



**THE CITY OF PARKSVILLE
REQUEST FOR PROPOSAL #PV-RFP-2019-FD01-R45
SUPPLY OF RESCUE PUMPER or RESCUE FIRE APPARATUS**

Sealed Proposals will be received in the office of:

**Parksville Volunteer Fire Department
Mailing: PO Box 1390
Physical: 160 Jensen Avenue West
Parksville, BC V9P 2H3
Attention: Fire Chief Marc Norris**

Before 3 pm PST, Thursday October 3, 2019

PROPOSALS WILL NOT BE OPENED IN PUBLIC

**Attached are the instructions to Proponents and minimum specifications
that are to be used as the basis for your submission.**

INSTRUCTIONS TO PROPONENTS

General Submission Requirements and Preamble.

1. Submission Requirements

Two proposals are invited for the supply and delivery of one new custom-built Rescue Pumper (more rescue than pumper) and a Rescue Fire Apparatus. The idea being the proposal for the dedicated Rescue apparatus is similar to the Rescue Pumper excluding all the pump and associated components and showing the improved space provided.

Proposals must be submitted using the checklist and price summary and Proponent's Verification formats as found herein, in a sealed envelope clearly marked "**PROPOSAL PV-RFP-2019-FD01-R45 TO SUPPLY A RESCUE PUMPER or RESCUE FIRE APPARATUS**", and received by the Parksville Volunteer Fire Department at 160 Jensen Avenue West, Parksville, BC, V9P 2H3 before 3 pm PST, **Thursday, October 3, 2019**. It is incumbent upon the Proponent to ensure their submission has been received by the Parksville Volunteer Fire Department Office prior to the closing date and time. All proposals shall become the property of the City of Parksville. Proposals received after the noted due date and time will not be considered, and will be returned unopened to the Proponent.

The City of Parksville does not accept proposals received via our facsimile machine. The Proponent may email a complete copy of the proposal however this is in addition to, not a substitution for, the requirements of the preceding paragraph.

The completed offer form, specifications, general conditions and any attachments hereto shall become part of any contract entered into between the successful Proponent and the City of Parksville.

All prices and notations shall be shown in a typewritten form, or written in ink. No erasures or additions to this document are permitted. In the case of a mistake, the mistake will not be erased but will be crossed out and the correction typewritten or written in ink adjacent thereto. Such corrections will be initialled by the Proponent's authorized signing officer. In the case of a mistake in extension of price, unit price will govern, and the **Fire Chief** or designate will correct the extended totals accordingly.

Your proposal should clearly show the Proponent's legal name, nearest representative to the City of Parksville, and name, telephone number and email of the primary contact person.

All proposals submitted should include four (4) copies, preferably in an 8½ inch x 11 inch format. Additional specifications for size and format of drawings are specified elsewhere herein. Proposal submissions must be suitable for black and white photocopying. Proposals shall be submitted in a three-ring binder (No other type of bound documentation).

Initials – Proponent's Representative

Proponents are solely responsible for any costs or expenses related to the preparations and submission of proposals, as well as any meetings, discussions and negotiations with the City of Parksville and its agents arising from this RFP.

2. Freedom of Information

The City of Parksville is subject to the provisions of the *Freedom of Information and Protection of Privacy Act* and all documents within the custody or under the control of the City of Parksville may be subject to disclosure under that Act. As a result, the City of Parksville cannot guarantee that any information provided to the City of Parksville can be held in confidence.

3. Reliability

Each proposal shall furnish satisfactory evidence that the manufacturer has the ability to design and construct the apparatus specified, and shall state in the proposal the location of the factory where the apparatus is to be built, and where future service work will be performed.

4. Drawings

A computer produced line drawing (or drawings) of the exact apparatus being proposed must be furnished with the proposal.

Drawings must include the top, left, right, rear and front sides with the chassis cab. These drawings must include details of all compartment sizes, openings, layout, lights, sirens, suction, discharges and pump panel configuration.

Overall Length (OAL) and overall height, wheelbase, compartments, pump house and any other pertinent information, will be shown in Metric and Feet & Inches on the drawings.

All drawings will be “E” size and supplied in print and digital copy on a **USB Flash Drive**.

All proposal drawings will be stamped or marked “PRELIMINARY DRAFT”.

All drawings will be signed off by a company representative and form part of the proposal.

Should the proposal be accepted, upon delivery of the apparatus two (2) completed sets of **as-built drawings** for the chassis, body, electrical system, shop drawings and other component documentation shall be provided in digital and hardcopy.

5. Evaluation

The City of Parksville may, at its discretion, interview any or all potential suppliers and interview and negotiate with any or all suppliers at any time, as well as determine entirely at its discretion whether to award a contract to supply this apparatus. The City of Parksville shall not be obligated in any manner whatsoever to any Proponent until a written agreement for the supply of the apparatus has been duly executed following the City of Parksville’s selecting a successful proposal. By issuing this Request for Proposals (“RFP”), the City of

Initials – Proponent’s Representative

Parksville does not intend to enter into and shall not be considered to have entered into contractual relations upon the submission of a proposal by any person and no Contract A shall be formed as a consequence of the submission of a proposal.

The City of Parksville may also consider equivalencies from other Proponents which may be evaluated on a case-by-case basis as outlined below.

An evaluation committee made up of fire department staff will be reviewing submitted proposal documents. The City of Parksville may accept any or none of the proposals submitted and will evaluate proposals based on the best value and not necessarily the lowest cost.

Evaluation Criteria may include, but is not limited to:

- Consistency and uniformity with existing fire apparatus in regards to layout and other operationally favorable criteria, as determined by fire department staff.
- Overall life-cycle cost, including acquisition cost, maintenance cost, fuel and operating costs, training costs, residual value, and any other costs of ownership;
- Suitability of apparatus size and configuration to our applications;
- Price;
- Emission levels and any other environmental benefits (i.e. flex fuels or biodiesel);
- Warranties;
- Service requirements and service center accessibility;
- Innovative ideas that may be of value to the City;
- References from other fleet customers including specific contacts and phone numbers;
- Whether the Proponent's bid is irrevocable;
- Although not a requirement in the initial RFP submission, trade in values offered during negotiations for any surplus apparatus may be taken into account in any final decision.

The City of Parksville may also require a demonstration of proposed equipment. Proponents should state in their proposal if a demonstration can be arranged. The City of Parksville may conduct post-selection meetings in order to correct, change or adapt the selected proposal to the wishes of the selection committee.

6. The Lowest or any Proposal will not necessarily be accepted.

Acceptance of any proposal will be subject to departmental needs, budgetary considerations, and City of Parksville Council approval. For certainty, the City of Parksville may choose to accept no proposal.

Proposals will be opened in private and proposal prices will not be made public until the successful Proponent has been identified and the council approval process for the award of the contact has been initiated. After this, a contract for supply of the apparatus will be entered into with the successful Proponent.

