNING LIGHT SYSTEM Dodge Ltd	1
05-FS-0707	|-Flasher: Vanner 9860GCPE	1
	Part No: FLAS-10	
05-FS-10P5	|-Flash Pattern: KKK-A-1822	1
05-FS-1150	|-Vanner 9860 Flash pattern Alternate Flash	1
06-SW-PS01	|-Warning Light SWITCH: center console, Primary / Secondary	1
05-PH-LT06	|-(2) Grille Lights: Whelen TIRLIN3, LED, Chrome Hsg	1
05-FS-1100	|-Program #25 Steady Burn, Flash thru Flasher	1
05-PH-LT0A	|-Lights: (2) Whelen TIRLIN3, RED LED, Chrome Hsg	1
05-PL-LX00	|-Lens color for Above LED Light to be: Clear	1
05-PH-LT28	|-(2) Front Intersection, Whelen LINZ6, SLED, Chrome Flange	1
05-PM-LRN2	|-Light, Whelen LINZ6, RED S-LED, Chrome Flange	2
05-PL-LX00	|-Lens color for Above LED Light to be: Clear	2
ZZ-ZZ-ZZZZ	|-	1
05-PH-LT30	|-(1) Center Front Clear Warning Light: Whelen 900, HALOGEN	1
05-PH-LS0H	|-Flange: (1) 900-Chrome Flanges for light above	1
ZZ-ZZ-ZZZZ	|-	1
05-PH-LT40	|-(2) Front RED Warning Lights: Whelen 900, HALOGEN	1
05-PH-LS0A	|-Flanges: (2) 900-Chrome Flanges for lights above	1
ZZ-ZZ-ZZZZ	|-	1
05-PH-LT50	|-(4) Side RED Warning Lights: Whelen 900, HALOGEN	1
05-PH-LS0F	|-Flanges: (4) 900-Chrome Flanges for lights above	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
05-PH-LT60	|-(2) Rear RED Warning Lights: Whelen 900, HALOGEN	1
05-PH-LS0A	|-Flanges: (2) 900-Chrome Flanges for lights above	1
05-PH-LT6A	|-Location: REAR, (1) in EACH Upper outer corner.	1
ZZ-ZZ-ZZZZ	|-	1
05-PH-LT63	|-Additional Rear Warning Lights: NONE	1
05-PH-LT70	|-(1) Rear Center AMBER Warning Light: Whelen 600, HALOGEN	1
05-PH-LT08	|-Flange: (1) 600-Chrome Flange for light above	1
ZZ-ZZ-ZZZZ	|-	1
06-SW-PS01	|-Warning Light SWITCH: center console, Primary / Secondary	1
ZZ-ZZ-ZZZZ	|-	1
05-ZZ-ZZZZ		1
	ELECTRICAL CELL 3	**1**
06-00-0004	|-Customer Supplied Part(s) : NONE	1
ZZ-ZZ-ZZZZ	|-	1
06-00-0001		1
06-AA-0210	|-Flasher, Headlight: NONE	1
06-AL-47SU	Hand Held Spot Light: None	1
	Not Require by KKK-F	
06-BA-3F41	Batteries: 2 Battery System Type I Only	1
06-BA-3F53	|-Batteries: (2) Underhood (Type I)	1
06-BA-3FJ1	|-Battery Make: (2) OEM	1
	Battery Brand must match.	
06-BA-Q631	|-Battery Switch: Cole Hersee 2484-16 Paddle, T1 center console	1
	Cole Hersee Paddle style battery switch powers up and shuts down the CONVERSION only! Chassis related circuits shall remain wired in the OEM configuration per Ford QVM Bulletin No 63.	

PART NO	DESCRIPTION	QTY
	SWITCH LOCATION: Drivers' side of center cab console.	
