THE CITY OF PARKSVILLE
REQUEST FOR PROPOSAL #PV-RFP-2020-FD02-R45
SUPPLY OF RESCUE FIRE APPARATUS

Sealed Proposals will be received in the office of:

Parksville Volunteer Fire Department
Mailing: P.O. Box 1390
Physical: 160 Jensen Ave. (West)
Parksville, B.C.
V9P 2H3
Attention: Fire Chief Marc Norris

Before 3:00 p.m. P.S.T., October 29, 2020
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

Proposals are invited for the supply and delivery of one new custom-built Rescue Fire Apparatus.

Proposals must be submitted using the checklist and price summary & Proponent's Verification formats as found herein, in a sealed envelope clearly marked "**PROPOSAL PV-RFP-2020-FD02-R45 TO SUPPLY A RESCUE FIRE APPARATUS**", and received by the Parksville Volunteer Fire Department at 160 Jensen Ave. (West), Parksville, B.C., V9P 2H3 before 3:00 pm P.S.T., **Thursday, October 29, 2020.** 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 3-ring binder (No other type of bound documentation).

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, mounting boards, stationary and pull out trays.
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 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 regard 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. <u>The Lowest or any Proposal will not necessarily be accepted.</u>

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. <u>Negotiation</u>

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

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 & 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 $5,000,000.00

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 $2,000,000.00

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.

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, mechanical components, 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 **March 31, 2022** 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 **$250.00** 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.

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, 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 no. (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 & 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 have the layout configuration of apparatus cab 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.

24. General

Description	YES	NO	Deviation (Attach extra sheets if necessary)
24.1 The apparatus shall meet all requirements of NFPA 1901 Standard for Automotive fire Apparatus (2016 Edition) including the minimum for "Special Service Fire Apparatus" Chapter 10 unless otherwise stated in this document or advised by the fire department. ***Note: Any discrepancy between the NFPA and CAN/ULC standards shall be noted.***			
24.2 The apparatus shall meet all requirements of CAN/ULC-S515-13 Automobile Firefighting Apparatus. ***Note: Any discrepancy between the NFPA and CAN/ULC standards shall be noted.***			
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 and personnel.			

Description	YES	NO	Deviation (Attach extra sheets if necessary)
Note: where an overweight permit may be required, the manufacturer must indicate so.			
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 408 inches (34ft), bumper to bumper. Details of all standard chassis features to be provided as part of the proposal. ***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.***			
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 The apparatus shall be designed for a maximum road speed of 120km/h. Truck shall be governed to meet NFPA 1901 (current edition).			
24.11 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			

Description	YES	NO	Deviation (Attach extra sheets if necessary)
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 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.			

25. Cab, Chassis and Vehicle Components

Description	YES	NO	Deviation (Attach extra sheets if necessary)
25.1 Six person chassis. Spartan Metrostar LFD sized cab, based on current model year, 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 408 inches (34'), bumper to bumper. ***Note: Configuration as per or similar to existing Engine apparatus. See 24.7***			
25.2 Engine is a minimum of 450 horsepower, 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.***			
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.***			
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.			
25.5 All exterior non-emergency lighting to be LED.			
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			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
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)			
25.10 Extended front bumper, stainless and checker plate to 18 inches, c/w well and cover complete with Bumper Guide, indicator marker light posts. The bin shall be re-enforced to hold 200lbs and accept a winch. Rear bumper 12 inches with recessed middle area 22 inches to access ground ladders. ***Note: Configuration as per to existing Engine apparatus.***			
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 existing Engine apparatus.***			
25.12 Anchor points in Front and Rear bumpers for tie-			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
off and rope rescue. Hitch receivers– tow bar style. Must meet NFPA safety requirements for a 2-person load. ***Note: Indicate load and class.***			
25.13 Block heater to be powered by 120VAC connection.			
25.14 The exterior of the cab shall include a maximum protective chrome or stainless appearance package.			
25.15 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.			
25.16 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 120VAC auto eject receptacle for built in battery charger / inverter connection at left mid cab area. ***Note: Configuration as per existing Engine apparatus.***			
25.17 Front grill access, or similar, for checking fluids. The department does not want to have to raise cab for standard fluid checks / pre-trips.			
25.18 LED Headlights.			
25.19 Clutched cooling fan.			
25.20 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. ***Note: Configuration as per existing Engine apparatus.***			
25.21 A safety stay-arm shall be provided that must be			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
manually put in place between the chassis and cab frame when the cab is in the raised position.			
25.22 A digital Diesel Exhaust Fluid (DEF) gauge will be located at instrument panel.			
25.23 Vehicle data recorder capable of recording, vehicle speed, acceleration, deceleration, throttle position, ABS event, and including a time/date stamp for events.			
25.24 One set of battery jumper studs with color coded covers. Accessible when the cab is in the normal operating position. (I.E. not tilted).			
25.25 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.			