7. Negotiation

The City of Parksville may, after selecting a proposal, negotiate minor changes to the contract with the successful Proponent.

8. Specialization & References

Due to the complexity of the apparatus proposed, it is the desire of the purchaser to obtain equipment that is built by companies that specialize in the construction of similar and relevant apparatus to recognised NFPA, ULC standards and WorkSafeBC regulations.

No prototype devices, chassis or other equipment without a proven field record shall be acceptable. The apparatus provided shall be of the highest quality available in the industry.

Your proposal should identify a minimum of 10 references, currently using similar equipment offered. References should be organized in order of those in the closest proximity to Parksville. In a table, included in the proposal, please include organization name and address, telephone, email and name of primary contact.

9. Claim for Compensation

Except as expressly and specifically permitted in this RFP, no Proponent shall have any claim for any compensation of any kind whatsoever as a result of participating in this RFP, and by submitting a proposal each Proponent shall be deemed to have agreed that it has no claim.

10. Pre-construction, Inspection Trips

Any verbal representations, promises, statements or advice made by employees of the City of Parksville should not be relied upon.

All costs of pre-construction and inspections to the manufacturing facility shall be included by the Proponent as part of this proposal. The above costs shall allow for return airfare, ground transportation to and from airports and a reasonable allowance for lodging and meals.

A pre-construction conference with two (2) fire department representatives shall be conducted at the manufacturer facility, at which time all final designs and equipment mounting locations will be approved, prior to any construction. A factory representative shall be present during the pre-construction meeting to answer any questions relating to the apparatus design.

Two inspection trips (1 prior to paint and 1 prior to delivery) for two (2) fire department representatives shall be made to the facility during the course of construction of the apparatus. These inspection trips shall be two days in length to allow for detailed inspection of the apparatus. Testing records and certificates shall be available on the pre-delivery trip.

The City of Parksville may inspect the apparatus at any other time during construction at the expense of the municipality

Initials – Proponent's Representative

11. Price and Priced Options

Your proposal should identify the Net Total Cost per the unit based on the minimum standards identified in the attached specifications. The Net Total Cost must include all equipment, material and labour costs, applicable taxes, inspection, testing, certification, freight, delivery and any other relevant charges so as to be the final cost to the City of Parksville for the proposed equipment.

The equipment specifications listed in the attached specifications section must be met in their entirety. As it is anticipated the Proponent will be guided by the “best practices” principal, they may also provide separate pricing on additional requirements they feel would benefit the department in meeting this goal.

Unit prices shall be filled in where indicated under the “Options”. The unit prices shall be extended in accordance with the quantities shown and the extensions shall be inserted in the space provided. The total proposal must be an accurate extension of the unit and lump sum prices submitted and the quantities shown.

All invoices resulting from this proposal will be paid on a Net 30 day basis as per the municipality’s standard payment terms. Invoicing to occur only after final acceptance has occurred or as otherwise outlined in the purchase contract.

Proponents are to provide pricing in **Canadian funds** and payment schedule expectations. The apparatus is to be shipped FOB *Parksville BC*, the Proponent being responsible for all costs of shipping.

12. Insurance and Performance Bonding

The Proponent will be responsible for the safe keeping and storage of the apparatus during construction and will be liable and responsible for any damage **to this apparatus occurring prior to transfer of title**.

The successful Proponent shall submit to the municipality, upon acceptance of the proposal and prior to commencement of the work, a Certificate of Insurance containing the following:

- a. Comprehensive General Liability in an amount not less than \$5,000,000.
- b. General Liability including products and completed operations in an amount not less than \$5,000,000.00
- c. Proof of Garage Policy with a limit not less than \$2,000,000.

13. Sub-Contractors

Under no circumstances shall the contract for the supply of the apparatus or any portion thereof, permitted to be sub-contracted to another company or individual without prior written authorization from the City of Parksville.

Initials – Proponent’s Representative

14. Training

Upon delivery of the apparatus fire department personnel shall be properly and comprehensively instructed as to the proper and safe use of the apparatus. This training shall include topics of: chassis, fire pump, mechanical components, foam systems, and any other special functions. Factory-trained representatives shall complete all training. All training will be performed in the City of Parksville for a period of one day with all costs of the training forming part of this proposal.

15. Standards

The apparatus shall be compliant to the latest edition of the following publications at the time of delivery:

NFPA 1901-2016, Standard for Automotive Fire Apparatus, most current edition.

CAN/ULC S515-13-EN-EL, Automobile Fire Fighting Apparatus, most current edition.

Notwithstanding any other requirements, all firefighting apparatus shall meet the requirements contained in the Canadian Motor Vehicle Safety Standards (CMVSS), and all applicable regulations and requirements from the authority having jurisdiction.

Note: Any discrepancy between the NFPA and CAN/ULC standards shall be noted. Any exceptions to this requirement must be clearly noted.

16. ULC Certification

The unit is to be tested and plated by Underwriters Laboratories of Canada (ULC). Further, the Proponent must be certified by ULC as being qualified to build fire apparatus in compliance with their standards.

Any test or expense incurred for the ULC testing shall be borne by the Proponent supplying this apparatus. This apparatus is to be delivered with a ULC plate demonstrating that the apparatus is listed to CAN/ULC S515-12.

Underwriters Laboratories of Canada will be the only testing authority approved by the fire department. The original notarized copy shall be delivered to the fire department upon completion of testing to CAN/ULC-S515-12 prior to acceptance and payment.

17. Delivery

The Proponent shall indicate a delivery date prior to **December 31, 2020**, as part of the proposal. Final delivery of the apparatus shall be made by the successful Proponent, to the Parksville Volunteer Fire Department at 160 Jensen Avenue West, Parksville, BC.

A delivery penalty of **\$250.** per business day will be levied by the City of Parksville for each day, other than a Saturday, Sunday or statutory holiday in British Columbia past the agreed upon delivery date. Proponents should review the delivery date noted above and indicate a suggested revision, if this date is not obtainable. The delivery date noted above is subject to negotiation and final acceptance at the time of contract award.

Initials – Proponent's Representative

The City of Parksville and Parksville Volunteer Fire Department may cancel the contract for the supply of the apparatus if by thirty (30) calendar days after the promised delivery date, the delivery is not complete.

18. Final Acceptance

The Fire Chief and City of Parksville or their representatives will make final acceptance after witnessing the satisfactory operation of the apparatus as supplied per attached specifications. Title to the apparatus shall pass to the City of Parksville only after final acceptance. The apparatus will be fully detailed at the expense of the Proponent after delivered and prior to acceptance in Parksville.

All deficiencies must be addressed and corrected to the satisfaction of the City of Parksville before final acceptance is made. Final payment will not be made until deficiencies are addressed.

