



MAINTAINER CUSTOM BODIES

PROPOSAL

197347 15' Crew Forward Rescue
2019 Ford F550 Diesel, Standard Cab, 4x4

BUILD SPECIFICATIONS

NEW ALL-ALUMINUM FIFTEEN FOOT (15') WALK-IN RESCUE, RESPONDER SERIES

THE APPARATUS BODY SHALL BE MANUFACTURED AS PER THE FOLLOWING SPECIFICATIONS:

BODY DESIGN:

The body shall be modular in design, capable of being removed and remounted on a new chassis. Body integrity and strength to be independent of chassis mounting. Body is specifically designed to enable custom layout of interior compartments.

BODY MATERIALS:

The following shall be the minimum acceptable materials, gauge, and finish used:

Aluminum Sheeting - All exterior panels shall be 5052-H32 aluminum of .125" thickness.

Aluminum Diamond Plate - All diamond plate shall be 3003-H14 aluminum of .125" thickness.

Body Mounting - All body mounting bolts to be minimum Grade 5.

Exterior Fasteners - All exterior nuts, bolts, and screws shall be stainless steel.

CORROSION PROTECTION:

Electrolysis Corrosion Kontrol (ECK) shall be used to prevent dissimilar metal corrosion. ECK shall be used for door latches, door hinges, trim plates, fenderettes, etc. ECK shall be applied to every external fastener hole prior to component mounting.

BODY SUPER-STRUCTURE:

The body super-structure shall be constructed of square aluminum tubing and custom extrusions. All framing and supports shall be welded to create a fully enclosed structure. This construction technique provides high strength and durability and enables custom design of interior compartments.

The side wall structure, shall be constructed of 2.0" x 2.0" x .125" 6063-T52 alloy square aluminum tubing, the side wall structure shall be welded and gusseted to the sub structure.

The roof structure shall be constructed of 2.0" x 2.0" x .125" 6063-T52 alloy aluminum tubing in a lateral pattern, maximum 20-inch spacing. The roof structure shall be welded to the side-wall structure.

All side walls shall be surfaced using a .125" aluminum sheet, welded and bonded to body side wall structure. The body roof shall be surfaced using .125" aluminum diamond plate.

A side body impact rail manufactured of 6063-T52 alloy extruded aluminum shall be welded to the apparatus side wall structure. It shall receive the body side sheet by means of a groove, which runs continually fore to aft of the side wall structure.

BODY FLOOR CONSTRUCTION:

The sub structure shall be constructed of 2.0" x 2.0" x .250" 6063-T52 alloy square aluminum tubing, welded and gusseted to the side-wall structure for maximum strength and durability.

Two (2) mounting rails of full-length 1.0" x 3.0" 6061-T6 alloy solid aluminum flat-bar shall be welded to the sub structure, the mounting rails to align with the chassis frame rails for mounting of the body to the chassis.



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The sub structure belly-pan shall be fabricated from .090" aluminum sheeting and welded to the sub structure.

UNDERCOATING:

The underside of the vehicle including all metal work shall be sprayed with PPG Corashield P8001 automotive undercoating. The Corashield product is designed to prevent chipping, cracking, or marring of painted and unpainted surfaces after exposure to high impact sand, gravel, and other abrasive materials. This undercoating shall aid in preventing corrosion and will provide a sound and vapor barrier to the aluminum body structure.

BODY MOUNTING:

The body shall be mounted to the chassis frame at not less than six (6) locations, three (3) on each side. The mounts shall secure the 1.0" x 3.0" 6061-T6 alloy solid aluminum flat-bar of the floor sub-frame to the chassis frame.

Neoprene pads shall be furnished and installed between the body and the mounts to prevent electrolysis and to minimize noise transfer.

BODY FRONT SHEETING:

The front body sheet shall be fabricated of .125" smooth aluminum and painted job color.

STONE GUARDS:

The front body corners shall have .125" aluminum diamond plate protective guards. The stone guards shall be bolted to the body and provide coverage at a minimum of 24" high from the base of the body.

BODY REAR SHEETING:

The rear body sheet shall be fabricated of .125" smooth aluminum sheeting and painted job color. There shall be a kick plate fabricated of .125" aluminum diamond plate, located below the rear opening.

BODY ROOF SHEETING:

The body roof sheet shall be fabricated of .125" aluminum diamond plate.

BODY CORNERS, EXTRUDED:

The exterior body corners and roof perimeter shall be capped with a radiused (2.44") custom aluminum extrusion and welded to the wall and roof structure. Body corners create additional protection from physical and environmental damage to the super-structure.