26. Low Voltage Electrical System and Emergency Lighting

Description	YES	NO	Deviation (Attach extra sheets if necessary)
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.***			
26.2 Provide two dedicated deep cycle battery for the 12V accessory system.			
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.***			
26.4 Provide minimum 1500-Watt 120VAC to 12VDC inverter/charger to power four 120VAC outlets inside the cab area. Department to specify location at pre-build. Kussmaul preferred. ***Note: Similar equipment and layout to existing engines is preferred.***			
26.5 Provide recessed male 120VAC 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.***			
26.6 Provide controls for siren and warning equipment accessible from both driver and officer's position. Department to specify location at pre-build.			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
Note: Similar equipment and layout to existing engines is preferred.			
26.7 Provide one electronic siren, c/w 2 100-Watt speakers in front bumper. Department to specify locations at pre-build. ***Note: Similar equipment and layout to existing engines is preferred.***			
26.8 Provide two air horns mounted in front bumper, provide label and control from driver and officer's side.			
26.9 Provide Federal Signal Q2B Siren recessed in front bumper. Provide label and control from driver and officer's side.			
26.10 Compartments, under body, 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.			
26.11 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 prebuild.			
26.12 Provide a 12VAC Handheld spotlight on officer's side. Department to specify location at prebuild.			
26.13 Provide a 12VAC outlet on officer's side and one on driver's side. Department to specify location at prebuild. This is in addition to USB charging ports.			
26.14 Minimum alternator output shall exceed maximum continuous load at idle without the use of a load management system.			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
26.15 Provide a LED traffic advisor/traffic control light bar c/w controls located inside the cab near the driver. Traffic advisor to be mounted at the rear of the body as high as possible.			
26.16 Additional 12V power and ground stud to be provided inside the cab area.			
26.17 Provide 12V LED scene lighting on three sides of cab: Front, Right and Left.			
26.18 Flush mount LED side scene lighting Mid-way down body on left and right sides plus a pair of rear scene work lights. ***Note: see light bar brow lights in cab and chassis; all to be integrated.*** ***Note: Department prefers Akron or FRC. Proponent to list brand, model and lumens).***			
26.19 Pre-wire, 12V, for Knox box Keysecure 5, front area of cab near officer seat. 12V power connection with constant power when truck is shut off to be supplied for Knox box operation. Location of Knox box to be discussed during pre-build.			
26.20 ***Option:*** Pricing for Warn winch pre-wiring to the front and rear of apparatus near receivers.			
26.21 ***Option:*** Pricing for a Warn winch, come with rated hitch attached to winch, minimum 15,000 lb. with synthetic line. To include wired and wireless controller options. Power and controller cords to be able to reach rear pre-wiring from right and left side receivers. Winch to be stored in front bumper well.			