06-BA-3FW4	|-Batteries Wired: Parallel for higher amperage	1
ZZ-ZZ-ZZZZ	|-	1
06-EC-0501	Door Locks, MODULE: Manual Key Operated	1
06-EC-3509	Circuit Board: RMR Rail System, W/ LED Diagram Type I	1
06-EC-CB03	|-Circuit Protection, 12V: Blade Breaker Manual-reset	1
06-FS-1101	|-Sequencer/Load manager: NONE	1
06-RR-23F1	|-Ind Light Flasher: Thru 14S Flasher Unit	1
06-RR-2400	|-Type I CAB Console: Pass Thru 14" OAW	1
06-RR-2315	|-Type 1 LED Rocker Switches Front and Rear Switch Panels Standard	1
06-EC-3570	|-Master Switch: Front Only	1
06-MC-0810	|-Smart Volt Meter: (1) Kinequip 8.0 thru 16.0 Volts, Digital w Low voltage buzze	1
	GAGE-KVOLT	
06-RR-23A1	|-Engraved LOGO: AEV TraumaHawk	1
06-RR-23I1	|-Indicator Light: AMBER Compt Open" light	1
06-RR-23I2	|-Flashing light: Activate w/ ANY compartment door switch.	1
06-RR-23I3	|-Indicator Light: GREEN "Amb Pwr" light	1
06-RR-23I4	|-Steady burn light: Activate with Conversion power switch	1
06-RR-23I5	|-Indicator Light: RED "Door Ajar" light	1
06-RR-23I6	|-Flashing light: Activate w/ ANY Mod entry door switch.	1
06-RR-23J3	|-Door/Compartment Ajar Buzzer: None	1
06-RR-23L0	|-Illumination strip LED for Front and rear switch panels 12v	1
ZZ-ZZ-ZZZY	|-	1
07-RR-24A0	|-Console Finish: Black, Textured "Easy Grip"	1
07-ZZ-ZZZZ	|-	1
06-EC-4300	Back-up Alarm: Standard	1
06-EC-43B0	|-Cut Off Switch: Auto reset ,momentary style	1
06-EC-GR01	Ground Straps, Module to Frame: (Qty 4) Braided	1
	Grind/Clean each ground site on the OEM frame to bare steel.	
	Use 3/8" - UNC x 1 1/2", Grade 8 hex head bolts, Nuts, and external tooth lock washers. Tighten to minimum 20 Ft/Lb.	
06-IA-0001	Converter , 125V to 12V: NONE	1
06-IG-0001	INVERTER : NONE	1
	NO Pre-wire.	
06-EC-0040	|-Battery Charger, IOTA, 15A (KKK-F Requirement)	1
06-EC-03AH	|-Portable Equip Charging Circuits: 10A, Pos and Neg	1
06-EC-03AA	|-PREWIRE LOCATION: (1)Cab Console, (1) Behind A/A	1
06-EC-03C8	|-Portable Equip Pwr Source: Ignition and/or Converter	1
	Reference 3.7.7.2 and Figure 7 in KKK-A-1822E	
06-EC-1998	|-Converter : 15A IOTA, 125VAC to 15A @ 12 VDC	1
06-EC-1414	|-Location: M-2 Compartment	1
06-EC-21A2	|-Converter to power: Equipment Pre-wire Only	1
	COMMUNICATION RADIO(S) RELATED	**1**
06-00-0001	|-	1
	RADIO POWER	**1**
06-EC-03A0	|-Radio Power No 1: 30A, Pos and Neg, 10 awg Wires	1
06-EC-03B0	|-Radio Power Source: Battery Switch Hot	1
06-EC-03G0	|-LOCATION: Behind Passenger's Seat	1
06-EC-03A2	|-Radio Power No 2: 30A, Pos and Neg, 10 awg Wires	1
06-EC-03B0	|-Radio Power Source: Battery Switch Hot	1
06-EC-03E0	|-LOCATION: Behind Action Area Board	1
	ANTENNA LEADS	**1**
06-RR-0100	|-Coaxial Cable, No 1: Type RG-58U, No connectors	1
06-RR-01O1	|-ORIGINATION POINT: Roof Port No 1	1
	Roof Port No 1 is lined up with the edge of the curbside entry door, and centered side to side as possible	
06-RR-01P0	|-Port Plate: None Access thru center upholstery panel	1
06-RR-01T1	|-TERMINATION POINT: Behind Passenger's seat w/ 36" Tail	1

PART NO	DESCRIPTION	QTY
06-RR-1809	|-Patient Area Radio : None	1
06-SO-0000	125V SHORE LINE AND OUTLETS	1
06-00-0001	|-	1
06-SO-0100	|-Shore Line Inlet: 15A Straight blade w/ Ground STD	1
06-SO-00L1	|-Inlet location: Aft of Left Front compartment	1
06-SO-1400	|-**125 Volt OUTLETS**	1
06-SO-1401	|-125 VAC Outlet, No 1: 15A, Hospital Grade, IVORY	1
	All 125 VAC outlets shall be back lighted when power is applied to the outlet.	