APPARATUS BODY PAINT FINISH:

The final finish of the apparatus shall conform to fire apparatus standards, exhibiting excellent gloss and color retention properties.

Preparation: Since the removal of all contaminants and oxidation is essential to the final effect of a finish system, the apparatus shall be pre-cleaned with wax and grease remover and towel dried to evaporation. A 10-step standard body preparation shall be completed.

Pre-treat ANF Primers: The pre-treat and primer applications shall be made in two (2) independent steps. An application of a combined pre-treat/primer product shall not be allowed as a substrate. The prepared substrate shall be pre-treated with Acid Curing 2 component primer to provide corrosion protection and create an adhesive bond between the substrate and the surface applications. To enhance adhesion and topcoat gloss, a two-component urethane primer shall be applied. All the primed surfaces shall be sanded



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smooth, thus removing all texture and surface imperfections and creating a finish base that will meet the rigid requirements of the fire and emergency services.

Top Coats: Paint shall be PPG FBCH. Two (2) coats urethane base coat shall be applied according to paint manufacturer specifications. After the base coats have cured properly, two (2) coats of a high solids urethane clear shall be applied. All surface imperfections shall be removed by buffing and polishing.

REFLECTIVE STRIPE:

A four-inch (4") white "Scotchlite" stripe will be provided. Location and application details to be determined.

REAR BODY CHEVRONS:

"Diamond Grade" Chevron reflective striping, six inch (6") wide, shall be applied to at least 50% of the entire rear body panel. The chevron style striping shall be applied in an inverted "V" pattern at a 45-degree angle from the tailboard to the upper centerline of the rear panel. The stripes shall alternate red reflective, yellow reflective.

RUB RAILS:

A two (2) part impact and rub rail system shall be used for body side protection. A polished aluminum rub rail .75" thick x 3" wide shall be bolted to the body "impact" rail to aid in collision protection. The outside vertical edges shall be chamfered for an aesthetic appearance and to reduce the chance of personnel injury.

Black Scotchlite reflective striping to be applied to the recessed center of rub rail to provide additional body side illumination. An additional four (4) reflectors to be installed, two (2) each side of body.

DRIP RAILS:

There shall be polished aluminum rain gutters installed on the side and rear of the body, the rain gutters shall be fastened to the body and removable in case of damage. Rain gutters that are an integral part of the roof radius will not be acceptable due to the difficulty in replacing if damaged.

WHEEL WELL LINERS:

Welded aluminum inner liners shall be provided at both rear wheel wells.

WHEEL WELL SURROUND PANELS PAINTED:

The body panels that surround the wheel wells shall be painted with no trim overlaid on the body panel.

FENDERETTES:

The wheel well openings shall be trimmed with polished stainless steel fenderettes, screwed into place.

BODY COMPARTMENT CONSTRUCTION:

The body compartment shall be fully enclosed with .125" aluminum sheet. Each compartment floor shall be covered with .188" aluminum sheet for added weight carrying capability, with all seams fully sealed.

A full width stainless steel door sill shall be installed to protect the lower door opening area. The door sill configuration shall have a raised peak to reduce water intrusion under the door when in the closed position.

Wiring channels shall be provided where necessary and shall be screwed in place for ease of access.

ADJUSTABLE SHELF CHANNEL:

Vertically mounted Uni-Strut channel shall be provided and installed in all exterior compartments where necessary for the installation of infinitely adjustable shelving and trays. The channels shall be of such design to allow square type spring loaded, self-tightening nuts to be attached inside of the channel.



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BODY COMPARTMENT COATING:

All body compartments shall be fully coated with PPG Zolatone to aid in abrasion resistance.

BODY COMPARTMENT VENTING:

Each compartment that extends below the chassis frame shall have a removable louvered vent panel with a replaceable filter.

ROLL-UP DOORS:

The compartments shall be equipped with custom-built Hansen International Inc. roll-up doors. The doors shall be produced by an ISO-9001 certified company and tested to at least 100,000 cycles. Each door shall have a serial number label and shall carry warranty of ten (10) years. To facilitate a 24-hour replacement part service turn around, the doors must be manufactured in the United States.

Door Construction-Smooth: The doors shall be constructed of double walled and concave hard anodized aluminum extrusion laths with a smooth exterior surface. The interlocking joint extrusion design shall have an integral synthetic spacer seal to reduce noise and prevent weather or debris intrusion in a closed position. Each door lath shall have inter-locking, nested, and replaceable polymer slide guides. Sides of the door openings shall be of hard anodized aluminum extruded guide channels.

