



## **REQUEST FOR PROPOSALS**

### **TYPE III FORD E-450 AMBULANCES**

#### **ROWAN COUNTY**

130 West Innes Street  
Salisbury, NC 28144

704-216-8174

[david.sifford@rowancountync.gov](mailto:david.sifford@rowancountync.gov)

Date Issued: Tuesday, September 1, 2015

Date Due: Tuesday, September 22, 2015 at 2:00 pm EST

Administered by: David Sifford, Purchasing Agent

**REQUEST FOR PROPOSALS  
TYPE III FORD E-450 CUTAWAY 170 AMBULANCE  
ROWAN COUNTY EMERGENCY SERVICES**

Rowan County is seeking proposals for the purchase of two (2) Type III Ford E-450 (gasoline) Cutaway 170 Ambulances for the Rowan County Emergency Services Department. The deadline for the submittal of **one original proposal along with two complete copies** is **2:00 p.m. EDT, Tuesday, September 22, 2015**, when they will be publicly opened in the first floor conference room of the J. Newton Cohen, Sr. Rowan County Administration Building, 130 West Innes Street, Salisbury, NC. Proposals received after this time will be returned unopened. Faxed and/or emailed proposals will not be accepted. Proposals should be clearly marked "AMBULANCE PROPOSAL" and sent or delivered to:

Rowan County Finance Department  
Attn: David Sifford  
130 West Innes Street  
Salisbury NC 28144

Proposal documents and any future addenda may be obtained for bidding purposes by contacting David Sifford at the Rowan County Finance Office, 130 West Innes Street, Salisbury, NC 28144 or 704-216-8174 or [david.sifford@rowancountync.gov](mailto:david.sifford@rowancountync.gov). Proposal documents are also available on the Rowan County website at [www.rowancountync.gov](http://www.rowancountync.gov).

Rowan County reserves the right to reject any and/or all proposals and to waive informalities therein. Each proposal must be on the form enclosed with the specifications and completed in all respects. Respondents should submit **one original proposal and two complete copies**. For complete details, consult the proposal package.

This is the 1st day of September, 2015.

Rowan County

By: David Sifford  
Rowan County Purchasing Agent

# ROWAN COUNTY EMERGENCY SERVICES – EMS DIVISION

## *Request for Proposal*

### TYPE III FORD E-450 (Gasoline) CUTAWAY 170 AMBULANCE

#### **INTENT OF THIS REQUEST FOR PROPOSAL**

This Request for Proposal (RFP) is intended to provide vendors with a common, uniform set of specifications to assist them in the development of their proposal and to provide a uniform method for the County to fairly evaluate such proposals and subsequently select a vendor from which to purchase ambulances.

The following specification describes a new ambulance that is expected to be acquired by the County. The specification describes the needs of the County as far as chassis configuration and module body design. A state of the art vehicle is required. However, manufacturers that utilize prototype equipment will not be considered. The builder's manufacturing history shall be supported by documentation where applicable, and by the reference section within this specification. The benchmark for the initial configuration of this ambulance shall be the current KKK-A-1822 Federal Specification for Ambulances. However, most requirements in this specification exceed the federal specifications because of the specific needs of the County. Please note that the following specifications represent minimum general terms or requirements. While it is not the intent of this purchaser to preclude any qualified respondent from submitting a proposal, it must be clear that any respondent deviating in any substantial manner from these specifications will be rejected as being non-compliant.

In responding to this RFP, vendors should follow the prescribed format and use the forms included, thus providing the County with data that is easily compared with data submitted by other vendors in order to fairly and objectively evaluate the proposal.

The County assumes no responsibility for conclusion or interpretations derived from the information presented in this RFP, or otherwise distributed or made available during this procurement process. In addition, the County will not be bound by or be responsible for any explanation, interpretation or conclusions of the RFP or any documents provided by the Bidding Agency other than those given in writing by the County through the issuance of addenda. In no event may a vendor rely on any oral statement by the County or its agents, advisors or consultants. It is the full responsibility of the vendor to thoroughly investigate the needs, requirements of County not necessarily assumed in this RFP and to submit a completed proposal accordingly.

#### **INSTRUCTIONS FOR RESPONDENTS**

This specification establishes standards for the design, construction and performance of two (2) Type III Ford E-450 158"WB, Cutaway, Gasoline, 170 inch Modular ambulances. The completed vehicles and components must comply with the current version of Federal Specification KKK-A-1822 unless specifically requested otherwise in the following document. As the criteria for compliance with KKK-A-1822 are well established, this document will not contain redundant references to their content.

**Proposals will not be accepted after the due date and time stated in the RFP.**

Payment shall be made in accordance with these specifications and the Proposal submitted by the Respondent. Payment will be made upon acceptance of the vehicle(s) and equipment specified in this document.

Proposals received shall be evaluated by the County. This evaluation will be based on but not limited to; references and/or manufacturer's experience, completeness of proposal, exceptions, price, and delivery schedule. Price alone will not be considered the determining factor in selection of the supplier.

Proposals taking total exception to these specifications will not be accepted.

Any exception to the provisions in these specifications must be marked in the body of this document and itemized on a separate attached page(s) titled **EXCEPTIONS**. Referenced by section and paragraph, a detailed explanation of the exception shall be provided along with by the respondent's alternative proposal.

Proposals not following this format shall not be considered. **NO EXCEPTIONS TO THIS SECTION.**

The respondent shall indemnify and save the County harmless from any and all claims, liability, losses, and causes of actions which may arise out of the fulfillment of this agreement. The Respondent shall pay all claims and losses of any nature whatsoever in connection therewith, and shall defend all suits, in the name of the County when applicable, and shall pay all costs and judgments which may ensue thereafter.

Failure to deliver any part of the order to the terms required may be considered by the respondent as a breach of contract. In such case the vehicle(s) and equipment may be rejected and the purchaser shall retain the right to require forfeiture of the full amount of the Performance Bond (if required) as liquidated damages.

Failure to deliver the vehicles as specified in this RFP within 120 days of the receipt of Purchase Order shall allow the County to invoke a penalty for non-performance. That penalty, in the amount of \$200 per day per unit for every day beyond the 120 days specified, may be wholly or partially enforced at the discretion of the County.

When submitting their Proposal, Respondents must return all pages of these specifications as part of the Proposal as it will form the Contract between the respondent and the County. Caution should be taken by the Respondent that all questions are answered in the spaces provided and that all information requested is provided.

It is the Respondent's responsibility to be familiar with all federal, state, and local laws, ordinances, codes, and regulations concerning the submission of this RFP and the work it effects. Ignorance of said enactments shall not relieve the Respondent of responsibility to comply or complete the work as proposed.

In the event a clarification is requested on the contents of this specification, the question shall be addressed via email or in writing to:

Rowan County Emergency Services  
Attn.: John Sharp  
2727 Old Concord Rd., Suite E  
Salisbury, NC 28146-8388  
[john.sharp@rowancountync.gov](mailto:john.sharp@rowancountync.gov)

When a Respondent requests clarification, a copy of the request and the County's reply will be forwarded to all Respondents.

The vehicle(s) shall, at the time of delivery, conform to the minimum requirements of the latest standards covering vehicles of this type. This shall include federal, state and local requirements.

The requirements for the proposed vehicle(s) are found in the, Detailed RFP Specifications including; Appendix A: Detailed Drawings, and Appendix B: Photographs.

In the event the respondent represents more than one ambulance manufacturer meeting the manufacturer requirements outlined herein, then the respondent shall "only" offer the highest quality vehicle(s) that the respondent represents. Multiple proposals from the same respondent on different manufacturers may be accepted if more than one manufacturer exhibits the same quality standards. This purchaser is seeking quality equipment. Respondents are asked to offer only the product(s) of the highest level of quality represented by that respondent.

Is this requirement understood and met?

Yes \_\_\_\_ No \_\_\_\_ Respondent's initials: \_\_\_\_\_

By signing this document, the Respondent agrees that this Proposal is made without any understanding, agreement or connection with any other person, firm or corporations making a proposal for the same purpose, and that this proposal is in all respects fair and without collusion or fraud.

Current literature and detailed specifications on the unit proposed shall be included with the proposal submittal.

**TYPE OF PROPOSALS TO BE SUBMITTED**

The information requested within the proposal must be furnished in full. Any respondent not completing this proposal or not furnishing any required information will not be considered. If a respondent will not furnish a material or fabrication process exactly as described in this specification, then that difference must be designated in the list of exceptions. If a substitution is being proposed, then the respondent must note the section to which the alternative is being proposed and provide technical data, supported by an engineer, supporting the fact that the substitute is equal to or better than the item as specified. If this data is not submitted with the proposal, then the proposal shall be rejected as being non-compliant. Respondent added narrative describing a substitution as being clarification, exceeding, being equal to, etc. will not be accepted. Statements such as these, with or without the technical data described in this section, will cause the proposal to be rejected as being noncompliant.

This County reserves the right to require samples of any deviating material to be provided for evaluation.

Does the respondent comply with these requirements? Yes \_\_\_\_ No \_\_\_\_

# Detailed Request for Proposal Specifications

## **GENERAL REQUIREMENTS**

Payment shall be made on delivery of the purchased item, or upon completion of all work contracted for (whichever occurs later) and performed to the satisfaction of the County.

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

All prices shall quote F.O.B. destination basis, at the County's specified location. Prices shall be complete and include all warranties and equipment specified. Allowances will not be made for incorrect or incomplete proposals.

All prices, terms and conditions must be specified on the Request for Proposal Form.

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

## **CONSTRUCTION/INSPECTION TRIPS**

Construction/inspection trips may be required in order to assure conformity to specifications and the high quality product the County requires. The County will be responsible for expenses incurred on behalf of its representatives when these trips occur.

Dealer/manufacturer representatives that choose to accompany County representatives will be responsible for any expenses incurred on their behalf.

The travel days shall be the day before and the day after the visit to the builders facility. This will allow for a full day onsite for inspection and correction as needed.

## ***PRE-CONSTRUCTION CONFERENCE***

There shall be a required pre-construction conference at the successful respondent's manufacturer's facility before any construction can begin.

NOTE: The pre-construction conference meeting shall be conducted at the "primary builder", of the apparatus. No meeting shall take place at the dealerships place of business. This is the only method that will be acceptable to conduct the pre-construction meeting. **NO EXCEPTIONS.**

Two (2) department personnel shall attend. A representative or dealer of the successful respondent may attend at their expense.

At this meeting both parties shall again review the specifications to insure that the apparatus is built to meet or exceed all requirements.

After this meeting the representative of the successful respondent shall present the County with detailed drawings and work order to be used in the production of the apparatus being offered.

## ***MID POINT INSPECTION***

There may be a midpoint inspection trip at the factory of the successful respondent. The inspection trip shall consist of two (2) members from the Department who shall inspect the progress of the apparatus to insure compliance to all specifications.

**PRE DELIVERY INSPECTION (FINAL)**

There may be a pre delivery inspection trip at the factory of the successful respondent to insure compliance to all specifications. The inspection trip shall consist of two (2) department personnel. A representative or dealer of the successful respondent may attend at their expense. This inspection shall be scheduled so that it occurs when the unit(s) are completed and ready for shipment to the dealer.

Do you comply with all inspection trips? Yes \_\_\_\_ No \_\_\_\_

Under no circumstances shall the completed ambulance be delivered to the County until all work is complete. Respondents that make allowances for units to be completed at their service facility or office shall not be acceptable to this County. **NO EXCEPTIONS except as allowed in "Specifications"**

Does your proposal comply? Yes \_\_\_\_ No \_\_\_\_

**ONE MONTH SERVICE CALL**

After the vehicle has been in service for approximately one month, the successful respondent shall send a trained "FACTORY" employed technician to the County, for a service and warranty review.

The Factory technician shall check all operating systems and repair or replace any items found defective or in need of re-work.

However should a problem occur before the one month service call; the County will require immediate service from the FACTORY technician, at the Departments location. **NO EXCEPTIONS**

Does your proposal comply? Yes \_\_\_\_ No \_\_\_\_

Prices shall be valid for at least one hundred twenty (120) days from the due date stated on the RFP, or as otherwise specified on the RFP form.

Does your proposal comply? Yes \_\_\_\_ No \_\_\_\_

**WARRANTY**

The proposal shall include all warranties that are required in the following detailed specifications. The minimum acceptable warranty periods are noted below. In the blank lines the respondent shall note the terms of the warranty that apply to the manufacturer being proposed.

The respondent shall provide a minimum 36 month/36,000 mile Limited Warranty on the vehicle conversion, which covers defective parts and/or components, improper choice of materials, parts and/or components, improper design or engineering and poor or improper workmanship or quality control techniques. This warranty shall cover the complete vehicle, exclusive of the chassis, and shall include any and all costs for labor and parts or materials required to correct deficiencies. It is not the intent of this requirement that items such as light bulbs, or equipment installed in or on the vehicles which are covered by their own separate and specific warranty statements, be included in this warranty.

State the General warranty terms you are proposing:

Number of year's \_\_\_\_\_ Mileage \_\_\_\_\_

Since it is the purpose of these specifications to provide for a modular body that will offer many years of service, the Manufacturer of the vehicle(s) shall warranty the structural modular body for the life of the unit. This warranty shall be in writing and shall be included with the Proposal. Respondents who fail to meet this requirement shall not be considered responsive.

State the Structural warranty terms you are proposing:

Number of year's \_\_\_\_\_ Mileage limitations (if applicable) \_\_\_\_\_

There shall be a minimum of a seven year/70,000 mile electrical warranty provided on the ambulance conversion electrical system. A copy of the warranty statement shall be submitted with this Proposal.

State the Electrical warranty terms you are proposing:

Number of year's \_\_\_\_\_ Mileage limitations (if applicable) \_\_\_\_\_

A four (4) year warranty shall be provided on the paint and its application. A copy of the painter's warranty statement shall be included with this Proposal. All warranties shall begin at the acceptance of the vehicle(s) by the Purchaser.

State the Paint warranty terms you are proposing:

Number of year's \_\_\_\_\_ Mileage limitations (if applicable) \_\_\_\_\_

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

Are the manufacturers warranties included? Yes \_\_\_\_\_ No \_\_\_\_\_

All warranties shall be from the manufacturer as opposed to a distributor or service center. This is necessary for the protection of the County, and to guarantee a certain known level of service and warranty. If, however, the respondent feels that it is necessary to modify the manufacturer's warranties, then the respondent shall state why this modification is necessary. In addition, the respondent shall provide a full descriptive warranty certificate describing the warranty modification and the fact that it takes specific precedence over the warranty offered by the manufacturer. If no such certificate is provided, then the modified warranty shall be considered invalid and the manufacturer's warranty shall remain in force. If the manufacturer states that no party is permitted to modify its warranty, then any warranty modification provided by the respondent, despite being in writing, shall automatically be rejected.

Does the respondent conform to the above-written section? Yes \_\_\_\_\_ No \_\_\_\_\_

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

Are the warranties pro-rated in any manner? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes explain:

\_\_\_\_\_

Are the warranties transferable? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes explain:

\_\_\_\_\_

Has the respondent modified the manufacturer's warranties? Yes \_\_\_\_ No \_\_\_\_

If yes explain:

\_\_\_\_\_

If yes was chosen above, has the respondent included modified written warranties? Yes \_\_\_\_ No \_\_\_\_

If no explain:

\_\_\_\_\_

If 'yes' was chosen above, has the respondent included financial statements, for the last five (5) years, of the warranty modifier? Yes \_\_\_\_ No \_\_\_\_

If no explain:

\_\_\_\_\_

Respondent shall initial that this section is understood and has been answered truthfully. Initials: \_\_\_\_\_

**FORD Q.V.M. QUALIFICATION**

All Bidders shall be members in good standing of the Ford Motor Company's Qualified Vehicle Modifier Program (Q.V.M.). Each bidder shall supply a copy of his valid Q.V.M. Certification with their bid. If for any reason the Q.V.M. Certification was withdrawn or suspended by Ford Motor Company within the past five years, the bidder shall supply a full written explanation of the Q.V.M. violation, withdrawal or suspension and any corrective actions taken to regain Q.V.M. Certification. This reference is being made even though the specifications describe an ambulance other than a Ford.