06-SO-14L1	|-LOCATION: Action Area, standard location	1
06-SO-14O2	|-Outlet mounting ORIENTATION: Vertical	1
ZZ-ZZ-ZZZZ	|-	1
06-SO-1402	|-125 VAC Outlet, No 2: 15A, Hospital Grade, IVORY	1
06-SO-14L3	|-LOCATION: RF ALS, (See Drawing)	1
06-SO-14O2	|-Outlet mounting ORIENTATION: Vertical	1
ZZ-ZZ-ZZZZ	|-	1
06-SO-1100	**INTERIOR 12 Volt OUTLETS**	1
06-SO-1101	|-12V Outlet, No 1: Power Point Double Outlet-Wire thru Med Isolator	1
06-SO-11L1	|-LOCATION: Action Area, standard location	1
06-SO-14O2	|-Outlet mounting ORIENTATION: Vertical	1
06-SO-1910	|-Power Source: Medical Isolator , Batt Sw Hot	1
ZZ-ZZ-ZZZZ	|-	1
06-SS-060D	Siren: Whelen, 295LSF2 Remote, Standard Dodge	1
06-SS-SW01	|-Siren / Horn Switch: In Cab Console	1
	This standard rocker switch in the front switch panel shall select horn ring output: Siren Functions OR OEM Horn	
06-SS-SW04	|-microphone clip not installed Ship loose	1
06-SS-DF01	Siren Speakers: Federal # ES100-12RAMHD, Dodge 45/5500	1
	CABINET SHOP Modular	**1**
ZZ-ZZ-ZZZZ	|-	1
07-00-0001	ALL DIMENSIONS ON ORDER WILL HAVE A VARIABLE OF + OR 1/4"	1
	Unless specified as a minimum dimension.	
ZZ-ZZ-ZZZZ	|-	1
07-00-MC01	***Mica Color: Matte Gray***	***1***
07-00-N002	***|-All Cabinet interiors Standard Pre-laminated > WHITE***	***1***
ZZ-ZZ-ZZZZ	***|-***	***1***
07-00-PC01	***LEXAN Type/Color: Lexan CLEAR***	***1***
07-00-PH01	***|-Window Handles: Full Length Extruded***	***1***
07-ZZ-ZZZZ	***|-***	***1***
07-02-0000	|-Attendant seat EVS 1780 Vac Formed 6 degree with 6point seat belts mods	1
07-02-0002	***|-Attendant Seat: EVS,Blue Ridge, Vacuum Form, 6 degree seat back 6 Point Seat***	***1***
	SEAT-E1780V6BT	
	armrests are not available for this model	
	SEAT-LOGO AEV REV	
07-SE-0209	***|-BASE: EVS Seats, Metal, Mica Covered Base, Match Unit Interior***	***1***
07-DR-WD01	***|-Door, Single Solid Flush Fitted***	***1***
07-CA-2100	***|-TRIM: U-shaped Door, J-trim opening***	***1***
07-DR-OR02	***|-Hinge Orientation: BOTTOM***	***1***
07-HW-HIN1	***|-Hinge: 1 1/2" Stainless Steel Piano Hinge***	***1***
07-HW-SO01	***|-Lever Latch: Non-locking Black Finish***	***1***
11-X0-0012	***|-Stowage rating label Black Lever latch 8 pounds applied each***	***1***
	A label shall be applied for any door, drawer secured by a black lever latch indicating its ability to restrain 8 pounds of contents within the stowage area	
ZZ-ZZ-ZZZZ	***|-***	***1***
07-AC-4401	AC CABINET: Evaporator, Std Location Behind Att Seat	1
07-ZZ-ZZZZ	|-	1
07-BH-4801	LF Cabinet, Behind Att Seat: Cabinet "H"/(Elec Cab)	1
07-CA-VEN7	|-Plastic Vent: (2) Total, 1 column x 8 row, Vent 01	1
07-DR-WD0E	|-Door, Single Solid Flush Fitted Electrical Area	1
07-CA-2100	|-TRIM: U-shaped Door, J-trim opening	1
07-DR-OR04	|-Hinge Orientation: RIGHT	1

PART NO	DESCRIPTION	QTY
07-HW-HIN1	|-Hinge: 1 1/2" Stainless Steel Piano Hinge	1
07-HW-SO04	|-Lever Latch: Non-locking Black Finish Non Storage areas, no rating applied	1
	SAE Compliant latch, tested. No storage rating applied to this area.	
07-ZZ-ZZZZ	|-	1
07-CA-03AB	CURBSIDE GLOVE CABINET: NONE	1
	NOTE: Requires at least 72" Interior Headroom to have Glove Cabinet over C/S Entry Door !	