Documentation supporting the apparatus is to be provided at time of final acceptance in Parksville. Such documentation will include:

- Two sets of maintenance, service/repair, operating, OEM and manufacturer supplied component manuals.
 - A. Manuals will include
 - i. A table of contents
 - ii. "As built" drawings for chassis & body.
 - iii. "As-built" electrical systems and wiring diagram drawings for complete unit- including chassis and body interface.
 - iv. "As-built" drawings for all air systems and including any modifications shall be provided.
 - v. Part lists to include description, part numbers and quantities of all major and minor components.
 - vi. Instructions shall include service, maintenance, repair and trouble-shooting procedures for major and minor components of the chassis.
 - B. All manuals and drawings to be in digital format acceptable to the City of Parksville Maintenance Department
 - C. 4 wheel alignment

19. Warranty

A table listing of all applicable warranties shall be provided as part of the manufacturer's proposal. Warranties shall include, but not be limited to, paint, cab, chassis, body, pump, engine, electrical and electronic components.

All warranty work is to be conducted in Parksville. The warranty coverage is to include all mechanics expenses. If this warranty coverage **cannot** be provided, the Proponent shall detail the warranty options and associated costs to the municipality.

20. Enquiries

All enquiries regarding the specifics or written specifications contained in this document must be directed to Marc Norris, Fire Chief at telephone 250 954-4695 or email mnorris@parksville.ca or designate. All questions should be submitted via email, at least five (5) working days prior to the closing time and date.

21. Additional Information

The items listed in the “Minimum Specifications” section onward shall mean items that are fully assembled, installed, commissioned and included at no extra cost.

- The word ‘approximate’ shall mean +/- 10%.
- The words ‘to be’ shall mean “shall be”.
- This specification includes either or both Imperial and Metric measurement systems.

22. Viewing of Build Process

Upon award of a building contract, the successful Proponent shall maintain an internet based site (drop box, photo bucket, etc.) where the Parksville Fire Department will be able to view digital images of the truck while in the manufacturing process. The digital images shall be posted a minimum of once every second week starting when the bare cab and chassis arrives and continue until the final completion of the unit. Photos should show all angles including front, rear, left, right and top sides of the unit as well as any other applicable or timely items.

23. Addenda

If the City of Parksville determines that an amendment to the terms of this RFP is required, the City will issue a written addendum that will be posted on BC Bid and which will when posted be incorporated into this RFP. No other communication, whether written or verbal, shall affect or modify the terms of this RFP nor may be relied upon by any Proponent. Upon submitting a proposal, Proponents shall be deemed to have received all addenda and to have considered the information for inclusion in their proposal.

Minimum Specifications

Statement of Intent – It is the intent of this proposal to receive two layouts, one for a rescue pumper and one for a dedicated rescue, as noted below.

Rescue Pumper - Configuration Option 1 - The layout configuration of apparatus cab, pump housing and hose lays on the pump housing, match as closely as possible to the existing Parksville Engine 41 and Engine 42 apparatus, in all regards with the exception of the changes noted below. Any differences should be clearly noted by the Proponents as part of any and all proposals. Notwithstanding the aforementioned sentence, this apparatus is intended to be more rescue apparatus than pumper apparatus.

Rescue – Configuration Option 2 - The layout configuration of apparatus cab, body and ladder rack match as closely as possible to the existing Parksville Engine 41 and Engine 42 apparatus, in all regards with the exception of the changes noted below and excluding all items and configurations associated with a pump. Any differences should be clearly noted by the Proponents as part of any and all proposals. Notwithstanding the aforementioned sentence, this apparatus is intended to be a dedicated rescue apparatus.

24. General

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
24.1 The apparatus shall meet all requirements of NFPA 1901 Standard for Automotive fire Apparatus (2016 Edition) including the minimum for Pumper Fire Apparatus” Chapter 5 and “Special Service Fire Apparatus” Chapter 10 unless otherwise stated in this document or advised by the fire department. <i>Note: Any discrepancy between the NFPA and CAN/ULC standards shall be noted.</i>				
24.2 The apparatus shall meet all requirements of CAN/ULC-S515-13 Automobile Firefighting Apparatus. <i>Note: Any discrepancy between the NFPA and CAN/ULC standards shall be noted.</i>				

Initials – Proponent’s Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
24.3 The apparatus shall be constructed with due consideration to the nature and distribution of the load to be sustained and to the general character of service to which the apparatus is to be subjected when placed in service.				
24.4 All parts of the apparatus shall be strong enough to withstand the general service under full load.				
24.5 The apparatus shall comply with all applicable motor vehicle laws and regulations in effect in the province of British Columbia at the date of contract for purchase including weight distribution with a full load of equipment, water and personnel. <i>Note: where an overweight permit may be required, the manufacturer must indicate so.</i>				
24.6 The apparatus shall comply with all requirements of Work Safe BC (Workers' Compensation Board of British Columbia)				
24.7 The apparatus shall be a custom chassis enclosed cab type, equipped with four doors opening to the side. The apparatus shall have a maximum overall height of 120 inches (10ft) and length of 420 inches (36ft), bumper to bumper. Details of all standard chassis features to be provided as part of the proposal. <i>Note: The department currently operates three apparatus with Spartan cabs/chassis and would like configuration to be standardized identically, or as close thereto as possible, for operational consistency. This does not rule out any other cab/chassis manufacturer.</i>				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
24.8 The cab shall accommodate six (6) persons and include maximum interior cabinets. Department to specify configuration at time of pre-build.				
24.9 The Proponent shall provide manufacturer's drawings of the apparatus showing the principle dimensions, heights, of various components of the chassis and complete apparatus. (4 copies)				
24.10 All valves, adjustments and controls will have labels (color coded if applicable) to indicate function or use. No duplicate numbering of outlets or inlets. Labelling to be standardized as per department requirements.				
24.11 The apparatus shall be designed for a maximum road speed of 120km/h. Truck shall be governed to meet NFPA 1901 (current edition)				
24.12 Welding: All welding shall be high quality and consistent with best practices for aluminium and steel as applicable. Welding shall be by facilities and personnel fully experienced in the welding of aluminium and steel. Written procedures, certification of welding personnel and quality of welding shall be in accordance with recognized standards (eg. AWS or CSA). Weld quality shall be according to the loading conditions (static or dynamic) as applicable.) Welding shall not be employed in the				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
assembly of the apparatus in a manner that will prevent the ready removal of any component part for service or repair. All steel and stainless steel welding shall be done to American Welding Society D1.1-83 recommendations for structural steel welding. All aluminium welding shall be done to American Welding Society and ANSI D1.2-83 requirements for structural welding of aluminium.				