Operating Components: The easy opening doors shall be equipped with a 4" counterbalance spring in the roller assembly to assist in lifting and help prevent the accidental closing. A full width lift bar shall secure each door.

Door Handle and Latching-Handle Bar: The latch bar shall consist of a full width .750" diameter stainless steel tube handle with centrally located knurled anti-slip sections and 1.25" hand clearance between handle and the door surface. The lift handle bar assembly shall have four (4) roller wheels to reduce friction and ease opening of door.

Compartment Lighting Switch: The compartment lights and door-ajar light system shall be activated by an 8-amp rated magnetic switch assembly mounted to the right pennant plate at the top of the door roller area with a permanently installed magnet installed in the top lath. If the bar is not properly closed, it shall activate the "Door Open" light in the cab.

Weather Resistance: The top door drip rail shall be a hard anodized aluminum extrusion and shall contain a full width strip of weather seal to minimize water ingress along the top of the door. The top door seal shall be of a two (2) piece 'non-contacting design' to prevent damage to graphics, logos or reflective striping.

Guide channel seals shall be replaceable and constructed of UV resistant rubber with automotive style flocking material for smoothness of operation. The bottom of the door curtain shall have an additional full width UV resistant rubber seal.

NOTE: Door Finish-Satin: The roll-up doors shall be finished anodized Satin.

NOTE: Key Lock: Compartment door handles shall be equipped with a keyed cylinder lock assembly.



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EXTERIOR COMPARTMENT SPECIFICATIONS:

DRIVER'S SIDE:

The front driver's side compartment, L1, shall have a clear opening of 66 1/2" H x 31" W x 21" D with a roll-up door. The compartment shall be transverse.

The compartment over the rear wheels on the driver's side, L2, shall have a clear opening of 44 1/4" H x 41" W with a roll-up door. The compartment shall be transverse.

The driver's side compartment behind the rear wheels, L3, shall have a clear opening of 63 1/2" H x 31" W x 21" D with a roll-up door.

OFFICER'S SIDE:

The front officer's side compartment, R1, shall have a clear opening of 66 1/2" H x 31" W x 21" D with a roll-up door. The compartment shall be transverse.

The compartment over the rear wheels on the officer's side, R2, shall have a clear opening of 44 1/4" H x 41" W with a roll-up door. The compartment shall be transverse.

The officer's side compartment behind the rear wheels, R3, shall have a clear opening of 63 1/2" H x 31" W x 21" D with a roll-up door.

REAR:

There shall be a compartment at the rear of the body, RR1, which shall have a clear opening of 53" H X 42" W X 35 3/4" D with a roll-up door.

COMPARTMENT L1 SHALL CONTAIN:

FLOOR EXTENSION:

Floor height at the area over the frame rails to be continued on the same plane to the outer body side-wall. Floor extension shall be fabricated of 3/16" smooth aluminum in the form of an inverted box with a 2" lip to create additional support strength.

ADJUSTABLE SHELVES:

Two (2) adjustable shelves shall be fabricated and installed. The shelves shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelves shall be vertically adjustable by mounting to the Uni-Strut channels provided.

COMPARTMENT R1 SHALL CONTAIN:

FLOOR EXTENSION:

Floor height at the area over the frame rails to be continued on the same plane to the outer body side-wall. Floor extension shall be fabricated of 3/16" smooth aluminum in the form of an inverted box with a 2" lip to create additional support strength.

ADJUSTABLE SHELVES:

Two (2) adjustable shelves shall be fabricated and installed. The shelves shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelves shall be vertically adjustable by mounting to the Uni-Strut channels provided.



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COMPARTMENT L2 SHALL CONTAIN:

ADJUSTABLE SHELF:

One (1) adjustable shelf shall be fabricated and installed. The shelf shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelf shall be vertically adjustable by mounting to the Uni-Strut channels provided.

COMPARTMENT R2 SHALL CONTAIN:

ADJUSTABLE SHELF:

One (1) adjustable shelf shall be fabricated and installed. The shelf shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelf shall be vertically adjustable by mounting to the Uni-Strut channels provided.

TRANSVERSE COMPARTMENT L2/R2 SHALL CONTAIN:

DUAL DIRECTION SLIDE TRAY:

A dual direction slide tray shall be mounted in the transverse compartment. The tray shall be fabricated from 3/16" DA finished aluminum and have a 3" lip on all four sides. Tray shall be mounted on 1,000 pound capacity SlideMaster slides. An IMS push/pull red ball latch on the front of the slide shall lock the tray in the "in" or "out" position.