07-ZZ-ZZZZ	|-	1
07-CA-03B0	CURBSIDE UPPER: NONE	1
07-ZZ-ZZZZ	|-	1
07-CA-04B0	CURBSIDE REAR STORAGE CABINET: NONE	1
07-ZZ-ZZZZ	|-	1
07-RF-4404	RF ALS Cabinet: Std T-1	1
07-RF-CADR	|-Check the specified Walk through Door type (Station 5)	1
07-RF-I148	|-Cabinet I-1: Standard	1
07-DR-LX20	|-Door: Single Flip Up 3/8" Lexan	1
	Stainless Steel upper hinge	
	Gas Strut hold open	
07-HW-SO06	|-Lever Latch: Non-locking Black Finish	1
11-X0-0012	|-Stowage rating label Black Lever latch 8 pounds applied each	1
	A label shall be applied for any door, drawer secured by a black lever latch indicating its ability to restrain 8 pounds of contents within the stowage area	
07-ZZ-ZZZZ	|-	1
07-RF-I248	|-Cabinet I-2: Standard	1
07-DR-WS02	|-Doors: Dual Flush Fitted 6" Secure latch top and bottom each door	1
	Secure latches installed at top and bottom of each door.	
07-CA-21A0	|-TRIM: U-shaped Door, J-trim opening, DBL DRS	1
07-DR-OR05	|-Hinge Orientation: (1) RIGHT and (1) LEFT	1
07-HW-HIN1	|-Hinge: 1 1/2" Stainless Steel Piano Hinge	2
11-X0-0040	|-Stowage rating label Secure Latch Dual Handles on Dual Doors 40 pounds applied	1
	A label shall be applied for any set of dual doors that employ secure latch six inch handles at the top and bottom of each door with a side mounted stainless steel hinge. This system is capable to restrain 40 pounds of contents within the stowage area.	
07-RA-IOA1	|-Outside Access: Thru M-7 (RF) Compartment door.	1
07-RF-0001	|-Interior MICA Color: White cabinet liner	1
07-TS-1200	|-Shelf Track: Small alum Unistrut type	1
07-CA-0600	|-(1) Shelf: Adjustable with Alum Trim	1
ZZ-ZZ-ZZZZ	|-	1
07-RF-I348	|-Cabinet I-3: Standard, 15" High	1
07-DR-WD25	|-Door, Single Solid, Flush Drug Locker	1
07-CA-2100	|-TRIM: U-shaped Door, J-trim opening	1
07-DR-OR02	***|-Hinge Orientation: BOTTOM***	***1***
07-HW-HIN1	|-Hinge: 1 1/2" Stainless Steel Piano Hinge	1
07-HW-SO02	|-Lever Latch: Locking Black Finish	1
11-X0-0012	|-Stowage rating label Black Lever latch 8 pounds applied each	1
	A label shall be applied for any door, drawer secured by a black lever latch indicating its ability to restrain 8 pounds of contents within the stowage area	
07-RA-IOA1	|-Outside Access: Thru M-7 (RF) Compartment door.	1
07-RF-0001	|-Interior MICA Color: White cabinet liner	1
07-ZZ-ZZZZ	|-	1
07-ZZ-ZZZZ	|-	1
07-RR-0048	Right Rear Cabinet: Cover over M-5compartment	1
07-ZZ-ZZZZ	|-	1
07-SA-0000		1
07-SB-4401	SQUAD BENCH: Standard	1
07-SB-0001	|-See Upholstery Section for Post and Wheel Cup info	1
07-SB-1001	|-Storage Under Lid Configure to M-6 Compartment Size	1
07-SB-LID2	|-Squad Bench Lids: Split 2-section	1
07-SB-LH00	|-Hinge, Squad Bench Lid(s): Butt Style Hinges	1

PART NO	DESCRIPTION	QTY
07-SB-LH03	|-Lid Checks: Gas shock, Dual Action	2
07-SB-LH07	|-Latch, Squad Bench Lid: Slam Action Paddle, W keeper Compliant J3058	2
11-X0-0030	|-Stowage rating label Squad bench interior, entire area 80 lbs	2
	A label shall be applied near the squad bench storage area indicating the latches ability to restrain 80 pounds across the entire area. These latches were tested to SAE J3058 standards to 80 pounds and found passing. The operator should not exceed the 80 pound weight rating.	