Initials – Proponent's Representative

25. Cab, Chassis and Vehicle Components

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>25.1 Six person chassis. Spartan Metrostar LFD sized cab with 10 inch raised roof (or equivalent). As previously noted, the apparatus shall have a maximum overall height of 120 inches (10') and length of 420 inches (36'), bumper to bumper Note: Configuration as per or similar to existing Engine apparatus. See 24.7</p>				
<p>25.2 Engine is a minimum of 450 horse power, with two or three stage engine brake (please specify in proposal). Manufacturer to provide a detailed readout of horsepower and torque curves. Department prefers Cummins engine. Note: Engine brake control to be on a rocker switch on dash.</p>				
<p>25.3 Transmission sized appropriately for the apparatus engine, weight and long term performance. Preferred transmission is an Allison 3000 EVS series, or better, complete with push button control. Note: Proponent to specify size herein.</p>				
<p>25.4 Manual, emergency shut down shall be provided at driver's location. Audible alarms for low oil pressure and high water temperature shall be provided</p>				
<p>25.5 The auxiliary cooler or heat exchanger shall run from the pump and not the reverse.</p>				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
25.6 Four wheel anti-lock braking system, with traction control and roll stability control. Braking system shall be oversized with automatic slack adjusters, an extra air tank, as large as possible without causing mechanical or clearance issues, for brakes and an air dryer system with an isolated auxiliary outlet for pneumatic equipment. The auxiliary outlet would be positioned in an accessible location, suggestions welcome.				
25.7 Wheels shall be polished aluminum. Tires to meet all requirements for apparatus load and handling as well as Province of British Columbia Commercial Motor Vehicle requirements. Note: Tires type, sizes and ratings to be listed.				
25.8 Differential is required to be single speed with the ability to lock up manually. The ratio will provide a speed of as close to 120km/h as possible at maximum engine speed. Note: Control will be via a rocker switch on the dash.				
25.9 Multiplex wiring system with control module mounted right of driver's position and a screen and controls to the left of the officer. Department prefers non touch-screen controls. (V-mux)				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>25.10 Extended extreme duty front bumper to 18 inches c/w hose well and cover to accommodate 150ft of 1.75 inch hose, nozzle with 3” plumbing with auto drain. Discharge to be 2.5” inch BC Thread with reducer to 1.5” chrome and terminate on top of the bumper, driver’s side, with stops to prevent 360 degree rotation and contact with the cab when tilted. Complete with Bumper Guide, indicator marker light posts. Note: Configuration as per or similar to existing Engine apparatus.</p>				
<p>25.11 Chrome towing eyes shall be provided at the front bumper and the rear tailboard. All inner edge of the tow eyes shall be chamfered. Exact configuration to be determined at prebuild meeting. Note: Configuration as per or similar to existing Engine apparatus.</p>				
<p>25.12 Anchor points in Bumper for tie-off and rope rescue. Hitch receiver – tow bar style. Must meet NFPA safety requirements for a 2 person load.</p>				
<p>25.14 Block heater to be powered by 120 volt connection</p>				
<p>25.15 The exterior of the cab shall include a maximum protective chrome or stainless appearance package.</p>				

Initials – Proponent’s Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
25.16 Exhaust system tailpipe to be located on the right hand side of apparatus in front of the rear wheels. Exhaust end to be modified to be used with Plymovent Exhaust extraction system pneumatic grabber.				
25.17 Provide recessed male air auto eject for shop air top up of brake system. To be accessed at left exterior cab adjacent to recessed male 120V auto eject receptacle for built in battery charger / inverter connection at left mid cab area. <i>Note: Configuration as per existing Engine apparatus.</i>				
25.18 Front grill access, or similar, for checking fluids. The department does not want to have to raise cab for standard fluid checks / pre-trips.				
25.19 LED Headlights				
25.20 Clutched cooling fan.				
25.21 Cab-tilt mechanism with dual lift cylinders to be operated by electric over hydraulic pump. Hydraulic pump shall have a manual override for backup in the event of electrical failure. <i>Note: Configuration as per existing Engine apparatus.</i>				
25.22 A safety stay-arm shall be provided that must be manually put in place between the chassis and cab frame when the cab is in the raised position.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
25.23 A digital Diesel Exhaust Fluid (DEF) gauge will be located at instrument panel.				
25.24 Vehicle data recorder capable of recording, vehicle speed, acceleration, deceleration, throttle position, ABS event, and including a time/date stamp for events.				
25.25 One set of battery jumper studs with color coded covers. Accessible when the cab is in the normal operating position. (I.E. not tilted).				
25.26 Dual, or more, USB charger sockets installed in the cab between the driver's and officer's position. Prefer them closer to the Officer's side of the cab.				

Initials – Proponent's Representative

26. Low Voltage Electrical System and Emergency Lighting

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>26.1 Please indicate detailed proposed optical warning and scene lighting package using the latest generation of LED lighting including make, model, locations and controls Light bar to include alley lights and brow light. Note: Similar equipment and layout to existing engines is preferred.</p>				
<p>26.2 Provide two dedicated deep cycle battery for the 12V accessory system</p>				
<p>26.3 Provide built-in battery charger in cab with a continuous charge rate to provide charging of both the apparatus and accessory batteries (Mobile Workstations) designed and installed with protection of all systems. Note: Charging to occur both when on and off of shore power. Similar to existing apparatus.</p>				
<p>26.4 Provide minimum 1000watt 120V to 12V inverter to power four 120V outlets inside the cab area. Department to specify location at pre-build. Note: Similar equipment and layout to existing engines is preferred.</p>				
<p>26.6 Provide recessed male 120V auto eject receptacle for built in battery charger and block heater. To be accessed at left exterior cab adjacent to recessed male air auto eject to receive shop air to maintenance brake air, in left mid cab area. Note: Configuration as per existing engine apparatus.</p>				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
26.7 Provide controls for siren and warning equipment accessible from both driver and officer's position. Department to specify location at pre-build. <i>Note: Similar equipment and layout to existing engines is preferred.</i>				
26.8 Provide one electronic siren, c/w 2 100 watt speakers in front bumper. Department to specify locations at pre-build. <i>Note: Similar equipment and layout to existing engines is preferred.</i>				
26.9 Provide two air horns mounted in front bumper, provide label and control from driver and officer's side.				
26.10 Provide Federal Signal Q2B Siren recessed in front bumper. Provide label and control from driver and officer's side.				
26.11 Compartments, under body, pump panel and other work areas shall be provided with LED lighting providing maximum illumination of all spaces. Strip lighting or similar to be installed in compartments.				
26.12 Provide for two power supplies and antenna leads for mobile radios. Department to specify radios to be installed. Department to specify location at time of pre build.				
26.13 Provide a 12V Hand Held spot light on officer's side. Department to specify location at pre build.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
26.14 Provide a 12V outlet on officer's side and one on drivers side. Department to specify location at pre build. This is in addition to USB charging ports.				
26.15 Minimum alternator output shall exceed maximum continuous load at idle without the use of a load management system.				
26.16 Provide a LED traffic advisor/traffic control light bar c/w controls located inside the cab near the driver				
26.17 Additional 12V power and ground stud to be provided inside the cab area.				
26.18 Provide 12V LED scene lighting on three sides of cab: Front, Right and Left.				
26.19 Flush mount LED side scene lighting Mid-way down body on left and right sides plus a pair rear scene work lights <i>Note: see light bar brow lights in cab and chassis; all to be integrated.</i> <i>Note: Department prefers Akron or FRC.</i> <i>Proponent to list brand, model and lumens).</i>				