27. Driving and Crew Area

Description	YES	NO	Deviation (Attach extra sheets if necessary)
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. ***Note: space for storage of helmets in cab, for all occupants, under seats if possible, is desired.***			
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. ***Note: 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.			
27.10 There shall be two windshield fans for air			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
circulation which are controlled by rocker switches mounted on the dash.			
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 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. ***Note: Configuration as per existing Engine apparatus.***			
27.14 Six (6) Stream Light (Fire Vulcan Orange) LED vehicle mounting systems supplied. ***Note: Configuration as per existing Engine apparatus.***			
27.15 Location on right dash with sliding tray to accommodate the installation of a Mobile Computer Added Dispatch Station. FD to supply hardware.			
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			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
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 (Scott 45-minute X3 Pro) 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.***			
27.19 Helmet holders mounted in cab. On-Scene brand *if storage can't be accommodated under seats.* ***Note: Configuration as per existing Engine apparatus.***			
27.20 Mounting plates: • Aluminum mounting on back wall of cab, outboard of seats. • Aluminum mounting plate on top of doghouse. ***Note: Configuration as per existing Engine apparatus.***			
27.21 Turn signal camera on right side, to be viewable from operator and officer seats, in V-mux system.			
27.22 Back up camera system, viewable from operator and officer seats, in V-mux system. ***Option: Officer able to view also on V-mux.***			
27.23 ***Option:*** Dash Camera System. Able to swivel camera from normal straight-ahead position to capture scene. Data to be in a standard			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
format and easily downloadable. Please provide system type and description.			
27.24 ***Option:*** FRC In View 360HD with DVR, GPS and 7" screen. System to be viewable from both the V-mux and separate 7" screen. Data to be in a standard format and easily downloadable.			
27.25 Cab dash to include cup holders (min 2) and a recessed storage bin between operator and officer seats. Similar to current Engines.			
27.26 The park brake valve shall be located so that it will be accessible from both the driver and officer while they are in a seated position. ***Note: Location to be determined at pre-build meeting.***			