07-TR-SB01	|-Edge Trim, Lids: Band w/ Laminate and J-Trim Protection	1
ZZ-ZZ-ZZZZ	|-	1
08-MH-1600	|-Restraint Net, Removable, at head of S/B, Black Webbing	1
	Black in color. NETS-MOD2	
ZZ-ZZ-ZZZZ	|-	1
08-ZZ-ZZZZ	|-	1
07-TC-0000		1
07-TC-6401	TOP CABINETS, Standard	1
07-TC-A644	|-Cabinet A: Standard	1
07-DR-LX24	|-Door: Single Flip Up 3/8" Lexan	1
07-HW-SO01	|-Lever Latch: Non-locking Black Finish	1
11-X0-0012	|-Stowage rating label Black Lever latch 8 pounds applied each	1
	A label shall be applied for any door, drawer secured by a black lever latch indicating its ability to restrain 8 pounds of contents within the stowage area	
07-ZZ-ZZZZ	|-	1
07-TC-B641	|-Cabinet B: Ergonomically angled toward the CPR seat	1
07-CB-DR30	|-Doors; Cabinet B Secure Latch Sliding Window	1
11-X0-0014	|-Stowage rating label Secure Latch Sliding Window 40 pounds applied each	1
	A label shall be applied for any secure latch sliding window system indicating its ability to restrain 40 pounds of contents within the stowage area.	
07-ZZ-ZZZZ	|-	1
07-ZZ-ZZZZ	|-	1
07-WC-0000		1
07-WC-640L	WALL CABINET: CPR Seat w/Telemetry LWBT1	1
07-WC-AA01	|-Action Area: Standard	1
07-WC-AA02	|-A/A Tray: Color Keyed Mica with ABS BioWaste	1
	Bemis Container Cont03B Waste Container CANO-04G	
07-WC-AABD	|-Action Area Board: See Station No 6 for content	1
07-ZZ-ZZZZ	|-	1
07-WC-C641	|-Cabinet C: Standard	1
07-CB-DR34	|-Doors; Cabinet C Secure Latch Sliding Window	1
11-X0-0014	|-Stowage rating label Secure Latch Sliding Window 40 pounds applied each	1
	A label shall be applied for any secure latch sliding window system indicating its ability to restrain 40 pounds of contents within the stowage area.	
07-RF-0007	|-No Inside Access to Exterior Compartment	1
07-ZZ-ZZZZ	|-	1
07-WC-D641	|-Cabinet D: Ergonomically Angled Cabinet Over Tele. Area	1
07-CB-DR36	|-Doors; Cabinet D Secure Latch Sliding Window	1
11-X0-0014	|-Stowage rating label Secure Latch Sliding Window 40 pounds applied each	1
	A label shall be applied for any secure latch sliding window system indicating its ability to restrain 40 pounds of contents within the stowage area.	
07-ZZ-ZZZZ	|-	1
07-WC-E641	|-Cabinet E: Standard	1
07-CB-DR38	|-Doors; Cabinet E-1 Secure Latch Sliding Window	1
11-X0-0014	|-Stowage rating label Secure Latch Sliding Window 40 pounds applied each	1
	A label shall be applied for any secure latch sliding window system indicating its ability to restrain 40 pounds of contents within the stowage area.	
07-RF-0007	|-No Inside Access to Exterior Compartment	1
07-ZZ-ZZZZ	|-	1

PART NO	DESCRIPTION	QTY
07-WC-F641	|-Cabinet F: Standard	1
07-CB-DR46	|-Doors; Cabinet F Secure Latch Sliding Window	1
11-X0-0014	|-Stowage rating label Secure Latch Sliding Window 40 pounds applied each	1
	A label shall be applied for any secure latch sliding window system indicating its ability to restrain 40 pounds of contents within the stowage area.	
07-ZZ-ZZZZ	|-	1
07-WC-SS01	|-CPR Side Seat: 24" inch Single Position Standard	1
07-WC-BR01	|-Back Rest: Fixed to Back Wall of CPR Seat w/clips	1
ZZ-ZZ-ZZZZ	|-	1
07-WC-TA01	|-Telemetry Area: with armrest pad	1
07-WC-TC03	|-Telemetry Area: Mica Finish, color keyed to interior	1
	With 3/4" Lip	
ZZ-ZZ-ZZZZ	|-	1
07-WC-O101	|-Cabinet O1: Standard	1
07-CB-DRLY	|-Door: Single Overlay Lexan Hinged Right	1
07-HW-SO11	|-Round Pull Latch: Non-locking Chrome Finish	1
11-X0-0010	|-Stowage rating label Southco round latch 10 pounds applied each	1
	A label shall be applied for any door, drawer secured by a Round Southco latch indicating its ability to restrain 10 pounds of contents within the stowage area.	