Does your proposal comply? Yes \_\_\_\_ No \_\_\_\_

**NATIONAL TRUCK EQUIPMENT ASSOCIATION TESTING**

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

Safety is this Agency's first concern. Structural integrity is crucial to the safety of the patient, passengers and crew. Any manufacturer's product that has undergone a catastrophic modular dismemberment during a collision shall voluntarily supply the Agency with a report containing the date, a full explanation of the incident and photographs of the modular ambulance involved in the collision. Catastrophic modular dismemberment is defined as any structural failure which results in separation of major body elements such as walls, roof, floor, or doors. Catastrophic modular dismemberment during a collision indicates mechanical defects in the design and/or the direct construction of the modular body.

Any Bidder with such an incident in his company's past shall prove to the Agency that corrective action has taken place to correct the problem. All of the internal corrective actions shall be tested again to A.M.D. Standard 001 except the test weight shall be a minimum of 55,000 pounds. All A.M.D. Standard 001 testing prior to the incident is deemed invalid regardless of the expiration date of the original test.

Does your proposal comply? Yes \_\_\_\_ No \_\_\_\_

Note: Respondents, who are found to be untruthful in this, or in any other section of this proposal, will have their proposal automatically rejected.

**PRODUCT LIABILITY INSURANCE**

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

Commercial General Liability - Aggregate policy limit of four million dollars.

Automotive Liability - Any Hired and Non-owned Autos  
Combined Single Limits of One million dollars.

Garage Liability - Any Auto  
Auto only - Each accident: limit of one million dollars.

Workers Compensation and Employer's Liability –

Each Accident: limit of five hundred thousand dollars.  
Disease policy: limit of five hundred thousand dollars.  
Disease - Each Employee: limit of five hundred thousand dollars.

Automotive Damage, Physical Liability Damage  
Comprehensive Deductible:

Since these specifications describe an emergency vehicle that may be used under adverse conditions, the County seeks to reduce its future liability exposure. Therefore, all respondents responding to these specifications shall submit a proper and verifiable Certificate of Insurance. This shall certify that the Manufacturer of the vehicle has in force, Product Liability insurance in the minimum amount of four million dollars (\$4,000,000.00). This insurance shall have been issued by a Company rated "A+" as reported in the current edition of Best's Key Rating Guide, published by Alfred M. Best Company, Inc.

The amount of Product Liability must be adhered to by both manufacturer and dealer, who will be providing the product. Utilizing the ambulance manufacturer's insurance will be acceptable if the respondent is an authorized dealer, they also must have coverage.

Respondents failing to submit proof of the above requirement cannot be accepted and their Proposal will be rejected.

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

All Respondents must have any and all current licenses required by state law to do business in the state North Carolina.

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

The County has concerns with respondents not having the completed unit built by the manufacturer. With that said, the County will not accept units that are not built and completed at the manufacturer's facility. This will eliminate split responsibility into service, warranty repairs. Add-on equipment shall be furnished by the manufacturer and not their Representatives, to avoid warranty issues. If the respondent makes any claim to

adding equipment at the dealership, then your proposal will be considered non-responsive and rejected. **NO EXCEPTIONS.**

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

It is the intent of the County to have the vehicle completed and ready for service once it leaves the ambulance manufacturer's facility. **NO EXCEPTIONS.**

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

All equipment furnished shall be guaranteed to be new and of current manufacture; meet all requirements of this specification; and be in proper operating condition at the time of delivery. All parts shall be of high quality workmanship and construction.

No part or attachment shall be substituted or applied contrary to the manufacturer's recommendations and standard practices.

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

**SERVICE AVAILABILITY**

Service will be a major factor in the award of this proposal. Convenience and experience will be determining factors in defining acceptable service. A service facility within a radius as described below will be required. Personnel performing the service shall be trained by the manufacturer with emphasis in the area of electrical service. In order to evaluate the proposed service facility the following information shall be provided on the appropriate lines.

Radius from Purchaser: Not more than 120 miles.

Facility Name (If not the manufacturer): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Contact: \_\_\_\_\_

Phone: Toll Free Preferably: \_\_\_\_\_

**RESPONDENT DOCUMENTATION REQUIREMENTS**

Respondents shall include with the Proposal: literature, photographs or similar documents which describe or depict the manufacturer's type and model proposed; a complete set of the manufacturer's specifications for the type and model proposed; and one (1) set of drawings. These drawings shall consist of: four (4) exterior views; front, rear, curbside and street side and four (4) interior views; front, rear, curbside and street side, showing the location of all requested features attached thereto.

NOTE: the drawings submitted by the Respondent must show the design, layout, and features specified in this document. Submitting a manufacturer's "generic" or "standard feature" drawings, or photocopies of the reference drawings provided with this document, shall NOT be acceptable. Respondent's not including the required drawings will be considered non-responsive and will, therefore, be rejected.

Are the required drawings included? Yes \_\_\_\_ No \_\_\_\_

The respondent shall utilize these specifications and return their proposal in the same format. Submission of the specifications in alternate format will be grounds for rejection.

Are your specifications in the same format? Yes \_\_\_\_ No \_\_\_\_

### **NON-COLLUSIVE BID CERTIFICATION**

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

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

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

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

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

### **NON-DISCRIMINATION AND EQUAL OPPORTUNITY**

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

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

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

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

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

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

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

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

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

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

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

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

**DRUG FREE WORK PLACE:**

The Bidder shall conduct business as a Drug Free Workplace. The Bidder/Manufacturer and ALL of its sub-contractors shall provide notice to their employees and sub-contractors as required under the Drug-Free Workplace Act of 1988. A copy of Bidder's Drug-Free Workplace Policy shall be furnished to this agency upon request.

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

**DEBARMENT STATUS**

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

**WARNING**

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

Does the respondent comply with this requirement? Yes \_\_\_\_ No \_\_\_\_

IT IS AGREED BY THE UNDERSIGNED RESPONDENT THAT THE SIGNING AND DELIVERY OF THIS PROPOSAL REPRESENTS THE RESPONDENT'S ACCEPTANCE OF THE TERMS AND CONDITIONS OF THE FOREGOING SPECIFICATIONS AND PROVISIONS, AND IF AWARDED THE CONTRACT BY THIS AGENCY, WILL REPRESENT THE AGREEMENT BETWEEN THE PARTIES.

Sign in ink in the space provided below. UNSIGNED bids will be considered incomplete and will be subject to rejection.

Name of Firm: \_\_\_\_\_

Signed (in ink): \_\_\_\_\_  
(Signature of Officer of Company)

Title: \_\_\_\_\_ Date Signed: \_\_\_\_\_

Street Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone Numbers: Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email Address: \_\_\_\_\_

Ambulance Manufacturer: \_\_\_\_\_

Model Year: \_\_\_\_\_ Model Designation: \_\_\_\_\_

Delivery will be made within 120 days of receipt of the purchase order by the Dealer and/or Manufacturer

Base Bid: EMS Unit Only (each) \$ \_\_\_\_\_  
Total (2units) \$ \_\_\_\_\_

Alternate 1: EMS Unit \$ \_\_\_\_\_  
Stryker Power Pro XT 6506 \$ \_\_\_\_\_  
Stryker Stair Pro 6252 \$ \_\_\_\_\_  
Total per unit \$ \_\_\_\_\_  
Total (2units) \$ \_\_\_\_\_

Alternate 2: EMS Unit \$ \_\_\_\_\_  
Stryker Power Pro XT 6506 \$ \_\_\_\_\_  
Stryker Stair Pro 6252 \$ \_\_\_\_\_  
Stryker Power Load System \$ \_\_\_\_\_  
Total per unit \$ \_\_\_\_\_  
Total (2units) \$ \_\_\_\_\_

## **Detailed Vehicle Specifications**

### ***CAB & CHASSIS***

The chassis required for this project is specified in detail below. Failure of the respondent to provide the chassis exactly as specified will be grounds for rejection of the respondent's proposal as being non-responsive. Exceptions will be made only if the respondent can prove that a required feature is unavailable from the chassis O.E.M.

2016 or Newer: Ford E-450 cutaway with Ambulance Prep Package  
14,500 Lbs. GVWR  
Engine: 6.8L EFI V10  
Extra engine cooling package  
Automatic Transmission with overdrive  
Auxiliary Transmission Cooler  
Heavy duty factory air conditioning  
Engine Block-heater with an on/off switch located behind the driver's seat.  
Electronic auto throttle  
Alternator: Dual minimal 145amp each  
Power windows  
Exterior mirrors, Power adjustable mirrors  
Electronic door locks for cab and module body doors, side entry door curb side and rear module entry doors with a keyless remote for opening doors on cab and module.  
Tilt wheel  
Cruise control  
AM/FM radio with clock  
Cab lighting- Two (2) independently controlled overhead cab dome lights.  
Vinyl floor covering in cab  
Premium floor mats, WeatherTech ® or equivalent  
Bucket seats with arm rest that recline  
Seat belts, both lap and shoulder for both driver and passenger  
Air bags: driver and passenger  
Interior grab handle (passenger side)  
Chrome front bumper  
Batteries: (2) Two Heavy Duty Batteries 750 CCA System  
Gauge Package – Voltmeter, 300 AMP Shunt type, Temperature, oil, pressure, fuel, and hour meter  
Two (2) dash mounted auxiliary power points  
Auxiliary idle control (activated when park brake applied)  
Spare tire, wheel and tire changing tools (unmounted)  
Intermittent windshield wipers  
Full undercoating  
Shop manuals one owner's manual for each vehicle and one parts manual  
Standard Warranty Acceptable  
Cab-chassis Color: Exterior white, interior standard  
Respondents must provide VIN number of the model chassis that they currently have in stock.

### ***CHASSIS WARRANTY***

The chassis manufacturer's standard vehicle warranty polices shall apply.

### ***OUTSIDE REARVIEW MIRRORS***

The vehicle mirrors should be firmly secured, vibration less rear view mirrors totaling at least 125 square inches. All mirrors head faces shall be independently adjustable. OEM Mirrors shall be replaced with VELVAC electric and heated mirrors.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***RUNNING BOARDS***

Bright finished aluminum diamond plate running boards with stamped/perforated surface or grip strut fabricated on step, shall be installed just from the rear of the front wheel opening to the rear of the cab and to the front of the modular body. The running boards shall be securely attached to the cab and/or body, as required, and include nonmetallic spacers to prevent contact of dissimilar metals and prevent trapping of dirt and water between the running board and the cab body. All running boards shall be gusseted and provide brackets to prevent flexing, sagging, and damage. Design of the running board shall incorporate a splash shield to protect the front of the modular body from wheel wash. The running boards shall be reinforced and braced to handle a minimum of 250 pounds without flexing. Running board installation shall conform to chassis manufacturer's recommendation.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***SPLASH GUARDS / MUD FLAPS***

There shall be provided a set of splash guards installed in the front wheel wells of the cab. The splash guards shall be constructed of aluminum and shall be securely fastened to the inside of the wheel well.

Additionally, there shall be provided a set of heavy duty rear mud flaps. The flaps shall be made of thick rubber material and shall be as wide as the dual rear wheels. The mud flaps shall be securely fastened to the module body using stainless steel fasteners.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***EXHAUST SYSTEM***

The exhaust system shall conform to the chassis manufacturer's requirements.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***FRONT TOW HOOKS***

The front cab/chassis shall have two (2) tow hooks chassis recessed into the factory front bumper. Tow hooks may be installed by the authorized dealer in lieu of factory installation.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***WHEEL INSERTS***

Phoenix ® or equivalent stainless steel wheel inserts shall be provided for the front and rear wheels. The wheel inserts shall fit a Ford E450 chassis.

The Crossfire ® or equivalent stainless steel tire pressure equalization system shall be furnished for the dual rear wheels to allow tire pressure monitoring.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***BODY CONSTRUCTION OVERVIEW***

The dimensions of the patient module shall be in accordance with manufacturer's specifications with minimum dimensions of 169" in length, 96" in width, and 72" headroom.

There shall be a bulkhead separating the cab and patient compartment that allows for a pass through area.

The ambulance body shall be constructed of custom designed aluminum extrusions and aluminum plate. The ambulance body shall be designed and engineered specifically as an emergency vehicle and shall be built to meet the heavy duty requirements of emergency service.

The body shall be of welded construction for maximum strength and integrity for the entire life of the ambulance. The aluminum extrusions shall be custom designed structural shapes that are an alloy of 6061 and heated to a temper of T6 hardness.

The aluminum shapes shall be designed with a force fit interlocking system that shall eliminate any vibration to the welded structural members. The interior structural members, sides and roof shall be spaced a minimum of 14 inches on center. The floor structure shall be a minimum 14 inches on center. The floor, roof and sides shall be of a cage-type construction that is built to form an independent structure.

The exterior walls shall be constructed of a minimum of .125 inch thick aluminum plate 5052-H32 alloy with a heat treated plate that is stretch leveled to a tolerance of +/- 0.003 inches. The exterior walls shall interlock into place.

All exterior compartments shall be separate and individual components and no two compartments shall share a common wall.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **BODY TO CHASSIS MOUNTING**

2" high "High Hat" laterals with 2" x 2" x 4" x 3/16" thick structural steel angle welded to each end are attached laterally to the chassis on rubber body mounting bushings.

The frame spacers are to be supported by outriggers made of 5" x 5" x 5" x 3/8" thick steel angles which are bolted to the outer side of the chassis frame rails with three (3) 1/2" Grade 5 bolts each. Additionally, steel surfaces that will come into contact with aluminum floor structure components are to be covered with PVC tape to prevent contact between the dissimilar metals.

At the floor structure is to be bolted in place with not less than ten (10) 1/2" Grade 5 T-head bolts through holes in the 2" x 2" aluminum longitudinal floor framing members and steel angle brackets welded to the ends of steel lateral frame spacers. This design allows the body to be removed and remounted without disturbing the finish floor in the interior patient compartment.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **VEHICLE LOWER RUB RAIL**

The lower rub rail shall be made of rubber and shall match our current fleet exactly. A layer of butyl self sealing tape will be applied between the rub rail and the body panels for corrosion protection.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ROOF RADIUS**

The roof radius shall be an extruded aluminum shape with an alloy and temper of 6063-T6 with an ultimate strength of 42,000 PSI.

The shape shall be a four inch radius with a built-in inner structural connector to form a one piece side and roof structure.

If a drip rail is provided it may be incorporated into the extrusion used to form the roof radius.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

## **ROOF CONSTRUCTION**

The roof shall be constructed of 0.125" thick aluminum plate. The roof structure shall consist of 2" x 3" 6063-T5 aluminum tubing that shall span the full width of the body and have a bow effect to facilitate water runoff from the roof. Roof structure that is less than 0.125" thick will not be accepted.

The roof tubes shall be welded to the roof and to the inner structural connector of the radius. The aluminum plate sheet roof shall be completely welded to the roof radii.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

## **CORNER RADIUS**

The corner radius shall be of the same heavy duty construction as the roof radius, except there shall not be a built-in drip molding. The corner radius shall be a three inch radius.

All corners shall be a semi-hollow shape for structural strength and shall give a smooth exterior appearance without the need for bending or forming sheet metal.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

## **SIDE STRUCTURE**

The sides shall be constructed with four corner radii. The radii shall be a three inch arc shape with interlocking edges on both sides. The extrusions shall be of an alloy of 6063-T6.

The corner and roof shall be designed to work as a system that has a double gusset connector in each corner joint.

The roof, corner and sides shall be welded so as no bolts or rivets are required or permitted.

The sides shall be of a 'jig-locked' style construction. The jig shall hold the corners and body side panels in place while an inner 6063-T5 structure is welded into place. The members shall be located 14 inches on center and welded to the roof rail and inner structure connector that shall be the roof members.

The exterior aluminum panels .125" shall interlock with the roof corner and specially designed extruded aluminum compartment door frames and shall be constructed of a 6063-T5 material. The door frame extrusion shall be designed to match fit the exterior compartment doors. The frame shall be a full 1/4" thick to allow for taping for door hinges.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

## **FLOOR STRUCTURE**

The floor structure shall consist of 2" x 3" x 0.125" structural 6063-T5 aluminum tubing. The tubing shall be located on 12 inch centers.

These tubes shall extend the full width of the body between compartment boxes. The floor tubes shall be completely welded to the side structure channels.

An aluminum moisture shield, with a minimum thickness of 0.063", shall be provided above the floor tubes.

The module floor may have a sloped threshold at the rear doors thereby decreasing the load height.

Below the threshold plate shall be a stainless steel covering that protects the painted surfaces from the abrasion associated with loading and unloading of the stretcher.