COMPARTMENT L3 SHALL CONTAIN:

ADJUSTABLE SHELVES:

Three (3) adjustable shelves shall be fabricated and installed. The shelves shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelves shall be vertically adjustable by mounting to the Uni-Strut channels provided.

COMPARTMENT R3 SHALL CONTAIN:

SLIDE OUT TRAY:

A slide out tray shall be fabricated and installed in the compartment. The tray shall be constructed from 3/16" smooth aluminum and have a 3" lip on all four sides. The tray shall have a capacity of 500 pounds and shall be mounted on SlideMaster steel slides. An IMS push/pull red ball latch on the front of the slide shall lock the tray in the "in" or "out" position.

ADJUSTABLE SHELVES:

Three (3) adjustable shelves shall be fabricated and installed. The shelves shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelves shall be vertically adjustable by mounting to the Uni-Strut channels provided.

COMPARTMENT RR1 SHALL CONTAIN:

SLIDE OUT TRAY:

A slide out tray shall be fabricated and installed in the compartment. The tray shall be constructed from 3/16" smooth aluminum and have a 3" lip on all four sides. The tray shall have a capacity of 500 pounds and shall be mounted on SlideMaster steel slides. An IMS push/pull red ball latch on the front of the slide shall lock the tray in the "in" or "out" position.



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ADJUSTABLE SHELF:

One adjustable shelf shall be fabricated and installed. The shelf shall be constructed of 3/16" DA finished aluminum, with a 2" lip on all four sides. The shelf shall be vertically adjustable by mounting to the Uni-Strut channels provided.

FORWARD BODY WALK-IN CREW AREA

FLOOR CONSTRUCTION:

Floor sub-frame consists of 2.0" square aluminum tubing running transverse to the chassis frame rails. Floor sub-frame is welded to 1.0" x 3.0" aluminum flat-bar that is used in mounting to the chassis frame rails. The sub-floor belly-pan shall be fabricated from .125" aluminum sheeting and welded to the sub-frame. Between the subfloor belly-pan and top floor there shall be a full 2 inches of polystyrene insulation.

INTERIOR FLOOR:

The top of the floor and steps shall be covered with .125" aluminum diamond plate. The aluminum diamond plate shall extend up the side wall 6" to form a splash plate and to allow the floor to be washed without water entering the subfloor. All seams in the diamond plate shall be fully sealed. The aluminum diamond plate shall be bolted in place using countersunk fasteners.

INTERIOR WALLS:

The walls and ceiling of the body interior shall be aluminum with grey Zolatone matte finish.

INSULATION:

The body roof, walls, and floor of the crew area shall be insulated with a minimum of 2" polystyrene foam insulation.

CAB TO BODY ACCESS:

There shall be a cab to body pass thru installed to allow conversation and equipment passage from the cab to the body. Pass thru shall be sealed with a rubber boot. This shall be a continuous water and weather tight seal of neoprene or a similar material and shall be made replaceable. The base of the opening shall be covered with 1/8" aluminum diamond plate to cover and protect the seal from damage.

FRONT BODY WINDOW:

A 15" H x 30" W stationary window shall be installed. Window shall be tinted safety glass encased in an extruded aluminum frame.

STREET SIDE BODY WINDOW:

A 22" H x 40" W sliding egress window shall be installed. Window shall be tinted safety glass encased in an extruded aluminum frame.

CURB SIDE BODY WINDOW:

A 30" H x 15" W stationary window shall be installed. Window shall be tinted safety glass encased in an extruded aluminum frame.

CURBSIDE ENTRY DOOR CONSTRUCTION:

The curb side entry door shall be constructed of reinforced .125" aluminum sheeting and shall be approximately 2" thick. THE USE OF EXTRUSIONS IN THE CONSTRUCTION OF THE DOORS SHALL NOT BE ALLOWED. Doors shall be insulated with polystyrene foam insulation.

The door shall be mounted on a full length polished stainless steel hinge with a minimum of .250" stainless steel pins. The hinges are bolted to the body and doors every four (4) inches. The door shall be flush



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mounted to prevent the gaskets from freezing to the body exterior. The door jambs shall have gaskets on all four sides. The inner door panel shall be constructed of 18-gauge brushed stainless steel and shall be bolted to the outer skin of the door.