Initials – Proponent's Representative

27. Driving and Crew Area

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
27.1 Provide electric, intermittent windshield wipers				
27.2 Steering column shall tilt and telescope				
27.3 All seats shall be black rugged cloth upholstery and rear seats to be flip up style. Department prefers Bostrom seats in same configuration as current Engine apparatus. <i>Note: space for storage of helmets in cab, for all occupants, under seats if possible, is desired.</i>				
27.4 Driver seat shall be air-ride type with easily accessible adjustment by driver.				
27.5 All seats (except drivers) shall be equipped to accommodate 1 Scott 45 minute X3 Pro SCBA with positive mounting and mask pouch. Department prefers Bostrom Secure All.				
27.6 Windows in cab doors shall be manually operated and fully opening. Option: Electrically operated windows.				
27.7 Windshield and all window glass shall be tinted, shatter proof safety glass				
27.8 The cab shall include an extreme insulation package to reduce noise and vibration.				
27.9 Heat and air conditioning to be provided to ensure both front and rear seating areas are kept at an acceptable temperature during all seasons. Ceiling mounted.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
27.10 There shall be two windshield fans for air circulation				
27.11 All mirrors shall be electrically controlled and heated with a single convex mirror. Controls to be located directly adjacent to, and easily manipulated from, the driver's position via a toggle switch.				
27.12 All interior surfaces including switch panel shall be finished with rugged coated aluminum or similar.				
27.13 Firecom Intercom Headset system for all six (6) seating positions (6). Two (2) Wireless UHW-51 Intercom headsets for the driver/pump operator and officer positions to provide unrestricted movement around apparatus. (4) hard-wired UH-52 Intercom headsets shall be provided for the rear crew area of the apparatus. <i>Note: Configuration as per existing Engine apparatus.</i>				
27.14 Five Stream Light (Fire Vulcan) LED vehicle mounting systems supplied. Color specified at pre-build meeting. <i>Note: Configuration as per existing Engine apparatus.</i>				
27.15 Location on right dash with sliding tray to accommodate the installation of a Mobile computer Added Dispatch Station. FD to supply hardware.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
27.16 Area in front of the officer shall be designed to allow the mobile computer (above; 27.15) to be installed with minimum reduction of visibility for either driver or officer. 12V power connection with constant power when truck is shut off to be supplied for mobile computer connection.				
27.17 Medical Cabinet to be provided between rear facing seats. Tray/preplan bin to be provided with flat mounting plate on doghouse for binders Note: Configuration as per existing Engine apparatus.				
27.18 A storage mount for a full SCBA Assembly is to be located on the rear cab wall, driver's side. Note: Options will be entertained but must be clearly noted and included in the price.				
27.18 Helmet holders mounted in cab. On-Scene brand <i>if storage can't be accommodated under seats.</i> Note: Configuration as per existing Engine apparatus.				
27.19 Mounting plates: <ul style="list-style-type: none"> Aluminum mounting on back wall of cab, outboard of seats. Aluminum mounting plate on top of doghouse. Note: Configuration as per existing Engine apparatus.				
27.20 Turn signal cameras on right side and to be viewable in V-mux system. Option: 360 (around apparatus) display				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
27.21 Back up camera system. Safely usable from the drivers position. Option: Officer able to view also on Vmux.				
27.22 Option: Dash Camera System. Able to swivel camera from normal straight-ahead position to capture scene. Data to be in a standard format and easily downloadable. Please provide system type and description.				

Initials – Proponent's Representative

28. Body and Compartments

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
28.1 To be similar to in-service PVFD engine apparatus configurations were practicable.				
28.2 Body material must be aluminum or stainless steel. Indicate thickness and construction type				
28.3 All body surfaces shall be designed to prevent corrosion				
28.4 The complete truck except for roll up doors and checker plate shall be painted red. <i>Note: Colour as per existing Engine apparatus.</i>				
28.5 Department door decal on each side of apparatus, Unit id# lettering on all sides of apparatus. Style and locations shall be determined at pre-build. <i>Note: Configuration as per existing Engine apparatus.</i>				
28.6 Reflective warning stripe shall meet NFPA and include black pin striping below and above. Department to specify location and size at pre build. <i>Note: Configuration as per existing Engine apparatus.</i>				
28.7 Compartment configuration to be 'rescue style', as deep and as wide as possible while continuing to have good body strength. The bottom of all compartments shall be above the bottom of the door edge.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
28.8 There shall be a ladder on the left (driver's side) rear of the truck, with grab rails, and flip style steps on the right side rear, to gain access to the hose bed / upper storage areas.				
28.9 There shall be a grab handle installed on the upper hose bed side to assist with access to the top of the hose bed.				
28.10 All flip up step surfaces shall be covered with bright finished aluminum alloy diamond mill finish tread plate with corrosion resistance.				
28.11 Compartment doors shall be the roll-up type. Pan door options may be accepted where practicable and justified for space savings or other relevant reason.				
28.12 A drip cap over compartments must be provided.				
28.13 Adjustable shelving to be provided. Department to determine mounting system for equipment at pre-construction meeting.				
28.14 All horizontal surfaces within the compartment shall have raised plastic tile systems installed				
28.15 Compartment lighting shall be inward facing, LED strip system providing for maximum effective illumination for the compartment space configuration.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>28.16</p> <p>One (1) transverse hose lay capable of holding 200 feet of 2.5 inch hose and nozzle c/w 3 inch plumbing.</p> <p>Two (2) transverse hose lays with 2 inch plumbing capable of holding 200 feet of 1.75 inch hose and a nozzle, in each.</p> <p>Storage areas, trays, to be two hose widths wide in all cases.</p> <p>Note: Configuration as per or similar to existing Engine apparatus.</p>			N/A	N/A
<p>28.17</p> <p>Rear hose bed configuration must include storage to accommodate the following hose volumes, complete with all necessary dividers (estimated 4 dividers required):</p> <ul style="list-style-type: none"> • 800 to 1000ft of 4inch high volume supply line with Storz couplings • 800 to 1000ft of 2.5inch hose in 4 single wide stacks of 250ft or 300ft each. 			N/A	N/A
<p>28.18</p> <p>One (1) each of an 8ft and 6ft New York style hook (fibreglass type), plus one (1) 4ft NY style hook. Mounting of pike poles to be identified at pre-build meeting. All will have D-ring handle configuration. All to be supplied with the apparatus.</p>				
<p>28.19</p> <p>A Zico, 12 volt electrically operated side mounted overhead ladder rack shall be installed on the right side of the apparatus body above the body compartments.</p> <p>This ladder rack shall accommodate four individual ladders; a 10' attic, 16' roof, 24' & 35', supplied with apparatus.</p> <p>The ladder control switch shall be installed at the right rear of the apparatus away from the ladder rack assembly for maximum personnel protection.</p>				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>The ladders shall be retained with chrome plated handles that shall be spring loaded and be easily turned.</p> <p>A ladder rack improper storage alarm shall be provided in the cab and via the Vmux.</p> <p>Note: Ladder Rack to be flush with cab roof.</p> <p>Option: Ground Ladder Storage will be accessible from the rear of the apparatus. Ground ladder storage will accommodate Duo Safety brand 10' attic, 16' roof, 24' & 35' extension ladders and one combination ladder. All to be supplied with the apparatus. Discussion on this configuration is required.</p>				
<p>28.20</p> <p>Design characteristics shall allow for the following weights of equipment and personnel without being overweight: 6 Firefighters (300lbs per), full fluid levels including water tank, 600lbs or more per compartment and full hose beds as designed for this proposal.</p>				
<p>28.21</p> <p>Consideration for two (2) adjustable shelving units and bottom slide outs to be supplied in each compartment and mounting systems to be provided.</p> <p>Final configuration to be determined at build.</p> <p>Mounting to be determined prior to paint.</p>				
<p>28.22</p> <p>Storage for 12 spare locations for SBCA cylinders. Cylinders are 45 minute, 4500psi, Scott cylinders. All in cabinet on right side of apparatus or all in wheel wells if possible.</p> <p>Note: Department will entertain options.</p>				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
28.23 Location for storage of 4in by 25ft and 50ft pony lines on officer (right) side of pump housing.				
28.24 Interior of all storage compartments to be impact resistant and painted yellow. Note: Configuration as per existing Engine apparatus.				
28.25 Coffin Bins on left side of body on top of truck adjacent to the hosebed and opposite the ladder rack. Coffin Bins to be between 80"-90" length by 16" wide or better. Bins to be continuous in length on inside, total length of both bins to between 160"-180". Lid to have Two (2) handles on each lid hinged out and secured. There shall be a walkway from the top of the access ladder, in the hose bed.				
28.26 Storage for a 'Little Giant' combination style of ladder and a 6ft step ladder is requested. Ladders to be supplied with apparatus.				
28.27 Storage for 1 rope rescue tripod, in the hosebed / upper apparatus area and long shoring is required.				
28.28 Storage for a pre-rigged basket stretcher, Sked Stretcher, two spine boards, and Wrap-Evac is required.				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
28.29 Additional storage considerations: <ul style="list-style-type: none"> • Cribbing shoring compartment • Heavy hydraulics compartment (rear) • Handtools compartment • Tool Box type configuration in the bottom of a compartment. • Lift Bags • Struts 				
28.30 Mounting Slide out Tool boards L3 (full height and depth) Mounting plates, back wall of each compartment.				
28.12 Anchor points side of body and at rear corners for tie-off and rope rescue. Hitch receiver – tow bar style. Must meet NFPA safety requirements for a 2 person load or grater. To be fully compatible with front bumper; see item 25.12.				