The entire underside of the modular body shall be sealed.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **COMPARTMENT CONSTRUCTION**

All exterior compartments shall be constructed of 0.125" smooth aluminum plate. All corners and seams shall be completely welded to prevent outside elements from entering the compartment.

Each compartment shall be finished with a "scorpion liner" type material. **NO EXCEPTIONS**

Additionally, each compartment shall be vented.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **DOOR CONSTRUCTION**

All door edges and frames shall be constructed of a specially designed extruded aluminum shape of 6063-T5 alloy and temper. All door frames shall be welded to the exterior sheets and to the side structure channels.

The exterior sheets shall fit into the door frame and shall be welded to the frame from the inside of the door body. The door edges shall all be welded together and then welded to the outer panels.

Exterior door panels shall be 0.125" thick 5052-H32 aluminum plate with an ultimate strength of 38,000 PSI. The panel shall fit into the door edge extrusion and shall be welded to the extrusion from the inside of the door.

Alternatively, doors may be "frameless" in design and construction. Frameless doors shall be constructed using a hydroform or press brake process that provides identical or greater structural performance as doors with extruded frames. Frameless doors shall be of a one piece design and shall be 0.125" thick 5052-H32 aluminum plate with an ultimate strength of 38,000 PSI.

The entry door inner liner shall be constructed of 0.100" aluminum plate sheets with reflective chevron striping. The liners shall be fastened to the door extrusions with stainless steel screws. The liner shall be removable for access to the latching mechanism. Inner door panels that are one piece will not be acceptable. The lower aluminum panel shall be covered with Orange/White Reflective striping.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **STAINLESS STEEL DOOR HINGES**

There shall be provided a stainless steel continuous hinge on each of the exterior doors. The hinges shall extend the full length of the door and shall contain a minimum ¼" stainless steel pin.

All hinges shall be bolted to the door and door frame using ¼" stainless steel bolts for easy removal if damaged. The hinge shall be separated from the door and frame by a Mylar strip which shall act as a corrosion barrier.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **DOOR HOLD BACKS**

There shall be provided a door spring opener and closer on each exterior compartment and side entry door. The door spring shall be bolted to the door using a fabricated spring hold bracket.

The door spring hold back shall operate on a '50/50 principal': if the door is partially opened, it shall close or if the door is over halfway open, the door will open fully.

In lieu of spring style door hold back, a gas strut may be used. If used the gas strut must be constructed in such a manner that it allows opening beyond 90 degrees to reduce the possibility of breakage.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **MODULE AND ENTRY DOOR INSULATION**

There shall be provided a combination of fiberglass batt insulation, polystyrene plank foam insulation and flexible foil faced bubble wrap insulation.

The module side walls, flooring and ceiling shall be a combination of 2.5" thick batt fiberglass insulation and also silver flexible foil faced bubble wrap insulation. The insulation must meet ASTM E84 20/30 guidelines for flame and smoke.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **FLOOR INSULATION**

The ambulance flooring system shall be insulated with a minimum of 1-1/2" thick expanded Polystyrene plank foam insulation. The foam panels shall be cut to closely fit the spaces between the structural framing and shall be attached to the underside of the floor skin with a spray adhesive suitable for use on EPS insulation.

After the insulation is in place, an aluminum weather shield (.060" aluminum) cover is to be bonded to the entire bottom side of the floor framing to protect the insulation from road splash.

The doors shall incorporate minimum 1.5" thick high density rigid polystyrene foam insulation

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CAB TO PATIENT COMPARTMENT**

A sliding window placed so that the driver will be able to see the patient compartment in the stock rear view mirror while isolating the cab from the patient care area.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **FUEL FILL BEZEL**

The fuel tank fill will be protected by a cast aluminum fuel fill guard with polished flanges. The design of the bezel shall include a lockable cover to protect the fuel fill cap. There shall be a splash guard below the fuel fill bezel with design determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **RUBBER FENDER FLARES**

A rubber fender flare shall be installed around the rear wheel well openings. They will be installed so as not to interfere with tire rotation, movement, or replacement. A layer of butyl self sealing tape will be applied between the fender flares and the body panels for corrosion protection. The design and installation of fender flares shall match the current fleet exactly.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **REAR BUMPER**

The rear bumper sub-structure must be constructed from 1-1/2" x 3" steel channels and 10 gauge steel plate. The components must be fully welded and coated with automotive water based undercoating to prevent rust, and then bolted to the OEM frame rails.

Aluminum diamond plate bumper pods, approximately 23" wide x 11" deep x 4" high shall be constructed to fit over the outboard ends of the sub-structure and must be riveted in place using stainless steel fasteners.

The middle portion of the bumper assembly (approximately 48" wide) shall incorporate a fold up section of aluminum grip strut material. The hinge must be stainless steel and installed so that the step folds toward the body to facilitate stretcher loading.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **REAR RISER PANEL**

Extending from the rear step to the bottom of the rear doors, for the full width of the rear wall, shall be a section of aluminum diamond plate. It will be fastened to the body using rivets. Designs that use screws or welding to secure this panel are not desired by this agency.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **RECESSED TOW EYES**

The rear of the module shall contain two (2) recessed tow eyes that are encased in a cast product housing.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **STONE GUARDS**

Two (2) aluminum diamond plate stone chip guards will be riveted to the lower corners of the front wall of the ambulance, just outboard of the chassis, to protect the paint finish from damage. The backside of these stone guards shall be sealed to the painted finish by the use of gray Butyl sealant tape. Manufacturer/respondents that offer screws in lieu of rivets will not be accepted and will be considered non responsive.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **MODULE UNDERCOATING**

A non-flammable / non-combustible water based automotive undercoating shall be applied to the underside of the body.

Manufacturers must not undercoat the underside of the body until after final inspections, this will allow for inspection of the under body without the undercoating applied. Manufacturers that undercoat prior to this inspection will be grounds for non-acceptance of the vehicle.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **EXTERIOR COMPARTMENTS**

#### **DRIVER'S SIDE COMPARTMENT A**

This compartment shall be located on the forward driver's side of the ambulance body. The compartment shall match the size of the current fleet. 'Sweep out' style construction is preferred in all compartments.

The compartment shall be designed to house an oxygen cylinder and shall contain an approved oxygen cylinder retention system. There shall be provided, access to this compartment from within the patient compartment.

The compartment shall have a single, vertically hinged door with a "scorpion" style interior surface and a LED strip compartment light that activates upon opening of the compartment door.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **DRIVER'S SIDE COMPARTMENT B**

This compartment shall be located aft of compartment "A." The compartment shall match the size of the current fleet. 'Sweep out' style construction is preferred in all compartments.

There shall be two (2) vertical dividers with one (1) adjustable shelf mounted on uni-strut tracks provided on the outermost side of each divider leaving an open vertical storage space between said dividers. All shelves and dividers shall be scorpion lined.

This compartment shall have two (2) vertically hinged doors with a "scorpion" style interior surface and a LED strip compartment light that activates upon opening of the compartment door.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **DRIVER'S SIDE COMPARTMENT C**

This compartment shall be located aft the rear wheel well of the apparatus. The compartment shall match the size of the current fleet. 'Sweep out' style construction is preferred in all compartments.

The compartment shall have single vertically hinged door with "scorpion" style interior surface and LED strip compartment light that activates upon opening of the compartment door.

In addition there shall be one a Stair Chair “Pocket” affixed to the door designed to accommodate the 6252 Stryker Stair Pro.

This compartment shall also have a 110V AC duplex outlet. The location shall be determined at pre-construction.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **PASSENGERS SIDE COMPARTMENT D**

This compartment shall be located on the forward passenger’s side of the ambulance body. The compartment shall match the size of the current fleet. Additionally there shall be provided access to this compartment from within the patient compartment. “Sweep out” style is not required on this compartment.

The compartment shall have (3) three adjustable shelves mounted on uni-strut tracks.

The compartment shall have a single, vertically hinged exterior door with a “scorpion” style interior surface and a LED strip compartment light that activates upon opening of the compartment door.

This compartment shall also have a 110V AC duplex outlet. The location shall be determined at pre-construction.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **PASSENGER SIDE COMPARTMENT E**

This compartment shall be below the “D” compartment on the curbside of the vehicle and shall be used for battery storage. This compartment shall have a slide out tray design with “scorpion” style interior surface and a LED strip compartment light that activates upon opening of the compartment drawer. “Sweep out” style is not required on this compartment.

This slide out tray shall accommodate 2 full size batteries.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **PASSENGER SIDE COMPARTMENT F**

This compartment shall be located aft of the rear wheels. The compartment shall match the size of the current fleet. ‘Sweep out’ style construction is preferred in all compartments.

This compartment shall have a single vertically vented hinged door with a “scorpion” style interior surface and a LED strip compartment light that activates upon opening of the compartment door.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **PASSENGER SIDE COMPARTMENT G**

This compartment shall be the rearmost compartment. The compartment shall match the size of the current fleet. ‘Sweep out’ style construction is preferred in all compartments.

The compartment shall have a single vertically vented hinged door with “scorpion” style interior surface. The compartment shall contain a LED strip compartment light that activates upon opening of the compartment door.

In addition there shall be two (2) aluminum vertical dividers. All dividers shall be scorpion lined.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **DOOR LATCHING HARDWARE**

All module doors, compartment and entry, shall utilize two (2) rotary style latches per door leaf, closing onto two (2) "Nader" striker pins with capped heads and adjustable cage nuts.

Construction using other latching methods, striker pins without capped ends, or single striker pins is NOT acceptable. All entry and exit doors shall be built with a "quick release" system.

All exterior module doors shall be keyed alike.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **COMPARTMENT DOOR HANDLES**

All exterior compartment doors shall have chrome plated Eberhard® Model # 21000 "E Grabber Series" (or equivalent), locking handle with neoprene gasket. There shall be 2-pt locking pull handle assembly made of die cast material.

The handle shall be large and easy enough to use. The assembly shall include a double-bitted key cylinder in locking versions, factory installed gasket and free-wheeling feature, water resistant, and blind mounting brackets for security and appearance.

The handle will be connected to the latching mechanism by threaded rods. Latching systems using cables or pinned rods will NOT be acceptable. All exterior patient compartment doors shall be keyed alike.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SIDE ENTRY DOOR**

A side entry door to the patient compartment shall be provided, and shall match the size of the current fleet. It shall have a full length stainless steel hinge, with pin not less than 1/4" in diameter, on the forward edge of the door and a stainless steel spring controlled door check which will hold the door at not less than 90 degrees when open.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CURBSIDE ENTRY DOOR HANDLES**

The curbside module entry door shall have a chrome plated Eberhard® (or equivalent) locking handle with neoprene gasket on the exterior of each door. On the interior of this door, a Tri-Mark automotive lever style handle with slide lock lever and bezel will be installed.

These handles will be connected to the rotary latching mechanism by steel rods with an anti-corrosion coating factory applied. Latching systems using cables or pinned rods for latch activation will NOT be acceptable.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **REAR ENTRY DOORS**

Double leaf rear entry doors to the patient compartment shall be provided, and shall match the size and location of the current fleet. They shall have a full length stainless steel hinges with pins not less than 1/4" in diameter.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

One (1) pair of Cast Products® "Grabber" (or equivalent) door hold open devices shall be installed on the exterior of the doors to hold the doors open when necessary. The devices shall be located on the approximate horizontal centerline of each door. The rubber insert into the "female" side of the hold open device shall be replaceable.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **REAR ENTRY DOOR HANDLES**

Each rear module entry door shall have a chrome plated Eberhard® (or equivalent) locking handle with neoprene gasket on the exterior of each door. On the interior of each door, a Tri-Mark automotive lever style handle with slide lock lever and bezel will be installed.

These handles will be connected to the rotary latching mechanism by steel rods with an anti-corrosion coating factory applied. Latching systems using cables or pinned rods for latch activation will NOT be acceptable.

All entry and exit doors shall be built with a "quick release" system.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ENTRY DOOR GRAB BARS**

A 1.25" diameter stainless steel grab bar with 120 degree "V"-style bend shall be provided and installed on the inside of each entry door.

The positioning of the grab bars will be such that upon closing there is no "pinch point" created by the proximity of the grab bars and surrounding surfaces.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***ENTRY DOOR FINISHES and COMPONENTS***

#### **ENTRY DOOR UPPER LINERS**

Above the kick plate, the entry doors shall be finished using stainless steel or .063" smooth aluminum plate.

The upper liner shall be secured to the inside of the entry doors using stainless steel screws.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

#### **CENTER DOOR LINER**

A sheet of stainless steel or .063" smooth aluminum plate shall be utilized and attached to each entry door. The cover shall be secured to the inside of the center of each entry door with stainless steel screws and a "J" channel slot so that it allows easy removal to access the door latching mechanism.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ENTRY DOOR KICK PLATES**

A sheet of stainless steel or .063" smooth aluminum plate will be installed on the lower inside portion of each door to serve as a kick panel. The kick plates will be attached to the door pan and liner using stainless steel screws. The kick plate shall be covered in Reflective ORANGE/WHITE chevrons.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SIDE ENTRY DOOR WINDOW**

A 19" x 18" aluminum framed window is to be centered in the entry door, with the top of the window about 6" down from the top of the door.

The dark tinted window shall be capable of opening via a sliding section of the glass. The sliding section must be positively latched when in the closed position to prevent it from being opened from the outside. It must also include a sliding screen section to cover the opening.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ENTRY DOOR WINDOW**

Two (2) 9" wide x 18" high aluminum framed windows will be provided. One (1) window will be centered in each entry door, with the top of the window about 6" down from the top of the door. The dark tinted window shall be single piece fixed glass.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **COMPARTMENT LINER**

There shall be Black Turtle Tile ® (or equivalent) installed in every exterior compartment floor and exterior adjustable shelves.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **INTERIOR CABINERY**

#### **CONSTRUCTION REQUIREMENTS**

In general, the interior of this ambulance shall incorporate features to mitigate injuries to passengers caused by sudden hard braking or accident impact. Exposed edges shall be protected by radius or chamfer trim and, where possible, corners shall be rounded with radius trim. All devices and equipment will be mounted as flush as possible with its surrounding surface. Padding shall be installed in areas where features may obstruct head movement as attendants work within the patient compartment.

The layout of interior cabinetry for this ambulance shall match the current fleet. Variation from this design may not serve the needs and requirements of the County and may be cause for rejection of the proposal. As stated earlier in this document, the respondent must supply drawings which will be considered when determining whether a particular design meets those needs.

The cabinets in this vehicle shall be constructed of wood or aluminum. Plastic or fiberglass will not be acceptable for use in the cabinetry structure.

Additionally, cabinetry shall be firmly bolted to mounting plates welded to the body side structure.

All cabinet trim, 'head-knocker' pads and various other trim pieces shall be covered in color coordinated vinyl upholstery and shall be cut with a corner radius.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CABINET DOORS**

All cabinets along the street and curb side of the vehicle shall have a mitered framed, sliding transparent Plexiglas door assembly. Each door shall be fitted with a full length, extruded aluminum door handle. The door pull extrusion shall also add bend resistance to the door. The door track/frame extrusion shall incorporate a rubber track to prevent the door from sliding free during transit. Additionally the corners of the assembly shall have supporting corner angle. All extrusions shall be anodized.

Plexiglas color shall be clear and doors shall be appropriately drilled for security seals.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CABINET RESTOCKING FEATURES**

The street side and curbside upper cabinets shall have gas filled restocking features installed to allow the cabinets to be opened in the upright position for ease of loading supplies.

The street side cabinet beneath the secondary action area may open downward for restocking.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **INTERIOR SHELVING**

All shelving in the interior module shall white with an aluminum edge. The shelving shall have adjustable struts that are bolted in and not screwed.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **GRAB BAR ABOVE COT**

One (1) 1.25" diameter x 72" long stainless steel grab bar shall be provided and installed on the ceiling above the primary cot.

One (1) additional 1.25" diameter x 72" long stainless steel grab bar shall be provided and installed in the ceiling on the squad bench side of the ceiling.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **UPHOLSTERY**

All vinyl upholstery shall be vacuum formed seating, applied over high density foam. For seat cushions, the foam must be 2.5" thick. For back and head rests, it shall be 2" thick.

Because of the County's concern for reducing the exposure of stitched seams to fluid borne pathogens, all seat cushions, back, arm, head rests and header pads shall be vacuum formed seamless design. Designs using piping, welts, stitched seams, or heat sealed joints to join upholstery panels are not acceptable. Each cushion shall be backed by 1/4" laminated wood. All upholstery must be easily removable to facilitate cleaning in case of contamination.