07-HW-SO01	|-Lever Latch: Non-locking Black Finish	1
11-X0-0012	|-Stowage rating label Black Lever latch 8 pounds applied each	1
	A label shall be applied for any door, drawer secured by a black lever latch indicating its ability to restrain 8 pounds of contents within the stowage area	
ZZ-ZZ-ZZZZ	|-	1
08-SE-SB10	|-P6 6-Point Restraint System with CPR Seat	1
08-SE-SB20	|-(2) on Squad Bench, (1) CPR Side Seat	1
08-SE-SB70	|-S/B: (3) Sec patient restraints 9" Sleeves Face of Bench	1
08-SE-SB76	|-S/B: (3) Sec patient restraints 5" Sleeves By Hinge	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
07-ZZ-ZZZZ		1
	CABINET SET CELL 4 MOD	**1**
08-00-00PW	Sub Floor, 3/4" Plywood, Standard	1
ZZ-ZZ-ZZZZ	|-	1
08-00-FL10	***Flooring: Optima Dark Gray***	***1***
08-00-FL01	***|-Flooring Main Edge: 3" Recessed (1/2" deep) roll-up***	***1***
08-AS-0001	***|-Rear Threshold, Stainless, 6" Wide x Full Width at rear doors***	***1***
	Install safety yellow with diagonal stripes nonskid tape over threshold.	
08-AS-0006	***|-C/S Stepwell Threshold, Polished Diamond Plate***	***1***
ZZ-ZZ-ZZZZ	***|-***	***1***
08-ZZ-ZZZZ	***|-***	***1***
08-CS-0001	COT MOUNT HARDWARE: (Full Size Mod)	1
08-CS-1690	|-Cot Mount, Ferno-Washington, FW Stat Trac >>>LONG 96", MOUN-185MT MOD ILOS	1
	MOUN-185MT Mount per KKK requirements. Not Compatible with cots other than Ferno!	
08-CR-100N	|-NO 12volt power wires ran for this Cot mount	1
08-CS-00C0	|-Cot Position No 1: PRIMARY CENTER POSITION	1
	Maintain 12" between Cot and S/B.	
08-CS-2000	|-Primary Cot position under floor reinforcement	1
	Install 8 inch wide by 5 long 1/2" aluminum reinforcement at primary cot position. (Primary cot position only - REV Std) **If custom location is desired, must be specified below.	
08-CS-3011	***|-Cot mount set up for: FW Power Flexx powered cot***	***1***
08-CS-19A3	***|-Cot Stop, Block: Ferno 082-2019 for Ferno POWER FLEXX cots***	***1***
	for Use with Ferno Power Flexx cots only (Taller than standard hooks, required for this cot). Part No: HOOK-0822019	

PART NO	DESCRIPTION	QTY
08-CS-19U1	|-Q Straint System: NONE	1
08-OS-04ST	OXYGEN / AIR / VACUUM System:	1
08-OS-0401	|-Oxygen Outlet No 1: Amico Console Ohmeda/Ohio Diamond Style	1
	Part No: OUTL-AOB	
08-OS-040A	|-LOCATION: Action Area	1
08-ZZ-ZZZZ	|-	1
08-OS-0402	|-Oxygen Outlet No 2: Amico Console Ohmeda/Ohio Diamond Style	1
08-OS-040A	|-LOCATION: Action Area	1
08-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
ZZ-ZZ-ZZZZ	|-	1
08-OS-13Y0	|-Rack No 1: M/H cylinder Adjustable W QR-MV & Zico Pull Straps compliant	1
	Fits cylinders 7" diameter or more.	
08-OS-11G1	|-Cylinder Type: OXYGEN Green Colored Hose	1
	Regulator connection Nut: 9/16" RH thread.	