HEAD PROTECTOR:

A padded head protector to be provided above the doorway. The bumper shall be made of padded foam and covered with color coordinated vinyl.

WINDOW IN DOOR:

A 30" H x 15" W stationary window shall be installed. Window shall be tinted safety glass encased in an extruded aluminum frame.

DOOR LATCHES:

Exterior door latch shall have a stainless steel recessed pan with black coated PVC "D" handle. Latch to activate rotary locks via a threaded zinc-coated steel rod with yoke end. There shall be a turnbuckle installed on the rod for easy adjustment. The rotary lock shall be mounted on the top and bottom of a vertical door, on both sides of a horizontal door, and shall be mounted within the door pan. Latch to engage in two (2) locations.

Interior door handles shall be "Eberhard" series paddle type. The handles shall be constructed of stainless steel and be capable of being locked. The handles shall actuate an "Eberhard" series rotary latch via a threaded zinc-coated steel rod with yoke end. Latch to engage in two (2) locations. There shall be a turnbuckle installed on the rod for easy adjustment.

Each door shall be equipped with a Cleveland-style spring loaded door closure. When a door is open, the spring shall hold the door open at 90-degrees to the body. The door closure shall allow the door to be closed by means of one hand.

GRAB HANDLES:

Two (2) knurled type, non-slip, aluminum grab handles with chrome stanchions shall be installed. One (1) handle on the interior of the crew area near the steps, one (1) mounted on the door at a 45-degree angle.

CAB DOME LIGHTS, LED, RED/CLEAR

Two (2) Whelen 60CREGCS shall be provided and installed. The lamps shall be 6" round low-profile surface mounted LED dome lights installed as specified. The dome lights shall have six (6) white and six (6) red diode LEDs. The lights to turn on/off with door open/close or otherwise be controlled by on/off switch on the light head.

BENCH SEAT:

There shall be a three (3) passenger bench seat located in the crew area. Each seated position shall include a three-point seat belt. The padded seat shall be hinged along the back edge and lift up for access to storage underneath. The hinge for the padded seat to be placed approximately six-inches (6") from the rear wall to provide a minimum 90-degree opening of the hinged seat. The seat cushion shall have three-inch (3") thick closed cell foam padding laminated to a plywood base and be covered with a high-grade black vinyl. Seat back to have a minimum of one-inch (1") cell foam padding.

CREW AREA SEAT BELTS:

Seat belts shall be three-point inertia-locking and retractable. Belt to be NFPA red and meet FMVSS guidelines.



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ELECTRICAL SYSTEM

ELECTRICAL SYSTEM - BASE:

All wiring and electrical equipment shall meet N.F.P.A. 1901 and SAE standards. All lighting and reflectors shall meet Federal Motor Vehicle Standards.

A master warning device switch that energizes all of the optical warning devices shall be provided.

The warning system on the apparatus shall be capable of two separate signaling modes during emergency operations. One mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right of way. The other mode shall signal that the apparatus is stopped and is blocking the right of way.

Switching shall be provided that senses the position of the park position of an automatic transmission. When the master warning system switch is closed, and the parking brake is released or the automatic transmission is not in park, the warning devices signaling the call for right of way shall be energized. When the master optical warning system switch is closed, and the parking brake is on or the automatic transmission is in park, the warning devices signaling the blockage of right of way shall be energized. The system shall be permitted to have a method of modifying the two signaling modes.

The warning devices shall be constructed or arranged to avoid the projection of light either directly or through mirrors into any driving or crew compartment(s).

Electromagnetic interference suppression shall be in accordance with SAE J551, performance levels and methods of measurement of electromagnetic radiation from vehicles and devices (30-1000 MHZ).

Wiring grommets shall be provided through all panels for automotive type wiring with coated automotive type loom. Insulation shall be in accordance with SAE J1128, low tension primary cable, type SXL or GXL, and wired to SAE J1292, Automobile, Truck, Truck-Tractor, Trailer and Motor Coach wiring for such loading at the potential employed. All wiring installed by the Apparatus Manufacturer shall be stranded copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for which the circuit is protected. Voltage drops in all wiring from the power source to the using device shall not exceed 10 percent. Wiring shall be color and function coded the entire length with insulated bolted-down type hold-down clamps and mechanically secured connections. Overall covering of conductors shall be 280 degrees F. Minimum flame retardant, moisture resistant loom.