Exact color shall be determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SEAT CUSHION ATTACHMENT**

To further aid in easy removal for cleaning and disinfecting, all seat cushions shall be attached to seat bases using Velcro or 3M Dual-Lock fastening systems.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **PADDED TRIM**

To mitigate injury to passengers, trim pieces consisting of PVC covered with 1/4" high density foam and wrapped with heavy duty vinyl to match seating upholstery will be installed:

- A. At the vertical outside corner of the cabinet forward of the attendant seat
- B. At the upper horizontal and vertical corners above the action area
- C. At the upper horizontal and vertical corners above the defibrillator shelf

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CEILING HEADLINER**

The ceiling will be finished with 1/8" Luan backed glossy white commercial grade plastic laminate panels. Any seams shall be trimmed to prevent sagging and provide a clean attractive appearance. The ceiling panel shall be mechanically attached to the roof structure but all fasteners shall be hidden.

Headliners with padded vinyl or un-backed fiberglass materials will not be acceptable due to their potential for contamination, tears, cracking and spalling, thus involving costly repairs.

Along the longitudinal center of the ceiling, a padded cover shall be installed to close-off the electrical wiring chase. It must be covered with vinyl to match the upholstery.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CEILING LAMINATE**

The ceiling shall be gloss white.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **FLOOR COVERING**

There shall be provided a heavy duty commercial grade vinyl floor covering the interior patient compartment. The floor covering shall be Lonseal® (or equivalent) II heavy-duty safety vinyl. The floor covering shall be constructed of multiple layers composed of polyvinyl chloride (PVC) resin, plasticizers, fillers and pigments. The wear layer shall be formulated to provide maximum resistance to foot traffic and most commercial and healthcare chemical. The middle layer shall provide dimensional stability, sound-absorbing properties and resiliency under foot. The floor shall be heavy duty insulated and sound proofing. The flooring shall extend the full length and width of the patient compartment consisting of a minimum of ¾ inch plywood, seven ply exterior grade. The flooring shall be covered with a no wax commercial heavy duty vinyl covering diamond shape Lon plate or similar product (Gunpowder Gray #424TX). The framing system and framing welding techniques shall be in accordance with manufacturer's specifications. Aluminum sub floor shall be 1/8 inch between the frame and plywood floor shall be installed. The vinyl flooring is to be extended up the sidewall a minimum of three inches (3").

Flooring shall meet or exceed all ASTM and / or NFPA Standards as pertains to friction, flame spread, smoke density, abrasion resistance, flexibility and chemical resistance.

The sub flooring shall be made of ¾" marine grade plywood.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **FORWARD ACTION AREA**

The action area shall be located on the forward driver's side of the module. The action area shall contain a switch panel that controls the lighting, AC/Heat, exhaust fan and other specified equipment.

The action area shall also contain connections for a suction device, oxygen regulators and electrical connections. LED lighting shall be located underneath the overhead cabinets. There shall also be an "Oxygen Viewing Port" installed in the forward action area.

The action area shall have a counter top that provides the maximum sized work area possible. The action area shall be constructed to match the design and layout of the current fleet.

This area shall have a Corian® or equivalent countertop. The action area shall have an edge that rises above the work area to provide spill containment and shall be constructed of the same material.

Respondents that offer ABS or Formica® covered countertop will be considered non-responsive and that proposal will be rejected. **NO EXCEPTIONS**

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **OXYGEN VIEWING PORT**

There shall be a contoured Plexiglas viewing door on the forward section of the Action Area allowing access to the main oxygen storage cylinder.

If required the door may wrap around the corner of the wall and have a hinge. It shall be located to allow access and operation from the attendant's seat.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ACTION AREA CABINET LAYOUT**

There shall be two separate cabinets located above the forward action area. The cabinets shall match the design of the current fleet.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**CPR SEAT**

The seat shall be constructed to match the design and location of the current fleet. The seat shall be attached to a hinged base that provides storage beneath the seat.

Exact layout and design of the seat shall be determined during pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**SECONDARY ACTION AREA REAR OF CPR SEAT**

This area shall have a Corian® or equivalent countertop. The action area shall have an edge that rises above the work area to provide spill containment and shall be constructed of the same material.

The action area shall be constructed to match the design and layout of the current fleet.

The Ferno P-300 Defibrillator mount shall be properly affixed in this area located to match the current fleet. Exact placement shall be determined during pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**CABINETS AFT OF CPR SEAT**

Cabinets aft of the CPR seat located above and below the secondary action area. The cabinets shall match the design of the current fleet.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**CABINET REAR STREETSIDE**

The cabinets shall match the design of the current fleet.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**SIDE ENTRY STEP WELL**

There shall be provided inside the module side entry door, a step well utilizing two steps. The two step well shall be fabricated using heavy duty aluminum diamond plate.

The step well shall be approximately 32 inches in width x 20 inches in depth. The step platforms shall be a minimum 9 inches deep and the steps approximately 7 inches in height.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**ATTENDANT'S SEAT**

The Attendant's Seat, shall be a Wise® (or equivalent to the part number indicated below) rear facing automotive style attendant's seat with a standard lap/shoulder belt featuring seamless vinyl design (Wise® Seamless Child Safety Seat, WM 1637)

The seat shall be provided and installed adjacent to the Action Area.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***ATTENDANT SEAT BASE***

The attendant seat shall be mounted to a custom metal built box. The box shall be constructed so that it may house an auxiliary 110 volt heater and match the current fleet.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***PASSENGER'S SIDE ALS CABINET***

This cabinet is located in the front of the module on the passenger side. The cabinet shall be left open and have safety netting provided in the opening. The safety netting shall have seat belt type fasteners and shall match the design of the current fleet.

There shall be three (3) adjustable shelves mounted on uni-strut tracks.

Additionally, the cabinet shall be accessible from outside. The exact layout shall be determined at the pre-construction conference.

Immediately above the ALS Cabinet will be mounted a lockable MERIMAID MEDI-KOOL 1.5® cabinet or equivalent. (Those proposing an equivalent must take EXCEPTION and provide detailed documentation supporting the equivalent product as such)

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***GLOVE BOX CABINET***

A cabinet shall be built and installed above the side entry door to house four boxes of protective gloves. The cabinet shall have a single, clear Plexiglas door with (1) one longitudinal oval cut out to allow gloves to be removed without opening the door.

The bottom edge of the glove box shall be covered by padded vinyl trim to protect occupants.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***SQUAD BENCH***

The squad bench is located on the passenger side of the module. The bench shall have a hinged lid, which locks when closed. When open, the bench lid shall be held open by gas struts. The gas struts shall be bolted on and not screwed. The entire squad bench shall be utilized for storage.

The squad bench shall include 3 sets of seatbelts. Seat belts should be positioned in such a manner that they may be comfortably used for either patient or attendant restraint.

There shall be provided a seat cushion and back rest pad. The seat cushion and back rest pad shall be covered in seamless vinyl upholstery that is vacuum formed. The agency uses the Ferno® Model 12 or equivalent emergency stretcher, therefore wheel or post receptacles are not required on the squad bench surface. The upholstery should be designed appropriately.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***SAFETY FEATURE AT FORWARD END OF SQUAD BENCH***

A safety feature shall be provided at the head of the squad bench that prohibits forward motion of the occupant in the event of a frontal collision. The construction should incorporate storage for a sharps container and a waste receptacle.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***WALL COVERING***

The squad bench cabinet shall be faced with stainless steel or aluminum extending no less than 8 inches from the uppermost border of the floor covering.

The streetside action areas shall be faced with stainless steel or aluminum extending to the lower edge of the cabinet top from the uppermost border of the floor covering.

The streetside CPR seat shall be faced with stainless steel or aluminum extending to the lower edge of the hinged lid from the uppermost border of the floor covering.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***COT FASTENER SYSTEM***

There shall be provided a Stryker® style cot fastener system.

The cot mounting system shall be affixed by manufacturer supplied hardware bolted into the bored and tapped metal sub structure of the module floor.

Special Instructions: Distance from the back door to the end of the stretcher shall be 24" with the back door closed. The Stryker® Safety hook shall be mounted in the center position.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***IV HOLDER***

There shall be provided two (2) each cast folding IV hangers, swing down type IV holders for two IV bags. The IV hangers shall be mounted in a location to be determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***MODULE POWER DISCONNECT SWITCH***

An "On/Off" style master module disconnect switch shall be installed in the left side of the floor console recessed for ease of access. The switch must be capable of carrying the load of both OEM batteries when in the "On" position, as well as completely disconnecting both batteries when in the "Off" position.

This switch shall NOT disconnect battery power to the chassis circuits, but to the module, or converter added circuits only.

The switch shall be recessed as to not interfere with anything. Switches that have multi-position settings allowing power from either battery independent of the other will be unacceptable.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### ***12 VOLT DC ELECTRICAL SYSTEM***

The electrical system and associated equipment shall comply with all Federal Motor Vehicle Safety Standards, Federal Motor Carrier Safety Regulations, and shall also conform to all applicable SAE recommended standards and practices.

The apparatus body and accessory electrical equipment shall be served by circuits separate and distinct from the chassis circuits. All wiring shall be permanently color coded and marked to identify each wire for its entire length.

Wiring shall be routed in conduit or loom that is rated to a minimum of 300° Fahrenheit and shall include a service loop of wire that will permit replacement of wire terminals. All conduits, looms and wiring harnesses shall be securely fastened to the body or frame with insulated metal cable straps.

All electrical system components and wiring shall be located and installed in such a manner that facilitates easy removal and servicing.

The 12 Volt DC Electrical System shall have 3 batteries. One (1) battery shall be used to power electronic components installed by the County and isolated from ignition circuits in such a manner that it prevents significant voltage fluctuation while starting the engine.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **12 VOLT OUTLETS**

There shall be provided four (4) 12VDC outlet power sources with cigar lighter style receptacles; two (2) in the action area; one (1) at the top of the ALS cabinet and (1) one in Compartment C.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **TURN/BRAKE LIGHTS**

There shall be three (3) LED Lights mounted with the patient compartment clock located above the rear door that will be noted and indicated as Right Turn, Left Turn and Stop.

These will be wired into the directional turn signals and brake lights of the chassis and will allow visual warning when the vehicle is preparing to make a turn or stop.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SIREN/HOWLER**

There shall be provided and installed a Carson® SA-441 MagForce Dual Tone Siren. The Whelen® Howler™ low frequency tone siren shall also be installed.

The Carson unit shall provide horn/siren switch on control panel for siren to horn. The siren shall be wired to allow operation from the OEM horn button.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SIREN SPEAKERS**

There shall be provided two (2) 100 watt electronic speakers. The speakers shall be recessed into the front bumper.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

## **LIGHTING**

### **EMERGENCY LIGHTING**

There shall be provided a complete LED emergency lighting system. All lights shall come complete with chrome bezels. This lighting system shall include the following minimum:

- Seven (7) Whelen® 900 Series LED lights across front of module w/chrome flanges
- Four (4) TIR6 500 Series LED Grill Lights Len Red/Clear with bezels.
- Two (2) 700 Series LED Front Intersector Lights Split Len Red with bezels
- Two (2) 700 Series LED Red Intersectors on Module above rear wheels with bezels
- Eight (8) 900 Series Red LED Lights with chrome flanges- Four per Side
- Two (2) 900 Series Red LED Lights Centered thru rear window level.
- Six (6) 900 Series Red LED Lights across the rear of the module with chrome flanges-
- One (1) 900 Series Amber LED Light with chrome flanges- Rear Mount

Exact layout of Emergency Warning Lights shall be determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **WHELEN 700 SERIES ADDITIONAL LIGHTS**

There shall be two (2) Whelen® 700 Series Red LED lights mounted on the rear entry doors, one per each door. These lights shall be activated in conjunction with the module rear brake lights.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CAB INTERIOR LIGHT**

There shall be installed one round LED light that can be switched from white to red installed in the headliner above the passenger seat.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **DOOR INTERIOR LIGHTS**

There shall be installed flashing LED lights to the inside of each back door that are active only when door is open.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SCENE LIGHTS**

There shall be provided six (6) each LED scene lights. Whelen® 900 Series flush mount scene light.

The right side scene lights shall activate upon opening of the curb side door. The rear scene lights shall activate by opening the rear door or upon putting the vehicle in reverse.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **MARKER LIGHTS**

There shall be provided the proper number of LED ICC / marker lights located on the apparatus body at the termination of the roof radius or above the drip rails if drip rails are provided.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **REAR BRAKE, BACK UP AND TURN SIGNAL LIGHTS**

There shall be provided a set of Whelen® 600 series LED tail lights on the rear lower riser of the ambulance body. Additionally there shall be provided a set of amber turn signals with arrows.

All tail lights shall come complete with chrome bezels. **NO EXCEPTIONS**

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **LICENSE PLATE HOLDER**

A cast aluminum license plate bracket with polished flanges shall be recessed into the rear riser. It shall be provided with two (2) LED license plate lights.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **PATIENT COMPARTMENT LIGHTS/INTERIOR DOME LIGHTING**

General lighting for the patient compartment shall be as follows: Eight (8) overhead L.E.D. dome lights shall be mounted, four (4) over the squad bench side and four (4) over the primary cot side. These lights must be recessed into the ceiling headliner, protruding not more than 1 1/2".

These lights are to be controlled by switches in the attendant's switch console. Additionally, all eight shall automatically light on their "low" setting when either the side or rear entry doors are opened.

Any lighting system using a rheostat to control lamp intensity is NOT acceptable to this agency.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **STEPWELL LIGHT**

There shall be provided an LED step well light located at the curbside entry interior door step well.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ACTION AREA LIGHT**

There shall be provided a LED light mounted above the work surface, underneath the overhead cabinets.

The action area light shall be controlled by a switch located in the action area switch panel.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **COMPARTMENT LIGHTS**

There shall be provided LED strip lights in each exterior compartment that activates upon opening of the compartment doors.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **CHECKOUT TIMER SWITCH**

A 15 minute spring wound mechanical timer(s) shall be provided and installed to control the squad bench side LED lights specified above. The timer shall be installed in the curbside wall adjacent to the side entry door. The location shall be determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **BACK-UP ALARM**

A solid state back-up alarm capable of sounding an alarm of at least 90 decibels shall be installed so that when the chassis gear selector is placed in "Reverse", it will automatically activate.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **DRIVERS CONTROL CONSOLE**

There shall be provided a custom drivers control console fabricated from aluminum which shall replace the OEM center console located between the driver and passenger seats. The console shall be covered with a non skid, UV protected, heavy duty black spray on polyurethane liner material. **NO EXCEPTIONS**

All corners of the drivers control console shall be free of sharp edges and the console shall be fastened to the cab floor in such a manner as to allow for quick and easy removal for access to components below.

The console shall come complete with the necessary switch panels and other controls as required by these specifications. The switch panel shall incorporate rocker style switches and door and compartment indicator lights.

In addition the console shall house other onboard meters the electronic siren and the subsequent mounting of County's two (2) mobile radios, (2) glove box holders, 2 drink holders and two (2) clip board holders. There shall also be installed one (1) 110V AC duplex receptacle that is powered by the inverter and shoreline. Items shall be bolted in the cab but easily removable by one person.

A computer mount with swivel shall be installed in the front cab area. Brand and model of computer will be discussed at pre-construction. The layout will be decided at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **DRIVER'S CONTROL PANEL**

The driver's control panel will be made of aluminum and secured to the console with screws and shall contain the following. A drawing is attached with a preliminary layout but the final layout will be determined at pre build.

- Master Switch
- Sequencer Switch
- Emergency Lights Switch
- Scene Light Switch
- Door Open Indicator
- Module Disconnect Switch

Other Indicators and/or Switches as Necessary

All switches shall be lighted and properly identified.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**RADIO CONDUIT**

A three inch conduit will be supplied and run in a location to be determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**RADIO PRE-WIRE**

There shall be 2 additional 12V circuits installed for customer 2 way radio installation (1 circuit will be unswitched and the other will be switched. These will be run from the electronics cabinet to the rear of the driver's seat in the cab of the truck. Also 1 12V ignition switched wire will be run in the same fashion.

Wire specification: Switched 12V + circuit will be red #8 circuit protected by a 25 amp fuse or circuit breaker. Unswitched 12V + will be red #8 circuit protected by a 25 amp fuse or circuit breaker. The 12 – for both circuits will be a #8 black wire connected to the frame of the vehicle. The ignition 12+ circuit will be yellow #14 circuit protected by a 15 amp fuse or circuit breaker.