08-OS-1301	|-Rack Location: Left Front, wall #2 near wall #3	1
08-OS-132M	|-Set up For M cylinder	1
08-OS-1902	|-Regulator Wrench: Cast aluminum, OXYGEN w/ cable lanyard	1
ZZ-ZZ-ZZZZ	|-	1
08-OS-35ST	|-Vacuum System: SSCOR regulator/gauge panel in A/A	1
08-OS-3501	|-Collection Canister w Clip: Bemis, 1200 CC Capacity J3043 retention compliant	1
	LOCATION: In Action Area, to the left of A/A console box.	
	with SSCOR canister retention clip	
08-OS-3502	|-VAC Plumbing: Direct from panel to canister NO Outlet	1
08-OS-3503	|-Vacuum Pump: 49 State	1
08-OS-35L4	|-Location: M-2 Compartment	1
ZZ-ZZ-ZZZZ	|-	1
08-OS-35VN	|-PORTABLE SUCTION UNIT : NONE	1
ZZ-ZZ-ZZZZ	|-	1
08-ZZ-ZZZZ		1
	TRIM / DOOR ASSEMBLY CELL 5	**1**
09-00-001A	|-Soft Touch Trim Kit: None	1
09-00-0001		1
09-00-0002	**********DOOR DEPARTMENT Full Mod**********	1
02-BT-C853	|-Handles, Ext: Tri-mark 030-1875, Free Float, Polished CNNC finish	1
	Keyed 2002	
02-BT-C85A	|-Interior Release: All Entry Doors, with bezel Emergency Access	1
	All three Entry Doors, top and bottom latches.	
	Bezel installed around emergency release.	
09-MH-2530	|-Grab Rail, (1), 18" Gray Antimicrobial Rear Entry Assist std.	1
	Part No: RAIL-BK18EF	
	Located : Module interior at the rear entry, mounted to the M5 compartment filler. Rail is to be through bolted into M5.	
ZZ-ZZ-ZZZZ	|-	1
09-B1-ED00	Entry Door Panels, Windows and Hardware	1
08-MH-0010	|-Interior Grab Handle Color: Gray Antimicrobial	1
08-MH-03B3	|-Grab Handle, CS Entry: 1 1/4" Dia..... S/S, 2-pt 18"L, Gray Antimicrobial	1
08-MH-03D3	|-Grab Handles, Rear Access: (2) 12"L X 1 1/4" Dia..... S/S, 2-pt, Gray Antimicrob	1
09-AS-2400	|-Door Panels: Diamond Plate / Upholstery / Diamond Plate	1

PART NO	DESCRIPTION	QTY
09-AS-2510	|-Curbside Lower Door Panel: Diamond Plate	1
09-WI-02A0	|-UPPER Windows: RA Doors, Fixed Tinted Glass 17.3"W x 19.3"H	1
	WIND-H0161	
09-WI-0600	|-UPPER Window: CS Access, Fixed Glass, std tint	1
09-DR-WT00	Talk Through Window: Sliding Lexan Window CLEAR	1
09-DR-WT20	|-Sliding Window Locking Pin: 1/4" with Lanyard	1
07-ZZ-ZZZZ	|-	1
09-ZZ-ZZZZ		1
	ELECTRICAL Point to Point CELL 6	**1**
06-EC-1390	|-IV Warmer No 1: NONE	1
06-EC-1419	|-IV Warmer No2 None required	1
10-IL-02ST	Action Area Light: 12V, LED, Surface Mount	1
	Lite-I29	
10-IL-02L7	|-Light Location: Action Area	1
	UPHOLSTERY CELL 7	**1**
11-00-UC02	***Upholstery Color: Blue (Blue Ridge)***	***1***
	UPHO-27	
11-00-UC11	***|-Center Trough Upholstery Color: Color Key to Rest of Truck***	***1***
ZZ-ZZ-ZZZZ	***|-***	***1***
11-00-UT05	Uph Joint Type: Vacuum Formed Seamless	1
11-SB-0005	Squad Bench seat cushion cut-outs: None	1
11-SB-0003	|-Post And Wheel Cups: NONE	1
11-SE-CSPD	Head Protection: Pad over CS Entry Door	1
11-SE-REPD	Head Protection: 2" Pad over Rear Access Doors, Full Width	1
	PAINT STRIPES DECALS	**1**
12-PT-UNCT	|-Undercoating : Per QVM Guidelines, STD	1
12-DC-0001	Reflective Tape: On painted edges of Exterior Door Frame	1
12-DC-GA10	Compartment Finish: Diamond Plate Standard	1
12-PT-0100	Primary (Over All) Color: White (YZ)	1
12-DC-0002	|-Flip Step Reflective/Prismatic Tape: Red/White/R/W/R/W/R	1
	Install on rearward facing edge of flip up step at rear module entry.	