Initials – Proponent's Representative

29. Fire Pump and Associated Equipment

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
29.1 The pump shall be mid-mounted / controlled and single stage having a minimum rating of 1250 IGPM / 1500 USGPM. Option: Rear mount configuration.			N/A	N/A
29.2 A gauge cluster package shall be provided for information to the pump operator about engine and pump characteristics Department will specify other details such as pressure scales at pre build.			N/A	N/A
29.3 Pump panel layout will be similar to current apparatus E41 & E42, or as close to identical as possible. (See attached photo)			N/A	N/A
29.4 All discharges and intakes will have cable or chain complete with a cap. 2.5 to 1.5 chrome adapter with cap on all 2.5" sized discharges.			N/A	N/A
29.5 All valves will be color coded to match discharge and inlet labels. Colour coding specifics to be determined at or about preconstruction.			N/A	N/A
29.6 A electric pump primer of the oil-less type with push/ pull control shall be installed			N/A	N/A
29.7 All plumbing will be stainless steel with anodes installed. <i>Galvanized option will be considered.</i>			N/A	N/A
29.8 Pressure governor system. Incontrol 400 series.			N/A	N/A

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
29.9 A heat exchanger and pump cooler bypass shall be provided			N/A	N/A
29.10 A relief valve shall be provided for all intakes			N/A	N/A
29.11 All finished threads to be used to connect to shall be compatible with common British Columbia fire service threads as used by Parksville Fire Department.			N/A	N/A
29.12 All intakes will have a screen and designed to have minimum friction loss. Configured in the following pattern; (1) Left side 6.0" (1) Left side 2.5" (1) Right side 6.0" (1) Right side 2.5" Valves larger than 2.5" will be electrically controlled from the pump panel and with a manual backup located at each valve. Master intake valves with 6"x4" Storz 30 degree elbow reducer fittings to be provided and connected to both the right and left side 6.0" intakes.			N/A	N/A
29.13 All intakes and master pump drain will be controlled. Department to identify location and type at pre-build.			N/A	N/A

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>29.14</p> <p>All discharges will have a quarter turn drain valve and be configured in the following pattern. Each discharge will include a manually controlled valve at the pump operator' position and a 30 degree elbow.</p> <p>(2) Left side 2.5"</p> <p>(2) Right side 2.5"</p> <p>(1) Right side 4.0"</p> <p>(1) Transverse cross lay 2.5"</p> <p>(1) Bumper pre connect 2.5" with reducer to 1.5"</p> <p>(2) Cross lays 1.5"</p> <p>(1) Monitor 4.0" for master stream appliance</p> <p>A speed lay configuration with basket stretcher storage above will be considered.</p> <p>Pump house to be as compact as possible to allow for more storage space.</p> <p>Electric cord reels may be relocated in order to facilitate a shorter pump house.</p> <p>Transverse hose storage/speed lay spaces/trays must be able to accommodate 200' lines in a triple-layer or minute-man configuration with enough space to deploy off either side of the truck without hangup.</p>			N/A	N/A
<p>29.15</p> <p>All discharges to include pressure gauges in proximity to their control location.</p> <p>Option: Include flow indicators.</p>			N/A	N/A
<p>29.16</p> <p>The apparatus will be ULC Listed and Tested prior to acceptance by the department with a plate attached on the pump house at the operators area.</p>			N/A	N/A
<p>29.17</p> <p>Maximum access shall be provided to the pump area from three sides. Prefer inclusion of removable side panels on pump housing for improved access.</p>			N/A	N/A

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
29.18 A tank to pump supply of 4 inch diameter minimum line equipped with a manual tank to pump valve located at the pump panel.			N/A	N/A
29.19 Pull out steps to be installed on either side of Pump House Module. All drain valves to be plumbed so as not to drain onto pull out step when stowed. <i>Note: Similar in configuration to those on our current engines.</i>			N/A	N/A
29.20 A monitor on the top of the apparatus will be manual operation and flow 1250 GPM/4800 LPM. The department prefers a Akron deck monitor c/w a saber master nozzle and stacking tips. Monitor will be manually operated. Monitor must be equipped to deploy/extend above cab and ladders for 360 degree operation. Storage for monitor parts should be provided on the top of the apparatus.			N/A	N/A