Additionally there shall be provided an unswitched 12v, +/- 15 amp circuit for the purposes of adding Department required equipment that shall terminate in the AC cabinet above the captains chair.

Exact layout and location of radio pre-wire shall be determined during pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**ANTENNA COAX PRE-WIRE**

There shall be 2 double shielded RG-58 coax cables with 1 run from the middle of the module and the other from the end of the module and terminate behind the driver's seat in the cab. The mount used on these antennas will an NMO style and capped off with a screw on rain cap after installation. Customer will provide the specific antenna upon receipt of the vehicle.

Additionally a GPS (round puck style) antenna will be installed in the front roof of the module and terminated in the in the AC cabinet above the captains chair.

Exact layout and location of antenna pre-wires shall be determined during pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**BACK-UP CAMERA SYSTEM**

A backup camera system shall be provided and installed to aid the driver in safely maneuvering and positioning. The system shall consist of one (1) high resolution color camera (capable of withstanding a 10G shock without affecting performance), and one (1) flat panel color display with the ability to add additional camera(s).

The (1) high resolution color camera shall be mounted on the rear of the ambulance. A flat panel color display will be installed in the driver's compartment in the space between the sun visors.

All wiring shall be concealed in the headliner. The rearview system shall only operate when the chassis is in reverse gear.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **HEATING / AIR CONDITIONING DUCTED SYSTEM**

Heating and air conditioning for the patient compartment will be provided by a combination heat/ac unit.

The heater portion will have a BTUH capacity of 35,000; the air conditioner will have a BTUH capacity of 32,000. A three-speed blower fan capable of 650 CFM on the highest setting will be included.

To reduce the potential for condensate leakage, dual 3/8" ID drain hoses shall be installed on the AC drain pan. The drain hoses shall terminate below and outside the ambulance body. The combo system shall be provided with an electrically controlled water shutoff valve which shall close to stop the flow of hot water to the heater whenever the air conditioning is operating.

The system shall operate while the ambulance is in use as well as when it is attached to the shoreline.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **THERMOSTAT**

A Hose-Line® (or equivalent) digital low voltage heating and air conditioning thermostat shall be provided to control the specified environmental systems. The thermostat shall be installed in the action area.

The AC/HEAT System shall be certified to meet current KKK-A-1822 guidelines.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **EXHAUST FAN**

The patient compartment of this ambulance will be ventilated with fresh outside air via one (1) static intake vent and one (1) power exhaust vent. The system shall be capable of completely exchanging the air volume within the patient compartment every two (2) minutes. The location of the intake and exhaust vents shall conform to the current fleet.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **OXYGEN SYSTEM**

This ambulance shall incorporate an on-board piped medical oxygen system in accordance with the guidelines put forth in KKK-A-1822, as currently amended.

The system shall consist of a supply cylinder (when indicated below), low pressure, electrically conductive (green) hose approved for medical oxygen, and self-sealing oxygen outlets as indicated below. Industrial or welding oxygen hose is not acceptable. Medical certified hose and components must be utilized throughout.

The oxygen system shall be piped to Ohio-type oxygen outlets located in the following areas:

There shall be two (2) "Ohio" style type wall outlets (oxygen) in the action area and one (1) "Ohio" style type wall outlet (oxygen) located at curbside wall above squad bench located at the head. There shall be (1) oxygen port above the stretcher. (Location to be determined at the pre-construction conference)

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

The entire system shall be tested after installation. Testing shall include a minimum four (4) hour nitrogen leak test.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***SPECIAL CABINET PORTABLE OXYGEN STORAGE***

There shall be a cabinet constructed at the head of the squad bench area to accommodate two (2) "D" Cylinders with regulator installed. The cabinet shall be accessible from the step well on the curbside entry door.

The cabinet shall be designed so that it does not allow the cylinders to rattle. The cabinet shall be enclosed with a door that can be secured.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***OXYGEN REGULATOR***

There shall be supplied one (1) main oxygen tank regulator for large "H" and "M" oxygen cylinders with outlet pressure of 40-60 psi.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***MAIN OXYGEN CYLINDER BRACKET***

There shall be a Zico® Power Lift (or equivalent) O2 bottle mount to allow the County to utilize "M" cylinder, "JUMBO M" and "H" Cylinder bottles. There shall be approved straps provided.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***SUCTION SYSTEM ASPIRATOR***

A RICO® RS4X (or equivalent) disposable aspirator will be installed in the action area and connected to the vacuum inlet by a quick connect coupler.

The system shall be connected to the 12 volt electrical system and be controlled by a switch in the forward Action Area control panel.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***VACUUM PUMP***

A Gast® (or equivalent) electric vacuum pump shall be installed in the streetside #2 compartment. This pump will be activated by a switch in the forward action area control panel. It will be protected from damage by shifting equipment by means of a fabricated expanded aluminum mesh guard.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***VACUUM OUTLET***

One (1) Ohio style quick disconnect vacuum outlet shall be provided and installed in the Action Area.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **110 VOLT AC WIRING AND COMPONENTS**

This vehicle shall be furnished with a two (2) wire plus ground 110 volt AC wiring system completely separate from its 12 volt DC system. It must comply with Article 551 of the National Electrical Code and is to be used for powering maintenance devices, battery chargers, etc. while on standby.

The 110 volt system must include two (2) 15 amp GFI circuit breakers mounted in a circuit breaker box located in the electrical cabinet. One breaker shall control and protect the 110 volt outlets located in the patient compartment, front console and external compartment. The second breaker will control the OEM engine block heater connection and can be used as a "summer switch" to turn off the engine block heater when operation is not desired. Systems that require unplugging the block heater are not acceptable. These circuits shall be powered from the shoreline inlet included in this specification.

110V AC duplex outlets will be located in the drivers Console, Compartment C and Compartment D

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **110 VOLT RECEPTACLES HOSPITAL GRADE**

Four (4) hospital grade 110 volt AC duplex receptacles with green internal pilot lights and stainless steel face plates shall be installed in the patient compartment as follows: Two (2) in the action area; one (1) in the curbside front inside/outside upper (ALS) cabinet; one (1) on the squad bench wall area.

All 110V AC duplex wall outlets shall be GFI protected with energized indicator light and wired to shoreline and the inverter.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **SHORE POWER**

A twist lock system inlet, or "shoreline inlet", shall be installed on the front of the module aft of the driver's door. It must contain a male inlet connection rated and labeled for 30 amps, be suitable for wet conditions, and be protected by a weather tight metal cover. A properly sized female mating plug (three-pin design) shall also be provided for connection to this County's wiring. There shall be a polished metal plate that wraps around the module corner to protect it from the cords.

To protect this device from arcing during connection or disconnection, a time delay and interrupter device shall be installed.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **ADDITIONAL SHORELINE INLET**

A twist lock inlet shall be installed as above to power AC/HEAT System. It must contain a male inlet connection rated and labeled for 30 amps, be suitable for wet conditions and be protected by a weather tight metal cover. A properly sized female mating plug (three-pin design) must also be provided for connection to this County's wiring.

To protect this device from arcing during connection or disconnection, a time delay and interrupter device shall be installed.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**AUXILIARY HEATER**

There shall be an auxiliary heater provided and mounted under the attendant seat. The heater shall be wired to the 30 amp shoreline plug. Location of control and vent will be determined at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**INVERTER / BATTERY CHARGER**

A Vanner® brand (or equivalent) 1050 watt inverter with a 55 amp battery charger and internal transfer switch shall be provided and connected to wiring provided in the cabinet behind the attendant seat. It shall be UL listed, KKK-A-1822 certified and wired to power the interior 110 volt receptacles.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**PATIENT COMPARTMENT CLOCK**

One (1) 12 volt Intellitec "Emergency Time Manager" digital clock (or equivalent) shall be provided in the action area. It shall feature a digital display of time (hours: minutes), a sweep second hand, elapsed time counter (hours: minutes), preset alarm intervals at one (1) minute, two (2) minutes, five (5) minutes and ten (10) minutes and shall have approximate dimensions of 4.75" high x 6.75" wide x 1" deep. 12 volt power to this clock shall be constant.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**POWER DOOR LOCKS**

**POWER LOCKS - MODULE ENTRY DOORS**

Power locks shall be provided for the side and rear-curb side module entry doors. The system shall include the actuator, actuator connector, actuator pigtail, relay and relay connector.

All cab doors and compartment doors shall be operated by the same two (2) remote key fobs.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**POWER LOCKS - EXTERIOR COMPARTMENT DOORS**

Power locks shall be provided for all exterior compartment door(s). The system shall include the actuator, actuator connector, actuator pigtail, relay, and relay connector.

All cab doors and compartment doors shall be operated by the same two (2) remote key fobs.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**REMOTE POWER DOOR LOCK CONTROL**

A remote momentary toggle switch with a rubber boot shall be provided to control all door locks. Its location shall be decided at the pre-construction conference.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

## **PAINT, VEHICLE IDENTIFICATION**

### **AMBULANCE BODY AND CHASSIS PAINTING**

Prior to applying the first coat of primer, all removable hardware items such as doors, handles, hinges, grab rails, lights, etc. shall be removed. The doors and ambulance body shall be painted separately.

The entire body shall be fully ground smooth and sanded to eliminate any visible welded deflections.

The entire module shall be degreased. Degreaser shall be applied to manufacturer's recommendations. Body shall be inspected for flaws and imperfections and to assure that it is built to ordered specifications. All surfaces shall be sanded with 150 grit paper and all imperfections repaired. The priming and final coat of paint shall conform to the paint manufacturer's guidelines. Paint shall be PPG ® urethane or equivalent.

The main body color shall be white. The paint finish shall be laid onto the body in a flat, orange peel free, mirror like shine on all four sides.

The roof color shall match the main body paint. There will be no unpainted surfaces on the roof. **NO EXCEPTIONS**

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

### **PAINT SCHEME AND LETTERING**

Striping:

Shall be quoted based upon the photographs in Appendix B. Striping shall be constructed of 3M brand 680-14 or 680CR-14 Orange and 680-76 or 680CR-76 Light Blue reflective vinyl material and installed by the manufacturer or a qualified technician.

Lettering:

Shall be quoted based upon the photographs in Appendix B. Lettering shall be constructed of 3M brand 680-14 or 680CR-14 Orange and 680-76 or 680CR-76 Light Blue reflective vinyl material and installed by the manufacturer or a qualified technician.

Decals:

Shall be quoted based upon the photographs in Appendix B. Decals shall be constructed of the same materials used in lettering and striping. Decals may be printed on a background of 3M brand 680-10 White reflective vinyl material providing reflectivity / visibility is maintained and printed colors match the standard reflective vinyl colors used in the overall graphic application.

Due to expected consistency in reflectivity, color and appearance, **NO EXCEPTIONS** are allowed with regard to the above manufacturer or respective part numbers with regard to striping and lettering material.

Bidders may contact the County's current graphics provider: Performance Graphics, 11111 Treynorth Dr, Cornelius, NC 28031, (704) 896-1855 for pricing on the graphics package. The successful bidder may contract with this provider and only this provider if they wish to deliver the vehicle to the dealer prior to graphics installation.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**AMBULANCE MARKING PACKAGE**

The vehicle shall be supplied with lettering and “Star of Life” symbol decal package as described in Federal Specifications KKK-A-1822D 3.16.4., with one exception. The staff and serpent within the star design shall be orange on all decals exclusive of the module roof decal. The “ambulance marking package” is to be installed per County required locations.

Decals: Install 32” Star of Life decal on Module Roof.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

**REAR CHEVRON REFLECTIVE STRIPING**

The rear of the module shall have reflective chevron striping applied per County’s requirements. The department is requiring Blue/Orange Reflective Stripe chevron matching the current fleet exactly. The current design incorporates a “substrate” of 3M brand 680CR-14 Orange covering the entire rear surface of the module. The 680CR-76 Light Blue stripe is applied over the orange substrate to produce the chevron pattern.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***FIRE EXTINGUISHER***

There shall be one (1) Five pound (5#) A-B-C type fire extinguisher provided and shipped loose with the vehicle on delivery.

Above section proposed exactly as written: Yes \_\_\_\_ No \_\_\_\_

***OTHER MISCELLANEOUS ITEMS TO BE INCLUDED IN THIS PROPOSAL***

**STRYKER 6506 POWER PRO XT COT**

- Charger and spare battery**
- Wheel Lock**
- 3 Stage IV pole**
- Head end Oxygen holder**

**6252 STRYKER STAIR PRO**

**STRYKER POWERLOAD SYSTEM**

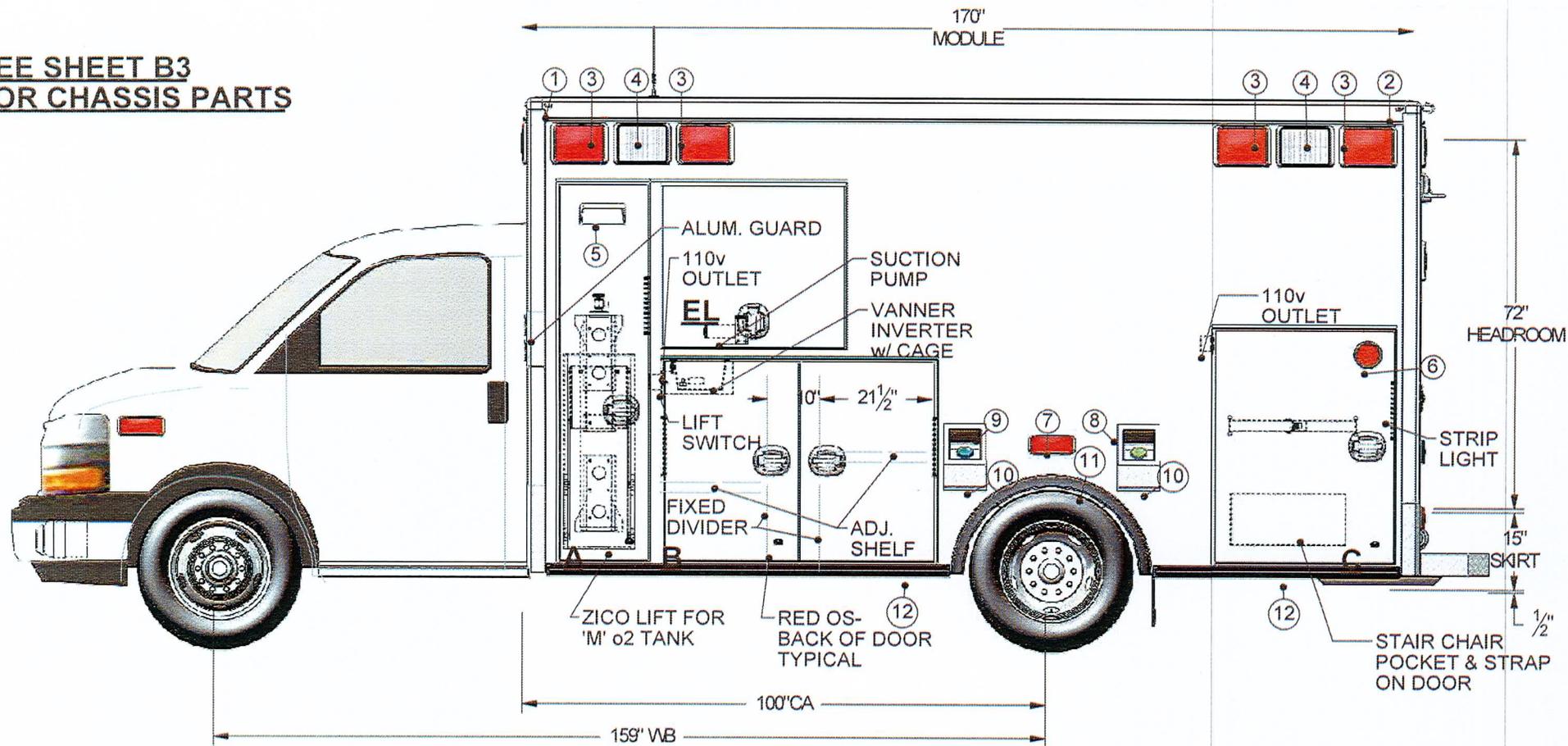
County of Rowan  
130 West Innes Street  
Salisbury, NC 28144

**ROWAN COUNTY EMERGENCY SERVICES – EMS DIVISION**  
*Request for Proposal*

# Appendix A

# Detailed Drawings

**SEE SHEET B3  
FOR CHASSIS PARTS**



**STREETSIDE PARTS**

ITEM NO.	MANUFACTURER	DESCRIPTION	QTY.
1	WHELEN	OS - AMBER LED	1
2	WHELEN	OS - RED LED	1
3	WHELEN	900 - RED LED	4
4	WHELEN	900 - LED OPTI-SCENE LOAD LIGHT	2
5	CAST	VENT COVER	1
6	MAXXIMA	4" RED LED	1
7	WHELEN	700 - RED LED	1
8	CAST	FUEL FILL	1
9	CAST	DEF FILL	1
10	CUSTOM	DIA. PLATE FUEL GUARD	2
11	CUSTOM	RUBBER FENDERETTE	1
12	CUSTOM	2" RUBBER RUB RAIL	1

NOTE: COMPARTMENTS TO BE SWEEP OUT DESIGN w/ GREY BEDLINER FINISH, BLACK TURTLE TILE AND LED STRIP LIGHTS.