Hydraulic lines, air system tubing, control cables, and electrical lines shall be clipped to the frame or body structure of the apparatus and shall be furnished with metal protective looms or grommets at each point where they pass through body panels or structural members. Where any through-the-frame connector is provided, any such connector and wiring shall also be protected from shear or tear.

Wiring shall be provided with properly rated low voltage over current automatic resetting protective devices. Such devices shall be readily accessible and protected against excessive heat, damage and water spray. Switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. All electrical components shall be protected against corrosion, heat, vibration and moisture.

There shall be a minimum of two (2) spare wires installed in each loom running to the body of the vehicle.



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ELECTRICAL SYSTEM:

There shall be a Class 1 Multiplexed Electrical System installed. The multiplex system shall consist of all solid-state components contained inside aluminum extrusions referred to as nodes. Each node shall consist off twenty-four (24) output channels and twenty-four (24) input channels. All inputs and outputs shall be configured into a scale-able electrical harness utilizing Deutsche connectors. The nodes must be waterproof and not require special mounting requirements.

The system is expandable and shall be capable of performing the following functions: load management sequencing, switch loads and receive digital and analog signals. The placement of nodes throughout the apparatus enables a reduction in wire harness bundles, elimination of redundant harnesses and separate circuit boards, relay and circuit breakers, electrical hardware, separate electrical or interlock subsystems and associated electronics for controlling various electrical loads and inputs.

The complete multiplex system shall eliminate the need for the following separate components or devices: load manager, load sequencer, warning lamp flasher, headlamp flasher, door open notification system, interlock modules, separate volt meter, ammeter and temperature monitor. Carling rocker type switches shall be provided and installed on the cab dash to control all vehicle warning and scene lights. Each switch shall have function labels for ease of use.

POWER DISTRIBUTION QUARTERS:

The vehicle shall be equipped with a sealed Power Distribution Quarters (PDQ) to provide a protected environment for the electrical systems interface to the apparatus body. The PDQ shall have a service access door that is removable via two (2) recessed positive type door latches. 12v lighting shall automatically activate with the removal of the access door. The compartment and access door shall be fabricated from 5052-H32 aluminum alloy, finished to match with interior compartments, and include venting for heat dissipation.

The design shall provide a standardized platform for reliable and repeatable hard-wired or multiplexed electrical systems that can be documented and easily serviced and maintained. The electrical distribution panel shall incorporate wiring harnesses that meet or exceed NFPA standards while providing a central location for body wiring harnesses, as well as a centralized point for chassis harness interface.

All harnesses entering and exiting the distribution panel shall pass through a protected wiring channel directly into the PDQ to eliminate connectivity issues. Internal wiring terminals shall be machine or torque-tool crimped to the wire ends and splices shall be protected with heat shrink material.

The distribution panel, including all circuits, shall be documented and made part of the records available at time of delivery.

BATTERY CONTROL SYSTEM, IGNITION SWITCH:

Battery master control shall be through the chassis ignition switch. The chassis ignition key shall activate a heavy-duty relay to provide 12-volt battery power to the vehicle. Battery switch shall consist of a minimum 200-ampere, constant duty solenoid to feed from positive side of battery.

BATTERY CHARGER:

A Kussmaul Auto Charge Low Profile LPC 20 Series Model #091-207-12 shall be installed for a single battery system. The charger shall include a Model #091-194-IND "Status Center" exterior digital display. Charger to be built in an aluminum enclosure and include an auxiliary 15-amp output circuit with power source selector for operating accessory loads, and front panel connections for a remote display. Charger output shall pose no interference with other electronic systems on the vehicle.



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The charger shall have the following operational specifications: 120-volts AC input at 7-amperes, 12-volts DC output at 20-amperes, dimensions of: 3.3" high x 6.8" wide x 13.25" deep and weighs 7 lbs.

KUSSMAUL 120-VOLT SUPER AUTO EJECT:

Kussmaul Super Auto Eject, model 091-55-20-120, 20 amp, automatic shoreline disconnect will be provided for the on board, 120-volt battery charging system. The disconnect will be equipped with a NEMA 5-20P male receptacle, which will automatically eject the shoreline when the vehicle starter is energized. The connection will be equipped with a weatherproof cover.

NOTE: Auto eject to be installed at front lower portion of body.

COMPARTMENT STRIP LIGHTING:

Hansen International "Brilliant White" LED modular compartment lighting shall be installed all compartments to provide even, full height lighting for the compartment without interference from shelves or equipment. Protected strip to be installed on both sides of the opening and shall run the full height of the compartment. Lights shall be activated by a magnet switch when opening the compartment door.