28. Body and Compartments

Description	YES	NO	Deviation (Attach extra sheets if necessary)
28.1 To be similar to in-service PVFD engine apparatus configurations were practicable. The Rescue box, all sides, must match the height and width of the custom cab.			
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. ***Note: Colour as per existing Engine apparatus.***			
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. ***Note: Configuration as per existing Engine apparatus.***			
28.6 Reflective warning stripe shall meet NFPA and include black pin striping below and above. Department to specify location and size at prebuild. ***Note: Configuration as per existing Engine apparatus.***			
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.			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
28.8 There shall be a heavy-duty ladder on the rear of truck, left side (driver's), with grab rails and adequate lighting with flip style steps to gain access to the upper storage areas.			
28.9 There shall be a grab handle, both sides, installed on the upper side to assist with access to the top of storage area.			
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 roll out, tilt down style shelving to be provided. Department to determine mounting system for equipment at pre-construction meeting. ***see item 28.18***			
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.			
28.16 One (1) each of an 4ft, 6ft and 8ft New York style hook (fibreglass type) with D-ring			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
handle. All to be supplied with the apparatus and located in same area. ***Department is open to mounting options.***			
28.17 Design characteristics shall allow for the following weights of equipment and personnel without being overweight: 6 Firefighters (300lbs per), full fluid levels, 600lbs or more per compartment for this proposal.			
28.18 Each compartment shall consist of three (3) adjustable roll out shelves; two (2) to be tilt down style and one (1), bottom, slide out no tilt. Exception: over wheel wells, two (2) tilt down type. Rear compartment, one (1) tilt down and one (1), bottom, slide out no tilt. Mounting systems to be provided. Final configuration to be determined at pre-build. Mounting to be determined prior to paint. ***see item 28.26***			
28.19 Storage location for 14 spare SBCA cylinders. Cylinders are 45 minute, 4500psi, Scott cylinders. All in one cabinet on right side of apparatus. ***Note: Department will entertain options.***			
28.20 Interior of all storage compartments to be impact resistant and painted yellow. ***Note: Configuration as per existing Engine apparatus.***			
28.21 Coffin Bins on top of truck, u-shape configuration is preferred. Coffin Bins to be length of rescue box, minimum 25 inches wide. Bins to be continuous in length on inside. Lid to have Two (2) handles on each			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
lid hinged out and secured. Bins must be watertight and provided with gas shocks. There shall be a walkway, minimum 30 inches, from the top of the access ladder, with non-slip checker plate surface, complete with drains in the walkway. ***Note: Department will entertain options.***			
28.22 Storage for two (2) 'Little Giant' combination style of ladder, a 6ft combination step/extension ladder and two (2) 48" w x 16" d x 20" h work platform is requested. Ladders and Platforms to be supplied with apparatus.			
28.23 Storage for 1 rope rescue tripod, with door access at rear of apparatus, in the upper coffin bin area. To be enclosed and separated within coffin bin.			
28.24 Storage for a pre-rigged basket stretcher and two (2) spine boards is required. Pass through style. ***Note: Department will entertain options.***			
28.25 Additional storage considerations: • Cribbing/shoring compartment. (Come with four (4), plastic or metal bins, to hold set of cribbing.) • Heavy hydraulics compartment (rear, width 44" x depth 30"). Come with two (2) roll out shelving; one (1) top to be tilt style. • Hand tools compartment. • Toolbox type configuration in the bottom of a compartment. • Lift Bags. Preferred dividers. • Struts – Paratech VSK Kit with mounts.			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
28.26 Two (2) slide out vertical tool boards for mounting on both sides, in half of compartment L4 and R1 (full height and depth). ***see item 28.18***			
28.27 Four (4) anchor points for life safety rope rescue (9,000lbs pull) shall be installed. 2 anchor points (closed loop) shall be installed per side on the front and rear of the rescue box. Hitch receiver – tow bar style. Must meet NFPA safety requirements for a 2-person load or grater. ***see item 25.12.***			
28.28 The rear of the body shall be covered with Lime Yellow and Red reflective material in a chevron pattern, NFPA compliant.			
28.29 Storage for two ground ladders, preferably accessed from rear of apparatus and below walkway; 1-24' and 1-14' roof ladder. Ladders to be supplied with apparatus. ***Note: Department will entertain options without losing coffin bin storage.***			
28.30 Access door at rear right side of rescue box, accessible from ground, that extends up into coffin bin (closed off) and extends into R4. Area to accommodate for Paratech struts 72" Gold (4) with mounts and rescue tri-pod (1). Maximum width is requested and depth of 12 - 15 inches. Mounting boards to be included on three (3) sides. ***See below link; start at 5:41*** https://www.youtube.com/watch?v=CSh263sYnxk			
28.31 Location for engineers SCBA on Left side, L1 compartment. Comes with SCBA bracket.			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
28.32 The body must be protected by lower rub rails where possible			

29. Line Voltage System

Description	YES	NO	Deviation (Attach extra sheets if necessary)
29.1 There shall be a hydraulic generator outputting a minimum of 10,000 watts. ***Option: Diesel powered generator.***			
29.2 There shall be two (2) electric cord reels located high above in a compartment on each side with a remote power distribution box. 30 Amps each with 120VAC with twist lock. The box will be secured when not in use and be supplied with 200ft of 10/3 wire. ***Note: Similar configuration as current engines is requested.***			
29.3 Provide for four 15-amp 120VAC duplex twist lock outlets. Department to confirm locations and configuration at pre-build. • One on front bumper • One on rear tailboard area • One right side mid-body • One left side mid body Not switched, constant power. ***Note: Similar configuration as current engines is requested.***			
29.4 Provide for two (2) 120VAC extendable scene lights, minimum 20,000 lumens each, on 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. *A cabinet mounted option for these lights will be entertained.* ***Note: Similar configuration as current engines is requested. Department will entertain options.***			