**STREETSIDE COMPARTMENTS**

NUMBER	HEIGHT	WIDTH	DEPTH
A	74	18	15
EL	32.5	35.5	6
B	39.5	53	18.75
C	46	35.25	11



**ROWAN COUNTY EMS**  
SALISBURY, NORTH CAROLINA

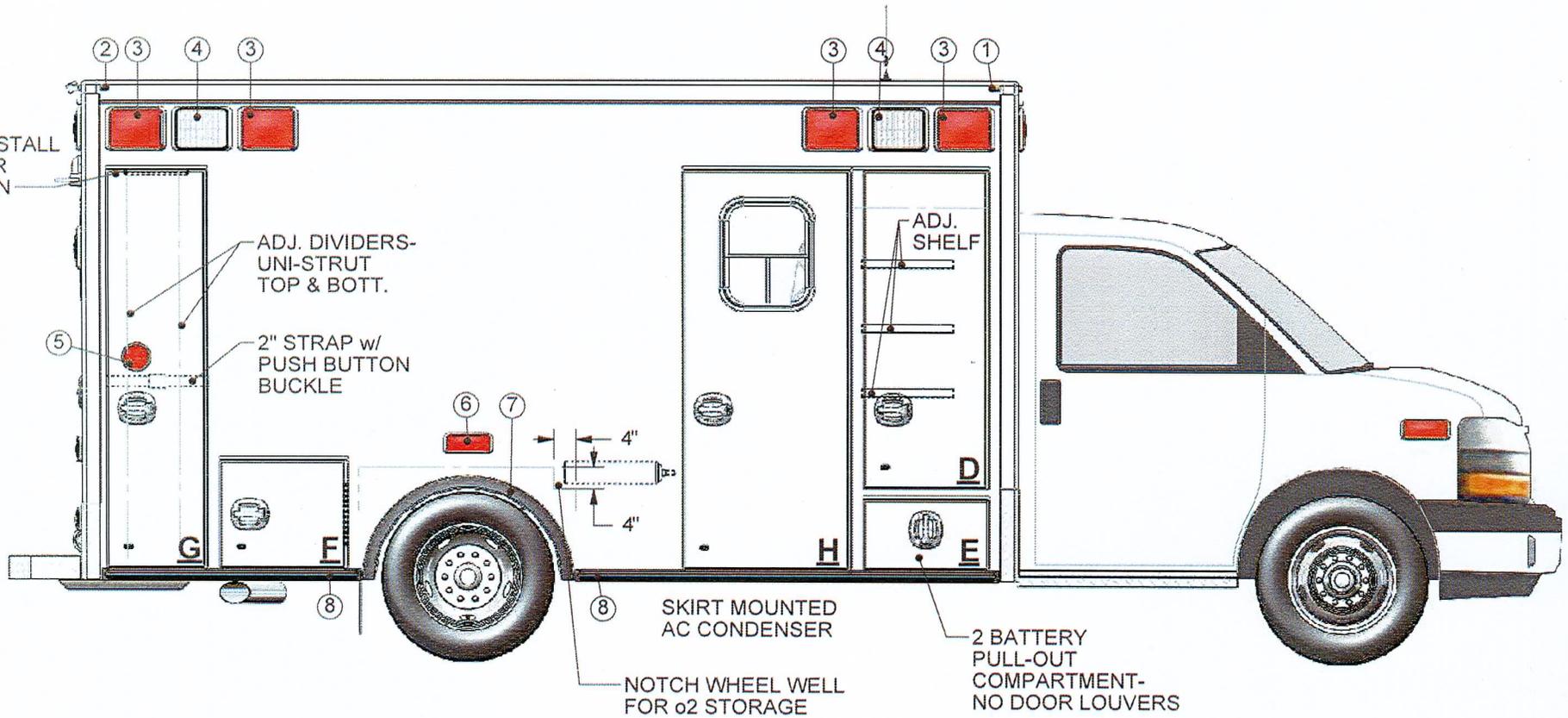
TYPE III - Ford - E450  
170" MODULE - 72" HEADROOM - 96" WIDE

STREETSIDE EXTERIOR **B1**

SCALE: 1:30 12/20/2013 1 of 11

ROWAN VO DWG

**NOTE:**  
DO NOT INSTALL  
METAL FOR  
HOLD OPEN



**CURBSIDE PARTS**

ITEM NO.	MANUFACTURER	DESCRIPTION	QTY.
1	WHELEN	OS - AMBER LED	1
2	WHELEN	OS - RED LED	1
3	WHELEN	900 - RED LED	4
4	WHELEN	900 - LED OPTI-SCENE LOAD LIGHT	2
5	MAXXIMA	4" RED LED	1
6	WHELEN	700 - RED LED	1
7	CUSTOM	RUBBER FENDERETTE	1
8	CUSTOM	2" RUBBER RUB RAILS	1

**CURBSIDE COMPARTMENTS**

NUMBER	HEIGHT	WIDTH	DEPTH
D	59	23	ALS
E	13	23	20.5
F	20	23.5	16
G	74	18.5	20
H	74	30.75	14



**ROWAN COUNTY EMS**  
SALISBURY, NORTH CAROLINA

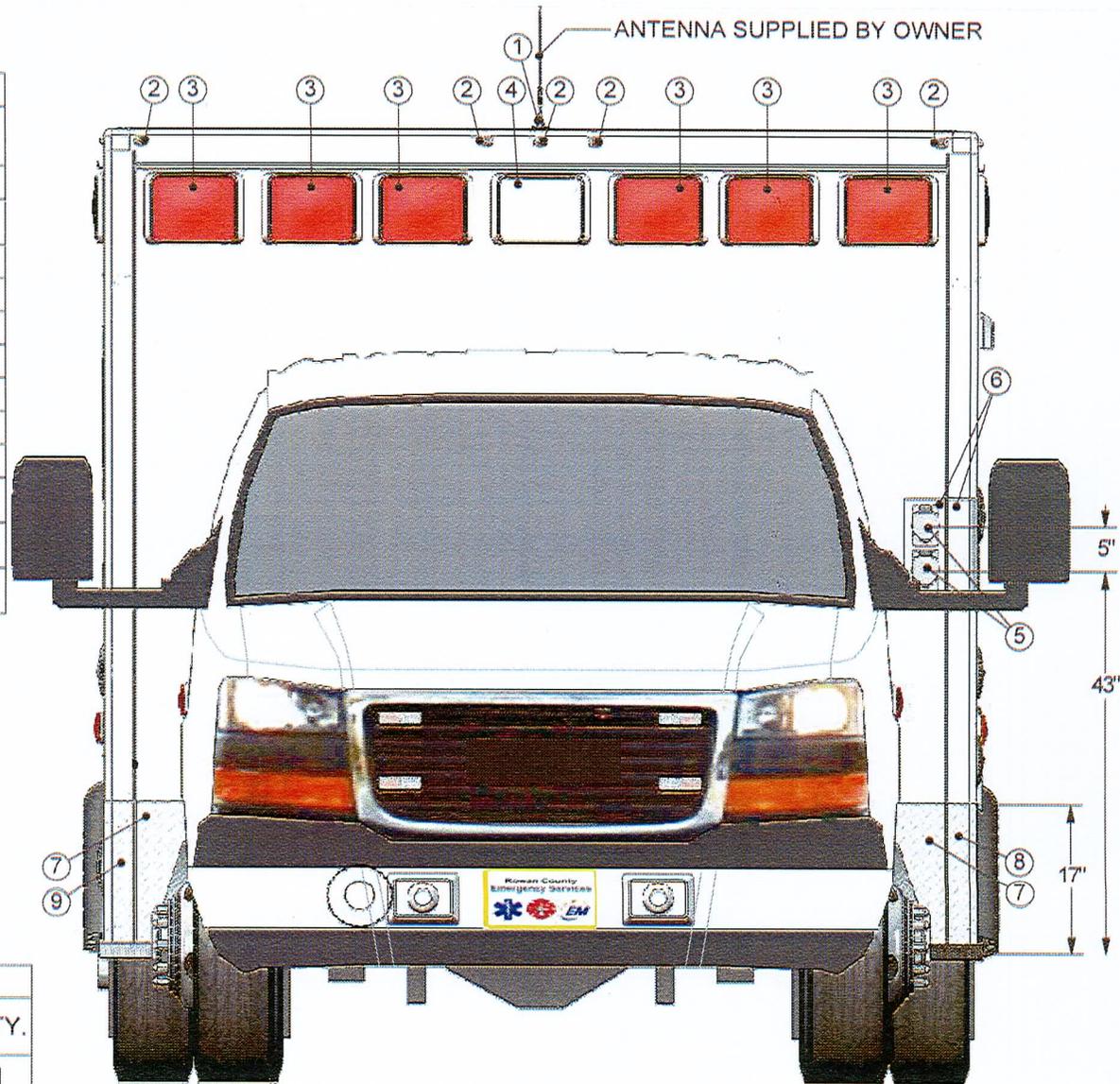
TYPE III - Ford - E450  
170" MODULE - 72" HEADROOM - 96" WIDE

CURBSIDE EXTERIOR **B2**

SCALE: 1:30 12/20/2013 2 of 11

CHASSIS PARTS

ITEM NO.	MANUFACTURER	DESCRIPTION	QTY.
11	PHOENIX	S.S. WHEEL SIMULATORS (FNT)	2
12	PHOENIX	S.S. WHEEL SIMULATORS (REAR)	2
13	CAMEL	VALVE EXTENSION	2
14	CUSTOM	RUNNING BOARDS	1
15	CAST	THROUGH BUMPER SPEAKER	2
16	WHELEN	HOWLER	1
17		HIDDEN UNLOCK SWITCH	1
18	WHELEN	TIR6 500 - RED/WHITE LED	4
19	WHELEN	700 - RED LED	2
20	VEL VAC	716800 REMOTE CONTROL MIRRORS	1
21	ECCO	REAR MOUNTED BACK-UP ALARM	1
22	CUSTOM	CONSOLE- SEE SHEET B11	1



FRONT PARTS

ITEM NO.	MANUFACTURER	DESCRIPTION	QTY.
1	LAIRD TECHNOLOGIES	RADIO ANTENNA	1
2	WHELEN	OS - AMBER LED	5
3	WHELEN	900 - RED LED	6
4	WHELEN	900 - CLEAR LED	1
5	HUBBLE	TWIST-LOCK SHORELINE 20A	2
6	CUSTOM	POLISHED ALUM. PROTECTOR	1
7	CUSTOM	DIA. PLATE ROCK GUARD	1
8	CUSTOM	DIA. PLATE CORNER PROTECTOR	1
9	CUSTOM	DIA. PLATE CORNER PROTECTOR	1



**ROWAN COUNTY EMS**  
SALISBURY, NORTH CAROLINA

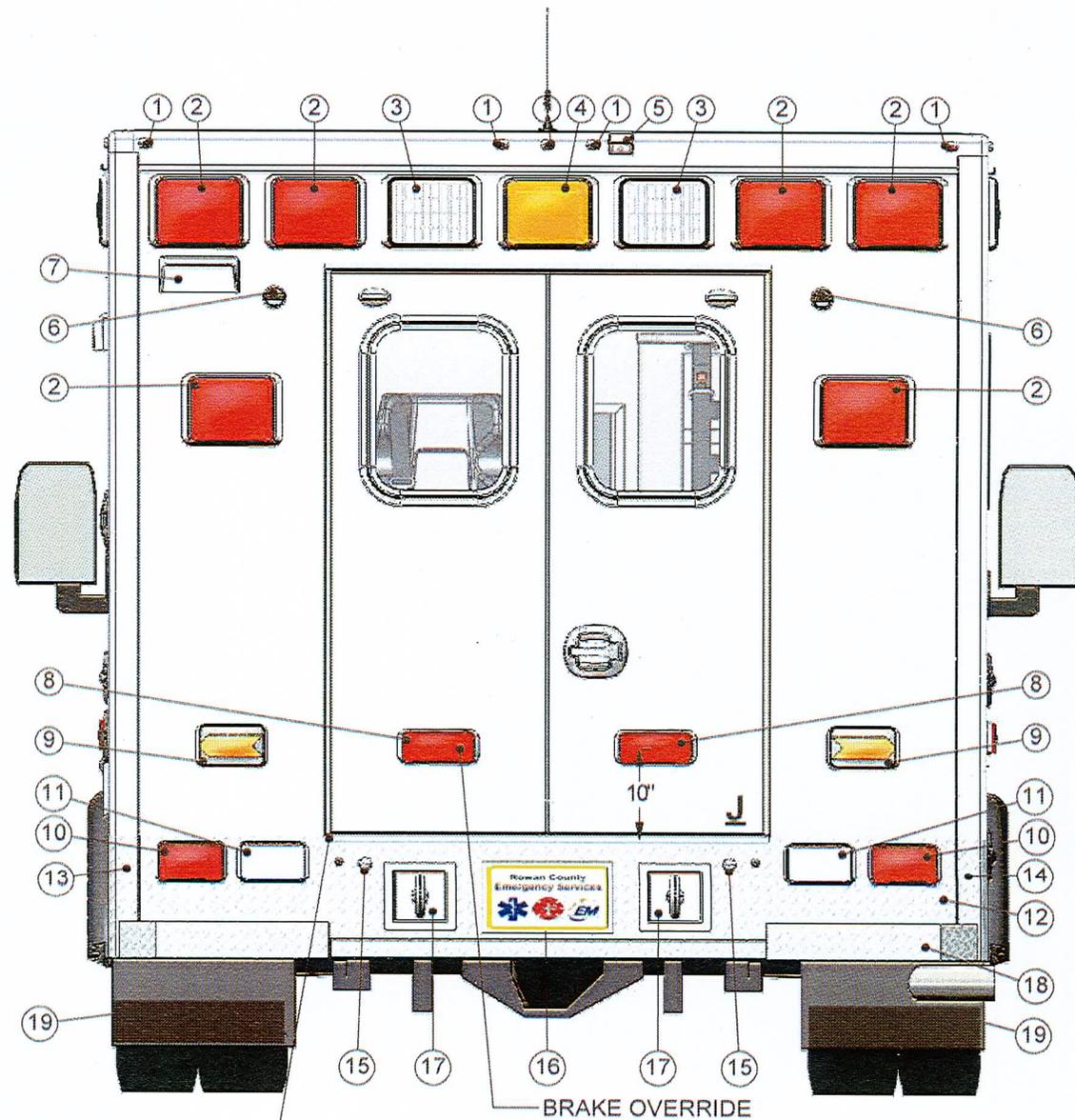
TYPE III - Ford - E450  
170" MODULE - 72" HEADROOM - 96" WIDE

FRONT EXTERIOR **B3**

SCALE: 1:20 12/20/2013 3 of 11

NUMBER	HEIGHT	WIDTH
J	63	49

REAR PARTS			
ITEM NO.	MANUFACTURER	DESCRIPTION	QTY.
1	WHELEN	OS - RED LED	5
2	WHELEN	900 - RED LED	6
3	WHELEN	900 - LED OPTI-SCENE LOAD LIGHT	2
4	WHELEN	900 - AMBER LED	1
5	SAFETY VISION	BACK-UP CAMERA	1
6	CAST	GRABBER DOOR HOLD OPENS	1
7	CAST	VENT COVER	1
8	WHELEN	700 - RED LED	2
9	WHELEN	600 - TURN LED	2
10	WHELEN	600 - RED BRAKE LED	2
11	WHELEN	600 - CLEAR LED	2
12	CUSTOM	DIA. PLATE GUARD	1
13	CUSTOM	ALUM. CORNER PROTECTOR	1
14	CUSTOM	ALUM. CORNER PROTECTOR	1
15	TRUCK-LITE	LED STEP LIGHT	2
16	CAST	RECESSED PLATE BOX w/ LED	1
17	CAST	TOW-EYE COVER	2
18	CUSTOM	4" DIA. PLATE BUMPER	1
19	CUSTOM	MUD FLAPS	2