This lighting system to employ 12V D.C. solid state operation with 24" connective pigtail, 120 lumens per foot, rated at 50,000 hours, waterproof to IP66 rating, and be shock and vibration resistant. Lighting shall snap-in for easy installation and service if necessary, be manufactured in the USA, exceed NFPA 1901 current edition, and be white in color.

"DOOR OPEN" WARNING LIGHT:

A red LED warning light, Weldon 1500 Series, shall be installed on the cab console and shall flash when any compartment door is open.

ELECTRONIC SIREN:

A Whelen Siren Amplifier model # 295SLSA1 shall be provided and installed in the cab console. The siren amplifier shall incorporate a 12V/200W siren installed on an aluminum alloy chassis covered by a black polycarbonate powder coated housing for maximum protection. The 295SLSA1 shall have the ability for either 100 or 200 watt output. The front overlay shall be made of velvet Lexan™ with a matte finish. The lettering and artwork on the overlay shall be illuminated with adjustable backlighting of soft LED non-glaring green. The operating controls will consist of a power switch, manual button, PA volume switch, horn button, and rotary switch. The 295SLSA1 PC board shall have input polarity protection, output short circuit protection. The siren amplifier shall include a 20A/32V fuse. The solid state siren speaker amplifier shall be vibration resistant. The microphone shall be hardwired to the 295SLSA1.

SPEAKER SYSTEM:

There shall be one (1) Cast Products 3800 Series siren speaker recessed into the front bumper. Speaker to be polished aluminum, 100-watt, wired to the siren head.

FRONT UPPER LIGHT ARRAY, M7 SERIES:

A horizontal light module array consisting of seven (7) Whelen M7 Series Super LED lights will be provided and installed. The lights will be mounted "side-by-side" in a single horizontal pattern at the top of the front apparatus body face. The light will be mounted in individual chrome flanges. The array will be controlled from the operator's switch panel on the cab console.

NOTE: All clear lens, five (5) red, two (2) white, staged R, R, W, R, W, R, R



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FRONT LOWER WARNING LIGHTS:

There shall be Whelen M2RC series Super LED lights with chrome bezels installed.
Two (2) warning lights shall be mounted in the grille.
The warning lights shall be red LED's with clear lenses.

SIDE LOWER WARNING LIGHTS:

There shall be Whelen M2RC series Super LED lower warning lights with chrome bezels installed on the vehicle.
Two (2) lights installed, one (1) on each front fender of the chassis.
Two (2) lights installed, one (1) above each rear wheel well.
Two (2) lights installed, one (1) at each side of bumper tail.
The warning lights shall be red LED's with clear lenses.

SIDE UPPER WARNING LIGHTS:

There shall be Whelen M7 series Super LED upper warning lights with chrome bezels installed.
Two (2) warning lights shall be mounted on the left upper body panel.
Two (2) warning lights shall be mounted on the right upper body panel.
The warning lights shall be red LED's with clear lenses.

REAR UPPER WARNING LIGHTS:

There shall be Whelen M7 series Super LED rear upper warning lights with chrome bezels installed.
Two (2) warning lights shall be mounted, one (1) in each upper rear corner.
The warning lights shall be red LED's with clear lenses.

UPPER BODY SCENE LIGHTS:

There shall be Whelen M7 LED series clear scene lights installed.
Two (2) lights shall be mounted with chrome bezels on the upper street side of the body.
Two (2) lights shall be mounted with chrome bezels on the upper curb side of the body.
The scene lights shall be controlled in pairs at the cab console.

REAR BODY SCENE LIGHTS:

There shall be Whelen M7 LED series clear scene lights installed.
Two (2) lights shall be mounted with chrome bezels on the rear upper body.
The scene lights shall be controlled in pairs at the cab console.

REAR D.O.T. QUAD CLUSTER W/ WARNING LIGHT:

A four (4) light cluster in a chrome housing shall be mounted on the rear of the body, one (1) each side.
The cluster will utilize Whelen M6 series LED lights:
Whelen Model #M6BTT LED red combination stop/tail light.
Whelen Model #M6T LED amber turn signal.
Whelen Model #M6BUW LED white back-up light.
Whelen Model #M6RC LED red warning light.