Description	**YES**	**NO**	**Deviation (Attach extra sheets if necessary)**
29.5 ***Option:*** Command Light "KL" series with 6 LED light heads, or similar style, lighting system 120 VAC in excess of 110,000 lumens. Light system to be mounted to rescue box and surrounded by a protective shroud. Not to be higher than the cab and/or rescue box. The system is to be deployable and operable by remote control and controls on both sides of the apparatus. ***Note: Size and height of light should take into account functionality in regard to length and width of overall apparatus.*** Provide separate pricing for each control option: • Standard • Panel-mounted • Wireless			
29.6 Power to each compartment, 15 AMP 120VAC Duplex Receptacle on Left, Right sides and Rear Compartment. With ability to provide charging capability from shore power.			

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

Description	YES	NO	Deviation (Attach extra sheets if necessary)
30.1 Special Tools A list of any special tools required is to be supplied with the proposal			
30.2 Face to Face Instruction provided for Cab & Chassis. List how much time is included.			
30.3 Third Party Certifications			
30.4 Any additional items not listed but standardly included.			
30.5 Completed British Columbia Commercial Vehicle Inspection Certificate (CVI) prior to delivery.			
30.6 One set of complete filters for first major service.			
30.7 **Provide a full table of options with pricing attached to the proposal.**			
30.8 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 any other significant components.			

Description	**YES**	**NO**	**Deviation** **(Attach extra sheets if necessary)**
30.9 Specify final 'delivery by' date.			

Initials – Proponent's Representative

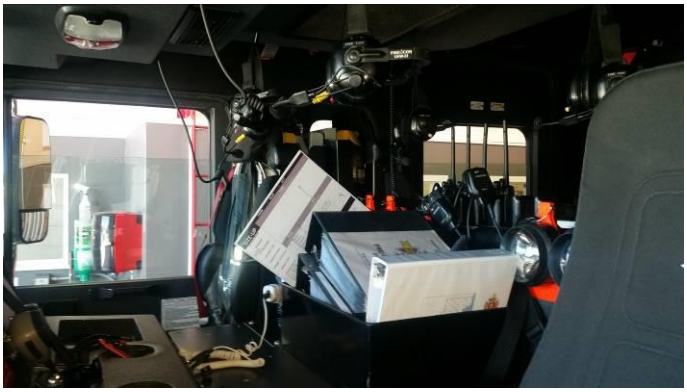
PRICE SUMMARY & PROPONENT'S VERIFICATION – RESCUE APPARATUS

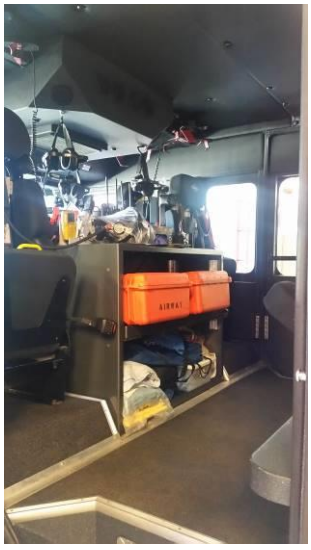
Item	Base	With Options
One (1) Rescue Apparatus Price based on specification	**$**	**$**
Options	**N/A**	**$**
Trade Allowance for 1997 Superior built, Rescue Pumper on a Freightliner FL80 Chassis (See section 37). (- Subtract)	**-($)**	**-($)**
Sub Total	**$**	**$**
PST @ (%)	**$**	**$**
Total Price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

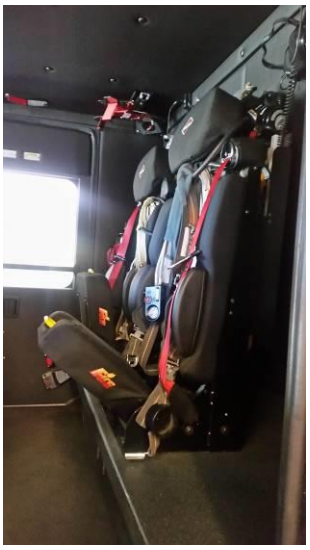
Contract to supply may be cancelled at Purchaser's option thirty (30) calendar days after promised delivery date if delivery is not complete.