Initials – Proponent's Representative

30. Water Tank

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
30.1 Required to be a minimum of 500 IMP Gallons (approx. 600 USG). The tank shall have a lifetime warranty and be readily removable from the apparatus.			N/A	N/A
30.2 The tank construction shall be at least ½" thick polypropylene construction			N/A	N/A
30.3 The tank shall have a removable lid for servicing			N/A	N/A
30.4 Require a cap to prevent spillage			N/A	N/A
30.5 A water tank gauge shall be provided in the pump operators' area. Optional Additional indicators visible from both the rear and right side of the apparatus are also required. The tank level will be displayed in five increments.			N/A	N/A
30.6 A tank fill line minimum of 2" I.D. shall be provided from the pump to the tank			N/A	N/A

Initials – Proponent's Representative

31. Foam System

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
31.1 Direct injection foam system shall be installed for class "A" foam with selector and flush valves. Note: Foam system to be configured similarly to existing Engines.			N/A	N/A
31.2 One foam tank shall be installed with a minimum capacity suitable to the Foam injection system. Manufacturer to indicate size of tank			N/A	N/A
31.3 All transverse speed lays and bumper line shall be plumbed to the direct injection foam system			N/A	N/A
31.4 The ability to draw foam concentrate (A or B) directly from portable containers via an intake hose for direct injection is desirable			N/A	N/A
31.5 A foam tank gauge shall be provided in the pump operators area			N/A	N/A
31.6 Foam fill system to refill foam cell via transfer pump from pail on ground.			N/A	N/A
31.7 Control valve to bleed foam system to be located at pump panel. Location to be discussed with FD at pre-build.			N/A	N/A

Initials – Proponent's Representative

32. Line Voltage System

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
32.1 There shall be a hydraulic generator outputting a minimum of 10,000 watts. Option: Diesel powered generator.				
32.2 There shall be two (2) electric cord reels located high above the pump compartment on the each side with a remote power distribution box. 40 Amps each. The box will be secured when not in use and be supplied with 200ft of 10/3 wire. <i>Note: Similar configuration as current engines is requested.</i> <i>Cord reel location negotiable if pump housing can be shortened up.</i>				
32.3 Provide for four 120V outlets. Department to confirm locations and configuration at pre-build. <ul style="list-style-type: none"> • One on front bumper • One on rear tailboard area • One right side pump housing or mid-body • One left side pump housing or mid body 				
32.4 Provide for two (2) 120V extendable scene lights on each rear corner of the body. The two rear lights shall be able to be removed and used remotely with integrated tripods. The lights shall be controlled by switches located in L1 compartment, location to be discussed with fire department. Light heads to be Akron or FRC 120 volt or equivalent product. <i>A cabinet mounted option for these lights will be entertained</i> <i>Note: Similar configuration as current engines is requested.</i>				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
<p>32.5</p> <p>Option: Command Light “Knight or Shadow” series LED, or similar style, lighting system. Light system to be mounted to cab roof and surrounded by a protective/decorative shroud. The system is to be deployable and operable by remote control and controls on both sides of the pump housing.</p> <p>Note: Size and height of light should take into account functionality in regards to length and width of overall apparatus.</p> <p>Provide separate pricing for each control option:</p> <ul style="list-style-type: none"> • Standard • Panel-mounted • Wireless. 				
<p>32.6</p> <p>Power to each compartment on L and R sides. With ability to provide charging capability from shore power.</p>				

Initials – Proponent’s Representative

33. Testing, Certification, Training, Maintenance and Special Tools

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
33.1 Special Tools A list of any special tools required is to be supplied with the proposal				
33.2 Face to Face Instruction provided for Cab & Chassis and pump. List how much time is included.				
33.3 Third Party Certifications				
33.12 Any additional items not listed but standardly included.				
33.13 Completed British Columbia Commercial Vehicle Inspection Certificate (CVI) prior to delivery.				
33.14 One set of complete filters for first major service.				
33.15 Provide a full table of options with pricing attached to the proposal.				
33.16 Provide a full table of maintenance providers, their locations and specialties. The list must include minor and major service and repair depot locations for work on the following: - Cab and chassis - Body components - Water tank - Pump - Aerial Device - Emergency Vehicle Components such as lighting, multiplexing, siren, generator and				

Initials – Proponent's Representative

Description	Rescue Pumper - Configuration Option 1		Rescue – Configuration Option 2	
	Yes	No	Yes	No
any other significant components.				
33.17 Specify final 'delivery by' date.				

Initials – Proponent's Representative

34. PRICE SUMMARY 1 & PROPONENT'S VERIFICATION – Rescue Pumper Option 1

Item	Base	With Options
One (1) Rescue Pumper Fire Apparatus Price based on specification	\$	\$
Options	N/A	\$
Trade Allowance for 1997 Superior built, Rescue Pumper on a Freightliner FL80 Chassis. (- Subtract)	-(\$)	-(\$)
Sub Total	\$	\$
PST @ (%)	\$	\$
Total Price (including PST)	\$	\$
GST @ (%)	\$	\$
Total Price (Including PST & GST)	\$	\$

Contract to supply may be cancelled at Purchaser's option thirty (30) calendar days after promised delivery date if delivery is not complete.

PROPOSAL SUBMITTED BY:	
ADDRESS:	TELEPHONE:
EMAIL:	FAX:
SIGNATURE OF SIGNING OFFICER:	
NAME OF SIGNING OFFICER:	
TITLE OF SIGNING OFFICER:	DATE:

Initials – Proponent's Representative

35. PRICE SUMMARY 2 & PROPONENT'S VERIFICATION – Rescue Apparatus Option 2

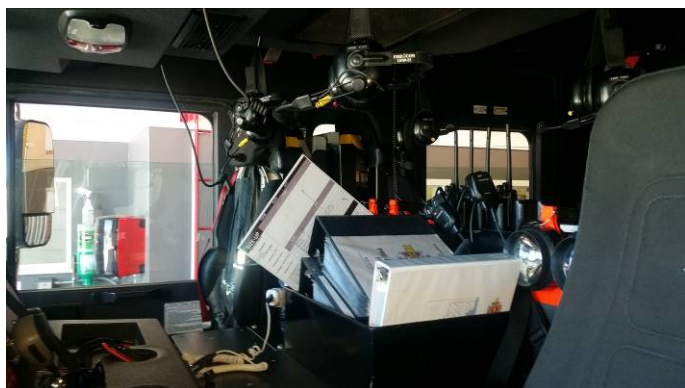
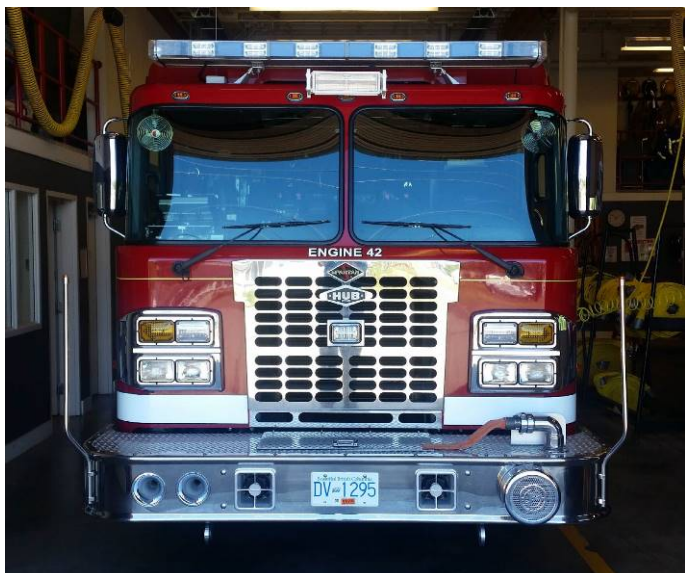
Item	Base	With Options
One (1) dedicated Rescue Apparatus Price based on specification	\$	\$
Options	N/A	\$
Trade Allowance for 1997 Superior built, Rescue Pumper on a Freightliner FL80 Chassis (See section 37). (- Subtract)	-(\$)	-(\$)
Sub Total	\$	\$
PST @ (%)	\$	\$
Total Price (including PST)	\$	\$
GST @ (%)	\$	\$
Total Price (Including PST & GST)	\$	\$

Contract to supply may be cancelled at Purchaser's option thirty (30) calendar days after promised delivery date if delivery is not complete.

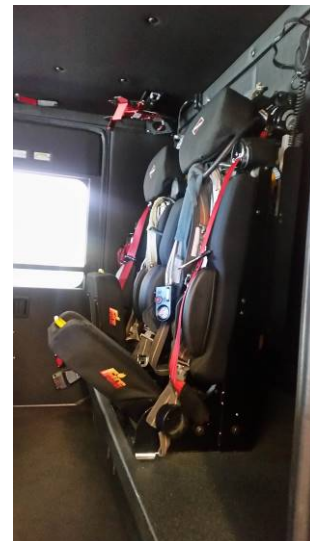
PROPOSAL SUBMITTED BY:	
ADDRESS:	TELEPHONE:
EMAIL:	FAX:
SIGNATURE OF SIGNING OFFICER:	
NAME OF SIGNING OFFICER:	
TITLE OF SIGNING OFFICER:	DATE:

Initials – Proponent's Representative

36. Current PVFD Engine Apparatus Configuration Information



Initials – Proponent's Representative



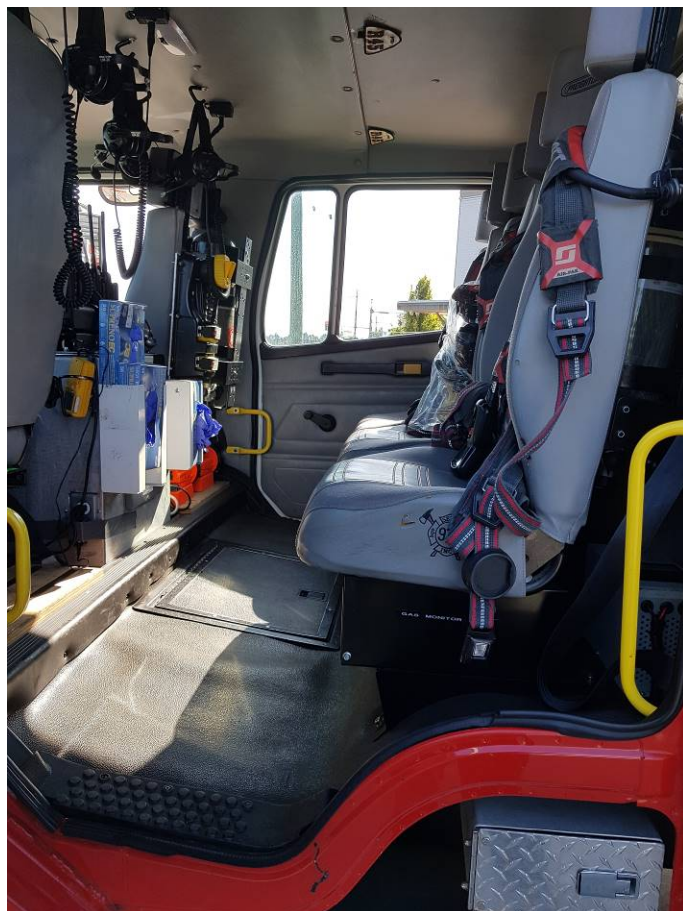
Initials – Proponent's Representative

37. Apparatus for possible trade-in value

1997 Superior Rescue Pumper – 1040IGPM – Freightliner FL80



Initials – Proponent's Representative



Initials – Proponent's Representative

**MANUFACTURED BY
SUPERIOR EMERGENCY VEHICLES LTD.**
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY STANDARDS
IN EFFECT UPON DATE OF COMPLETION.

SERIAL NO. **SE 1708** DATE OF COMPLETION **FEB 14/1997**

TYPE OF VEHICLE **FIRE TRUCK**

G.V.W.R. TOTAL **26 783** KGS

FRONT REAR

G.A.W.R. LBS **14 000** **23 000**

KGS **6 350** **10 433**

TIRES **12 R 22.5** **11 R 22.5**

RIMS **22.5 X 8.25** **22.5 X 8.25**

PRESSURE COLD **115** **110**



UNDERWRITERS' LABORATORIES OF CANADA
LISTED
FIRE DEPARTMENT PUMPER
NO. **34 C**

MANUFACTURER'S SERIAL NO. **SE 1708**

CHASSIS MODEL NO. **EL80A** DATE **FEB 19 1997**

PUMP RATING

1050	IGPM AT	150	PSI AT	1500	RPM
745	IGPM AT	200	PSI AT	1700	RPM
625	IGPM AT	250	PSI AT	1800	RPM

NO. LOAD GOVERNED SPEED **2700** RPM

BUILT BY **EMERGENCY VEHICLES**
RED DEER, ALBERTA
A DIVISION OF EMERGENCY ONE INC.



UNDERWRITERS' LABORATORIES OF CANADA
LISTED
FIRE DEPARTMENT PUMPER
NO. **34 C**

MANUFACTURER'S SERIAL NO. **SE 1708**

CHASSIS MODEL NO. **EL80A** DATE **FEB 19 1997**

PUMP RATING

1050	IGPM AT	150	PSI AT	1500	RPM
745	IGPM AT	200	PSI AT	1700	RPM
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