	REV Tape-RS	
12-PT-0112	|-Tape Stripe: NONE (KKK-F Deviation)	1
12-PT-0600	|-Paint Belt: NONE	1
12-PT-1000	|-Pin Stripe: NONE	1
12-ZZ-ZZZZ	|-	1
12-PT-RF01	|-Roof Paint: Color and finish quality to be GLOSSY	1
	The roof shall be painted, with a glossy finish, but not sanded and buffed.	
ZZ-ZZ-ZZZZ	|-	1
12-PT-1301	Special Striping: Chevron Items: NONE	1
12-PT-2000	Lettering: NONE	1
12-ZZ-ZZZZ	|-	1
12-PT-DRIP	Drip Rails: Bright Aluminum, De-burred and rounded corners	1
	Include a drip rail over the C/S Entry Door.	
12-ZZ-ZZZZ		1
	DETAIL SHIP LOOSE ITEMS	**1**
12-PT-DRIZ	|-Drip Rails: Detail-Refer to Paint Section for Drip Rail Information	1
	Include a drip rail over the C/S Entry Door.	
13-00-0200	|-*Check front of W/O under chassis section for Add' items*	1
ZZ-ZZ-ZZZZ	|-	1
13-10-XM00	|-Owner's Manual DVD ship loose	1
13-10-XMA0	|-Printed Owner's Manual Not Required	1
34-OS-1400	|-Amico O2 Minder, Transducer: NONE	1
13-00-0001		1
13-GL-0000	Glove Holder, Ship Loose: NONE	1
ZZ-ZZ-ZZZZ	|-	1
13-KK-KDEC	Decals: KKK / DOT Pkg, Blue/White reflective Ship Loose	1
13-RF-STAS	|-Decals: 32" Star of Life Ship Loose	1

PART NO	DESCRIPTION	QTY
ZZ-ZZ-ZZZZ	|-	1
13-KK-NSSB	Decals: NO SMOKING & SEATBELT, installed, cab & pt. area.	1
ZZ-ZZ-ZZZZ	|-	1
13-KL-0010	AEV Logos: Installed on unit per AEV standard locations	1
13-MH-05ST	Fire Extinguisher, 5 pound, shipped loose, Std	1
	Part No: EXTI-01	
13-MH-10A0	Reflector Pkg: Body 2ea, Side Fr Amber, Side Re Red, Rear	1
	Stick-on reflectors: Peterson "Spitfire" B484R and B484A	
	LOCATIONS: In lower corners of module	
	(2) - (1) each side and Front - AMBER	
	(2) - (1) each side and Rear - RED	
	(2) - On Rear of body - RED	
ZZ-ZZ-ZZZZ	|-	1
13-OX-1700	STD Regulator, Oxygen, Fixed output @ 50 psi +/-5 , CGA 540, Ship Loose	1
13-SB-0003	Post And Wheel Cups: NONE	1
13-SP-TIRE	Spare Tire: Refer To Chassis Section to See if it gets one.	1
34-XX-0001	Primary Cot: NONE included	1
ZZ-ZZ-ZZZZ	|-	1
34-XX-0002	Secondary Stretcher: NONE included	1
ZZ-ZZ-ZZZZ	|-	1
34-XX-5000	Indemnification Statement	1
	The purchaser agrees to defend, indemnify and hold REV harmless from any claims, costs (including actual attorneys' fees), damages and liabilities caused in whole or in part by any alteration or modification of, or changes or additions to the Purchased Products OR use of product for purposes it was not designed or intended for.	
	== 172 x 95 T-1 LWB Dodge Base Price 15.005 03/21/18 ==	***1***
	GENERAL CONVERSION	**1**
36-AA-0001	WORK ORDER STATUS:	1
00-90-0301	|-For Confirmation	1
36-CO-0001	|-CHANGE ORDER POLICY	1
36-CO-0010	|-After Confirmation, Prior to Engineering	1
	Change Fee is $50 Per Item, Plus Option Cost	
36-CO-0020	|-After Confirmation, After Engineering Start	1
	Change Fee is $100 Per Item, Plus 150% Option Cost	
	Special order or non-stocking parts that are purchased for any ordered option that is subsequently deleted will be charged for and shipped loose.	
36-CO-0030	|-After Confirmation, After Production Start	1
	Change Fee is $100 Per Item, Plus 200% Option Cost	
	Special order or non-stocking parts that are purchased for any ordered option that is subsequently deleted will be charged for and shipped loose.	
ZZ-ZZ-ZZZZ	|-	1
36-EO-0001	|-***END OF ORDER***	1