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

31. Current PVFD Engine Apparatus Configuration Information

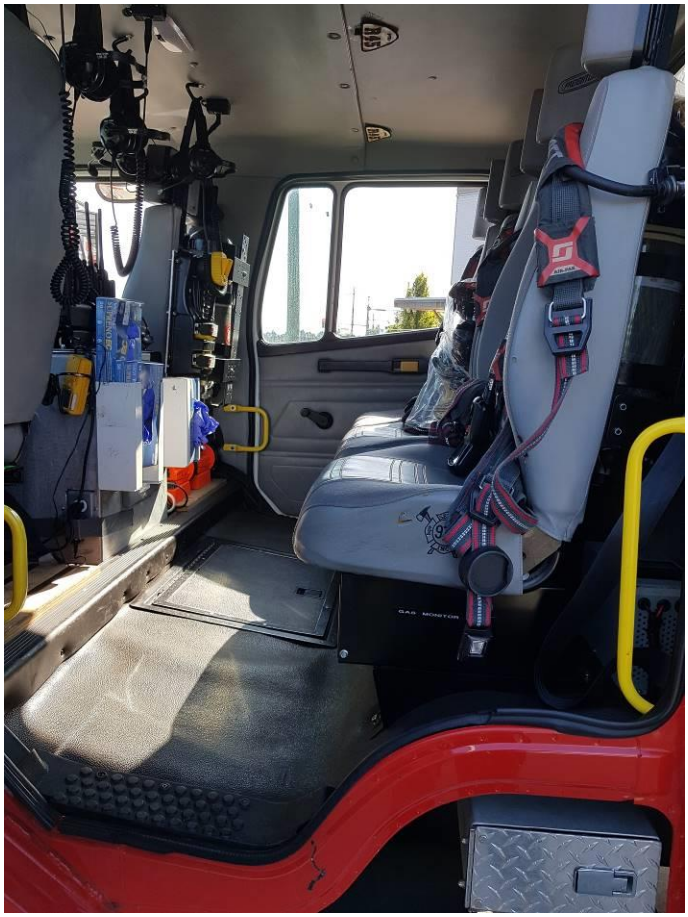


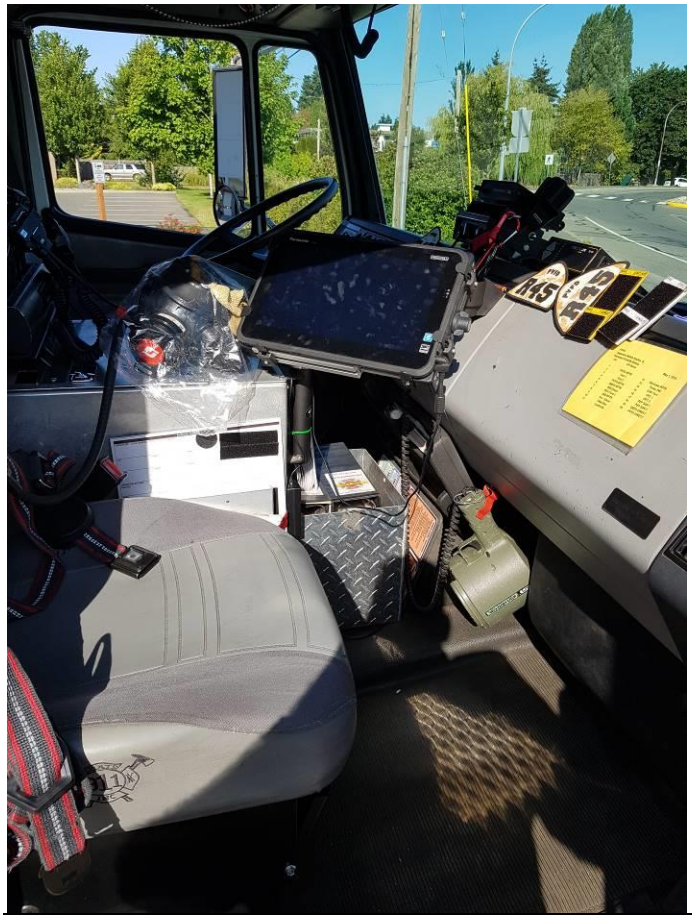




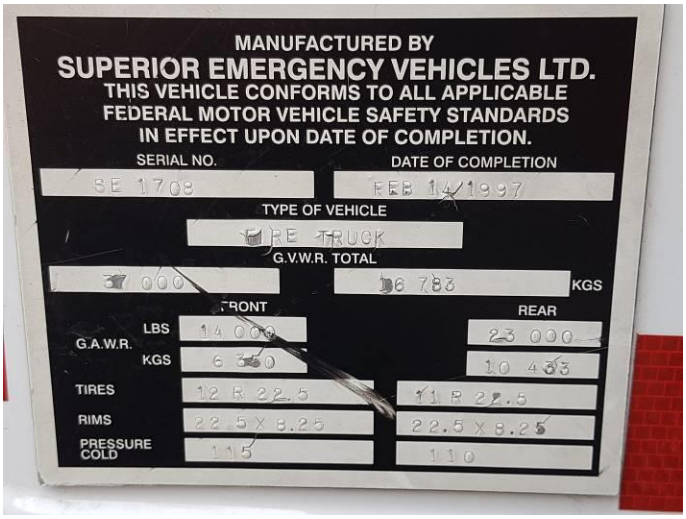
32. Apparatus for possible trade-in value

1997 Superior Rescue Pumper – 1040IGPM – Freightliner FL80

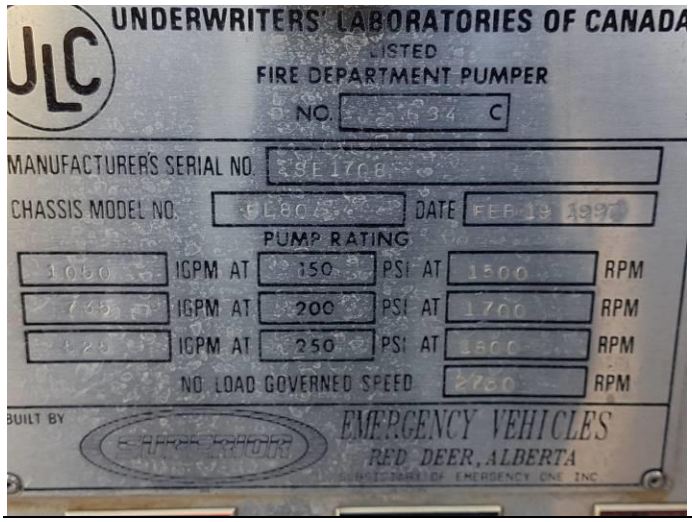




Initials – Proponent's Representative


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.
DATE OF COMPLETION
TYPE OF VEHICLE
G.V.W.R. TOTAL
KGS
FRONT
REAR
G.A.W.R.
LBS
KGS
TIRES
RIMS
PRESSURE COLD


SCOTT


UNDERWRITERS' LABORATORIES OF CANADA
LISTED
FIRE DEPARTMENT PUMPER
NO.
MANUFACTURER'S SERIAL NO.
CHASSIS MODEL NO.
DATE
PUMP RATING
IGPM AT
PSI AT
RPM
NO LOAD GOVERNED SPEED
BUILT BY
EMERGENCY VEHICLES
RED DEER, ALBERTA


RPM
X100
MPH
km/h
FUEL
TRANS