STAINLESS SILL

BRAKE OVERRIDE

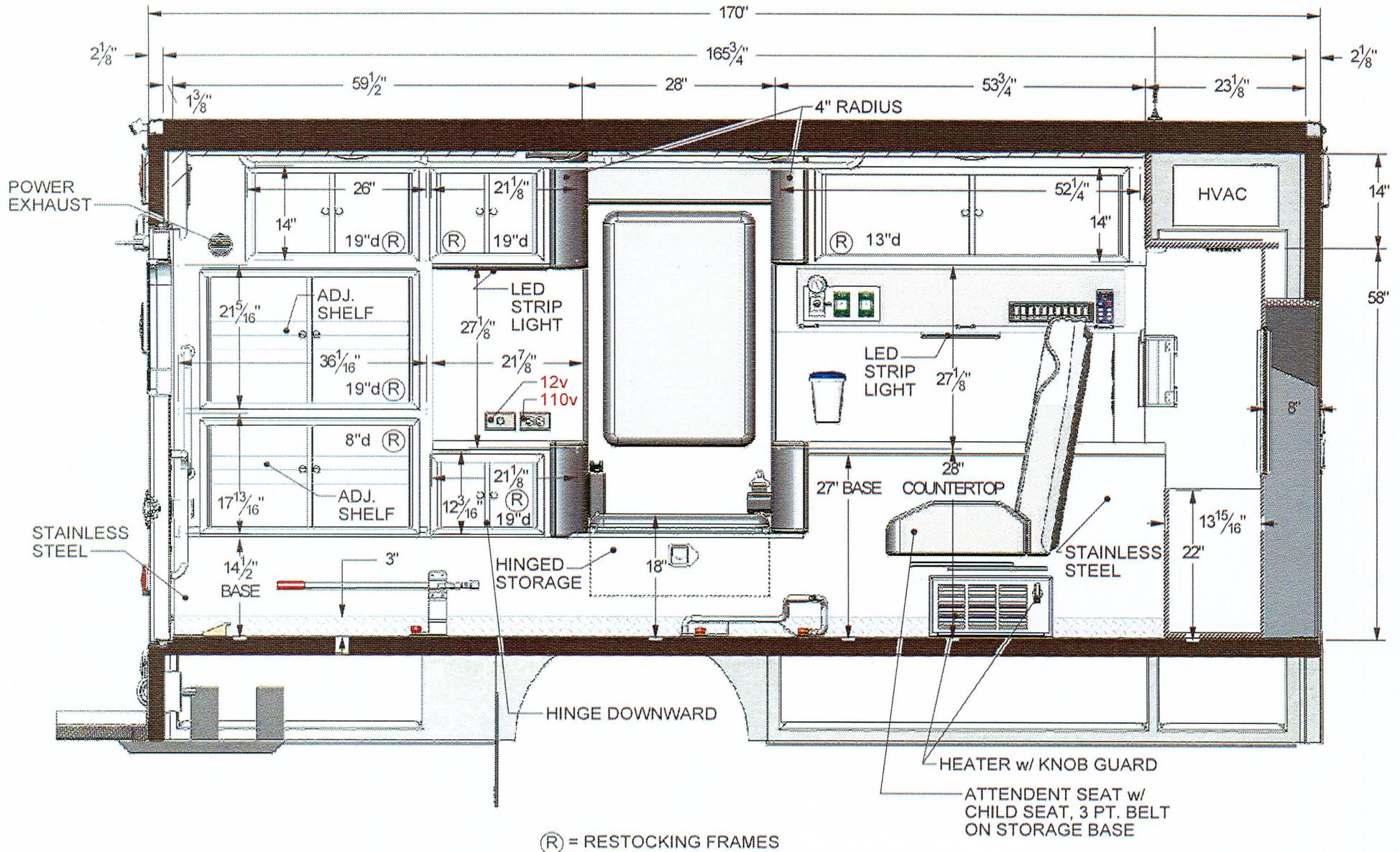
**Rowan County  
Emergency Services**

**ROWAN COUNTY EMS**  
SALISBURY, NORTH CAROLINA

TYPE III - Ford - E450  
170" MODULE - 72" HEADROOM - 96" WIDE

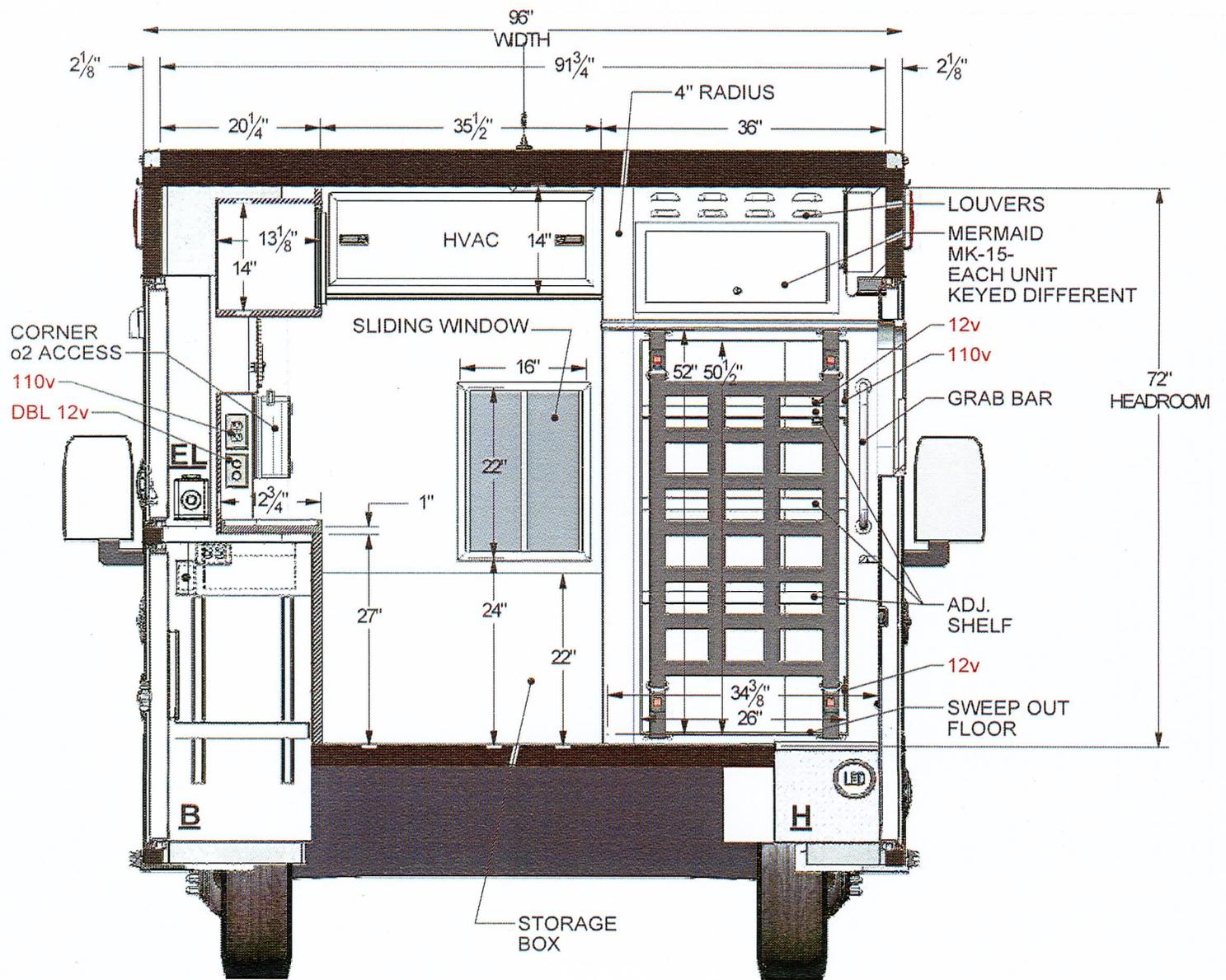
REAR EXTERIOR **B4**

SCALE: 1:20 12/20/2013 4 of 11



**ROWAN COUNTY EMS**  
 SALISBURY, NORTH CAROLINA  
 TYPE III - Ford - E450  
 170" MODULE - 72" HEADROOM - 96" WIDE  
 STREETSIDE INTERIOR **B5**  
 SCALE: 1:20 12/20/2013 5 of 11

ROWAN.VO.DWG

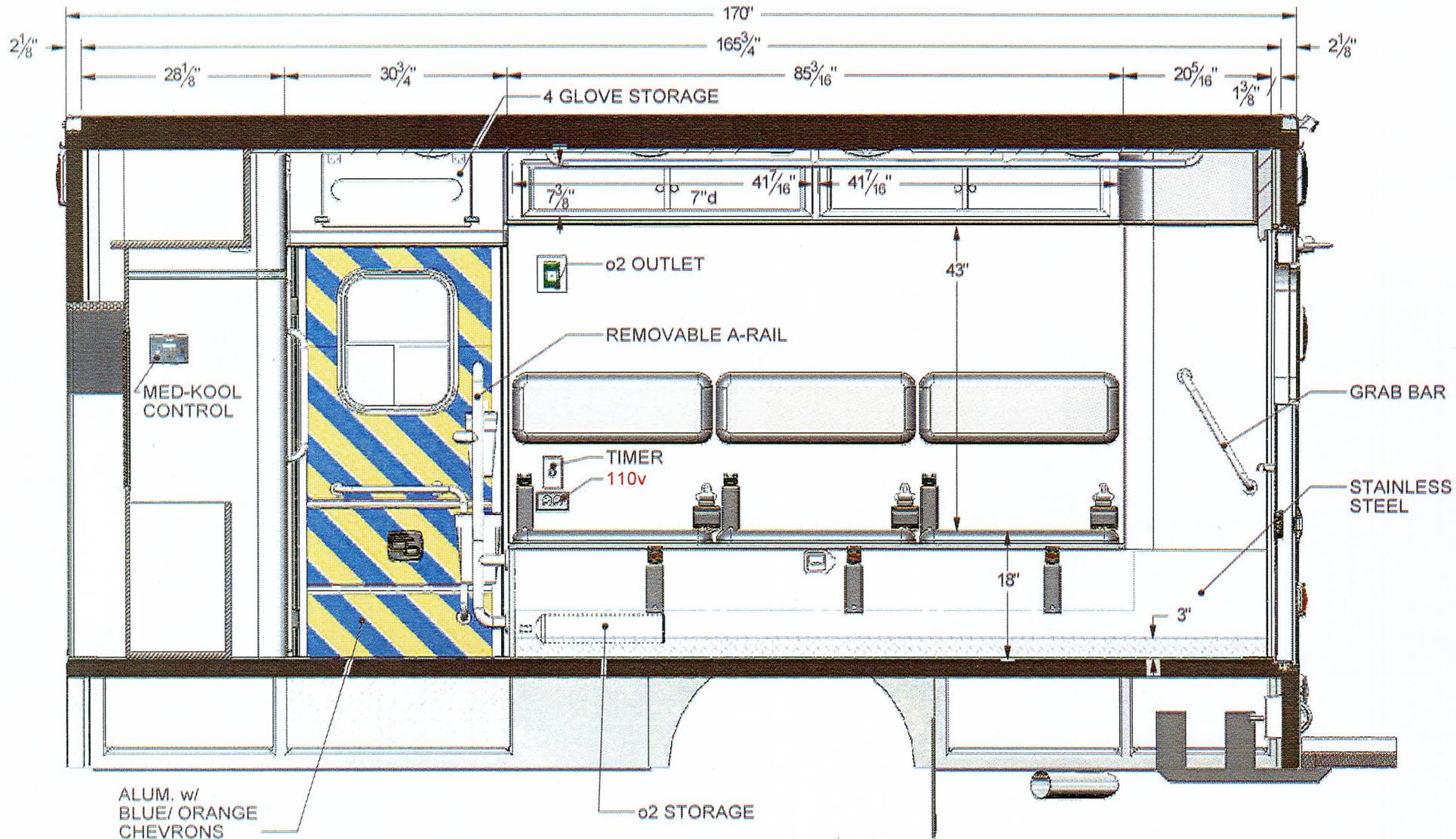


**ROWAN COUNTY EMS**  
 SALISBURY, NORTH CAROLINA

TYPE III - Ford - E450  
 170" MODULE - 72" HEADROOM - 96" WIDE

FRONT INTERIOR **B6**

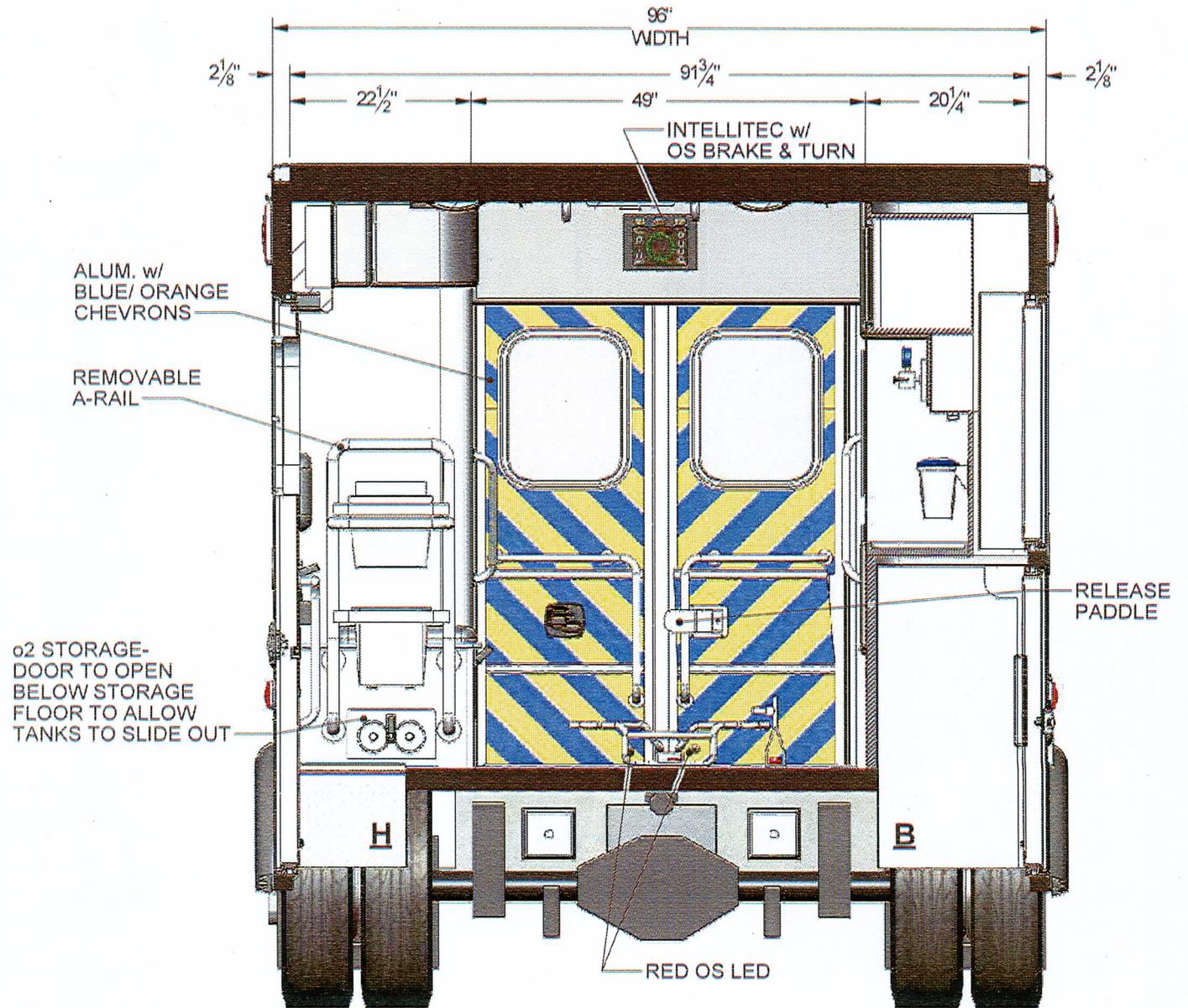
SCALE: 1:20 12/20/2013 6 of 11



ROWAN10.DWG

Rowan County  
Emergency Services

**ROWAN COUNTY EMS**  
SALISBURY, NORTH CAROLINA  
TYPE III - Ford - E450  
170" MODULE - 72" HEADROOM - 96" WIDE  
CURBSIDE INTERIOR **B7**  
SCALE: 1:20 12/20/2013 7 of 11



**Rowan County  
Emergency Services**

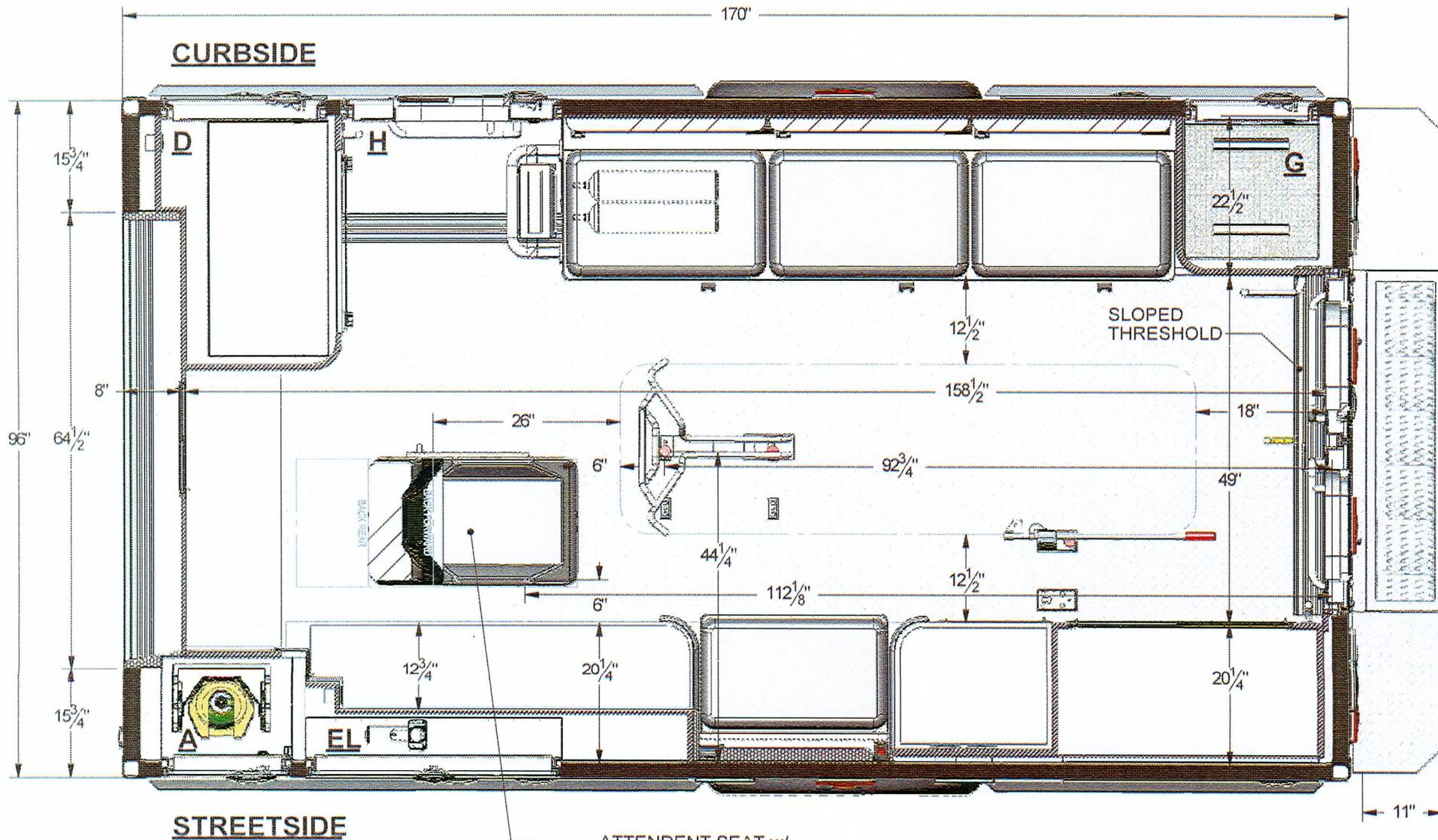


**ROWAN COUNTY EMS**  
SALISBURY, NORTH CAROLINA

TYPE III - Ford - E450  
170" MODULE - 72" HEADROOM - 96" WIDE

REAR INTERIOR **B8**

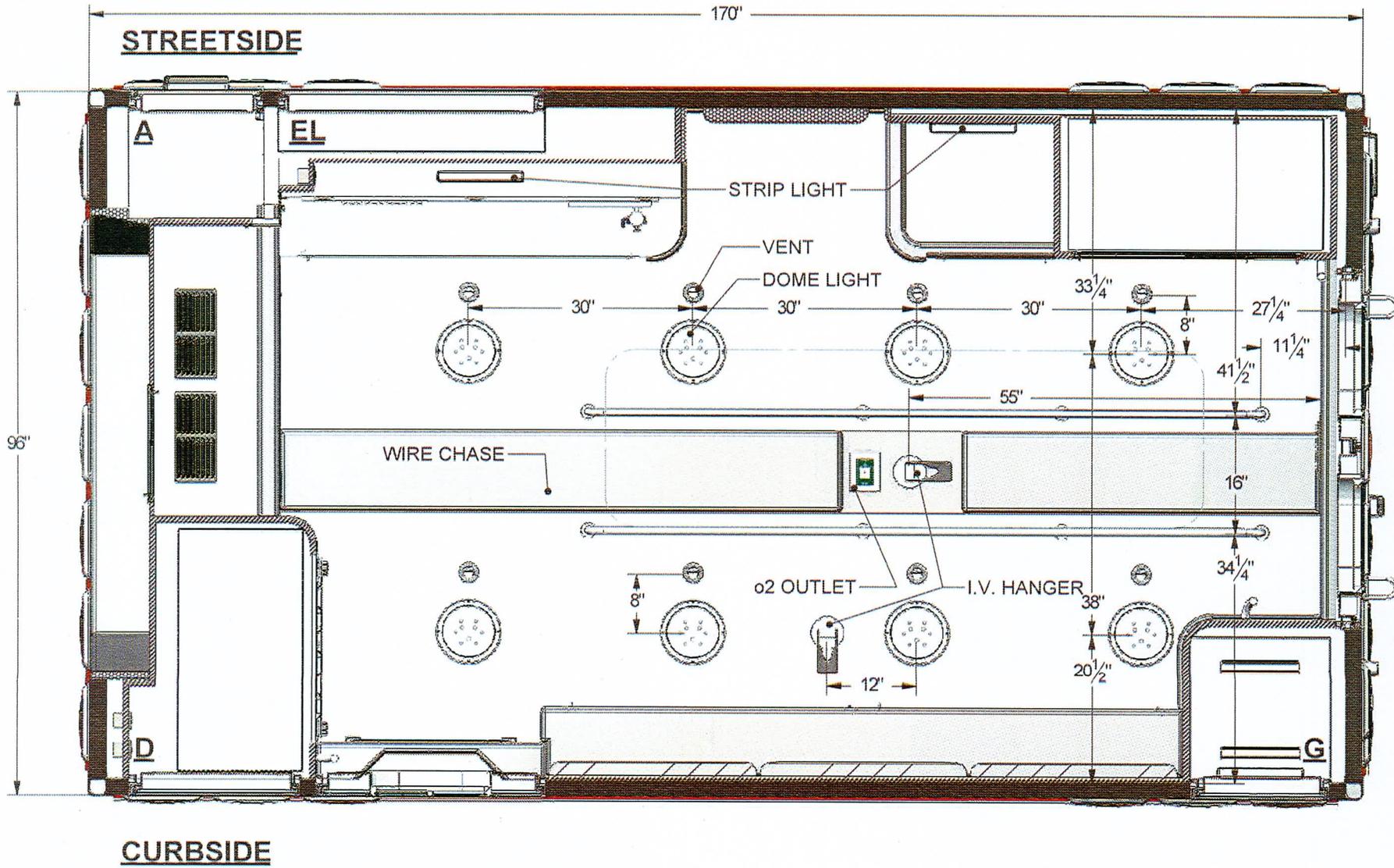
SCALE: 1:20 12/20/2013 8 of 11



ROWAN VO.DWG

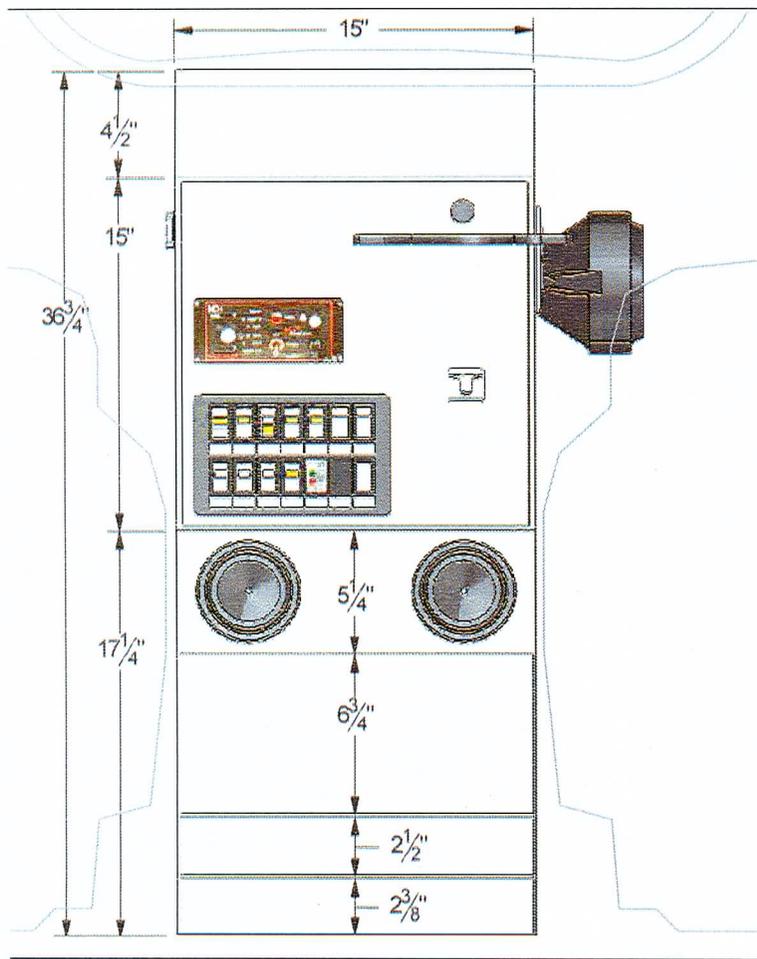
**Rowan County  
Emergency Services**

**ROWAN COUNTY EMS**  
 SALISBURY, NORTH CAROLINA  
 TYPE III - Ford - E450  
 170" MODULE - 72" HEADROOM - 96" WIDE  
 FLOOR PLAN **B9**  
 SCALE: 1:20 12/20/2013 9 of 11

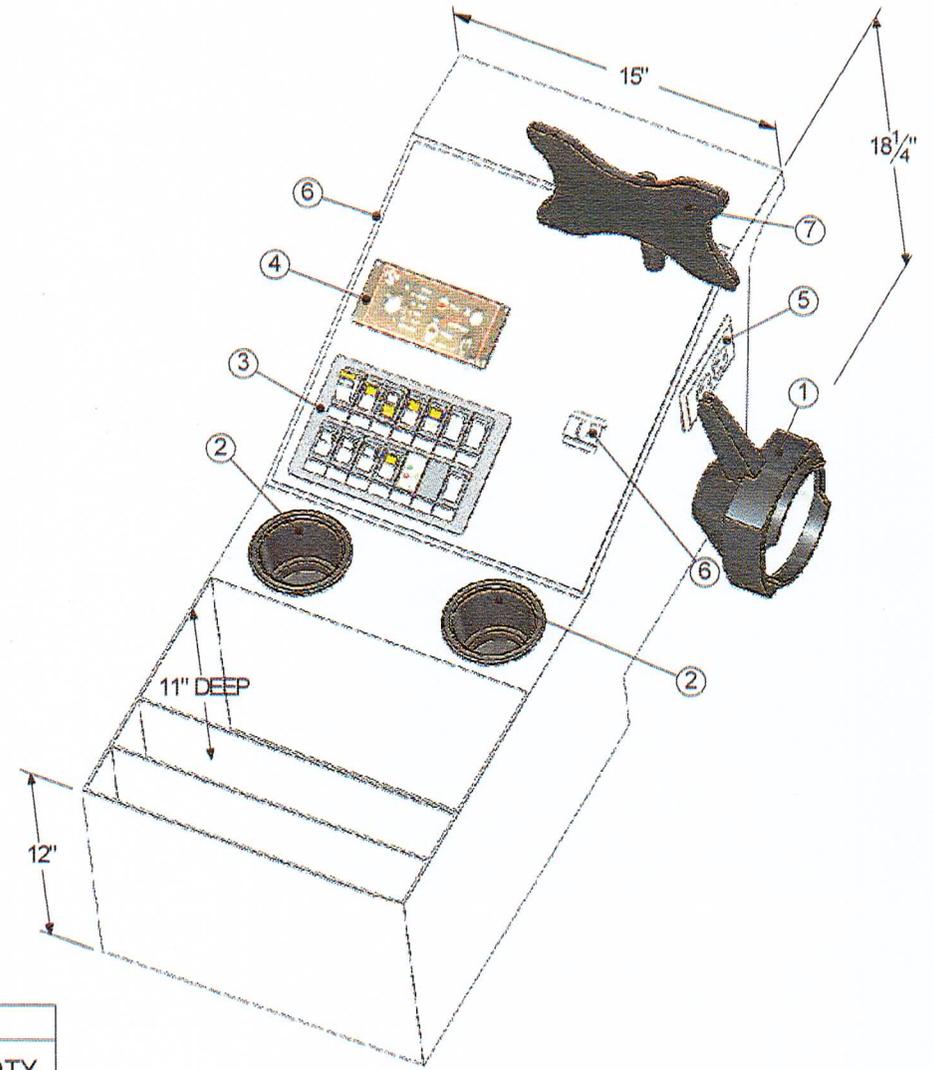


Rowan County  
Emergency Services

**ROWAN COUNTY EMS**  
 SALISBURY, NORTH CAROLINA  
 TYPE III - Ford - E450  
 170" MODULE - 72" HEADROOM - 96" WIDE  
 CEILING PLAN **B10**  
 SCALE: 1:20 12/20/2013 10 of 11



**TOP**



CONSOLE PARTS			
ITEM NO.	MANUFACTURER	DESCRIPTION	QTY.
1	ABLE 2	SHO-ME 300,000CP SPOTLIGHT	1
2		CUP HOLDERS	2
3	CUSTOM	14 GANG SWITCH PANEL	1
4	CARSON	SA-441 SIREN	1
5		110v OUTLET	1
6		MIC. HOLDERS	2
7	RAM MOUNTS	X-GRIP III	1



**ROWAN COUNTY EMS**  
 SALISBURY, NORTH CAROLINA  
 TYPE III - Ford - E450  
 170" MODULE - 72" HEADROOM - 96" WIDE  
 CONSOLE **B11**  
 SCALE: 1:8 12/20/2013 11 of 11

County of Rowan  
130 West Innes Street  
Salisbury, NC 28144

**ROWAN COUNTY EMERGENCY SERVICES – EMS DIVISION**  
*Request for Proposal*

# Appendix B

# Photographs

**PARAMEDIC**

**AMBULANCE**

*Rowan County  
Emergency Services*





1320

Rowan County  
Emergency Services



4800

**PARAMEDIC**

**AMBULANCE**





PARAMEDIC



AMBULANCE



GMC

ROWAN COUNTY  
EMERGENCY SERVICES





CALL  
911

ROWAN **EMS** COUNTY

1320



PARAMEDIC



NORTH CAROLINA  
80385-T  
PERMANENT