LED TELESCOPING SCENE LIGHT:

There shall be a Fire Research Spectra LED Scene Light model SPA530-Q15-SW-SR side mount push-up telescopic light installed. The light pole shall be anodized aluminum and have a knurled twist-lock mechanism to secure the extension pole in position. The extension pole shall rotate 360-degrees. The outer pole shall be a grooved aluminum extrusion and qualify as an NFPA compliant handrail. The pole mounting brackets shall have a 2 3/4" offset. Wiring shall extend from the pole bottom with a 4' retractile cord. Installation to include a stainless-steel panel at roof edge to protect body from damage when light is stowed.



MAINTAINER CUSTOM BODIES

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The lamp head shall have sixty (60) ultra-bright white LEDs, 48 for flood lighting and 12 to provide a spot-light beam pattern. It shall operate at 12/24 volts DC, draw 13/6.5 amps, and generate 15,000 lumens of light. The lamp head shall have a unique lens that directs flood lighting onto the work area and focuses the spot-light beam into the distance. The lamp head angle of elevation shall be adjustable at a pivot in the mounting arm and the position locked with a round knurled locking knob. The lamp head shall be no more

than 5 3/8" high by 14" wide by 3 3/4" deep and have a heat resistant handle.

NOTE: Mount one (1) on the rear curb side of the rear body

LED CLEARANCE LIGHTS:

Nine (9) Weldon 1500 Series LED Low Amp Draw Marker Lamps seven (7) Red (Model #9186-1500-10) and two (2) Amber (Model #9186-1500-20), with stainless steel brush guard (Model #0J10-1200-00) shall be installed to meet ICC, FMVSS and other applicable regulations.

LED UNDERBODY LIGHTS:

There shall be eight (8) TecNiq Series E10-WS00-1 LED under body lights mounted on Stainless Steel brackets.

Two (2) under the cab entry doors, one (1) each side.

Two (2) under the front body compartments, one (1) each side.

Two (2) under the rear body compartments, one (1) each side.

Two (2) under the rear bumper, one (1) each side.

The lights shall be activated when the transmission is placed in Park and the Headlights are on.

LICENSE PLATE BRACKET WITH LIGHT:

There shall be a license plate bracket with light supplied and mounted at the rear of the apparatus.

CHASSIS RELATED ACCESSORIES

CAB CONTROL CONSOLE:

There shall be one (1) cab control console installed in the chassis between the cab bucket seats. This console shall be fabricated from .125" aluminum and shall be as large as possible and bolted into place. This console shall have a removable top cover plate, which shall be retained by stainless steel counter-sunk fasteners.

The console shall accommodate all required electrical connections, sirens, light controls, switch banks, multiplex control heads, and any other electrical equipment as specified. Storage for binders and maps to be provided based on available space, to be determined.

The console shall be coated with Zolatone to aid in abrasion resistance.

PRE-WIRED ANTENNA CABLES:

There shall be two (2) RG58U coax cables pre-wired by the body builder from the chassis roof to the cab center console. Cables to be clearly labeled and secured within the console. Antenna bases to be protected by removable covers.

USB PORT, DUAL, KUSSMAUL:

A Kussmaul Dual USB charging port Model #091-219-4 shall be provided in the center console area allowing for quick and easy way to recharge electronic devices in the apparatus. A 4.2 Amps max output allows charging of both a smart phone and a tablet at the same time or two tablets at the same time. Built-In LED Indicator indicates device is powered



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

REAR STEP AND BUMPER:

The rear bumper and step assembly shall extend full width of the body.

The bumper structure shall be attached to the chassis frame rails using a minimum of 3" structural channel. The bumper and step assembly shall extend beyond the rear of the modular body a minimum 9.0" to protect the body from damage.

The rear step shall be constructed of an open aluminum grip strut material.

TRAILER HITCH:

Class III trailer hitch shall be installed on the rear of the rescue vehicle.

TRAILER LIGHT CONNECTOR:

A combination 7-pin/4-pin trailer plug connector wired to the tail lights shall be installed.

RUNNING BOARDS:

Running boards shall be installed on the unit under the cab doors. They shall be fabricated from aluminum diamond plate and structurally reinforced for maximum strength.

STEP LIGHTS:

There shall be two (2) Whelen OS Series #0AC0EDCR white LED step lights provided. There shall be one (1) light installed at each cab door, one (1) light per doorstep.

The lights shall be activated when the vehicle transmission is placed in park with the park lights active.

FUEL FILL DOOR:

A flush mounted fuel filler guard with a hinged door shall be installed over the fuel fill hose. The opening shall be labeled DIESEL FUEL ONLY engraved on a permanently attached label.

DIESEL EXHAUST FLUID FILL DOOR:

A flush mounted fuel filler guard with a hinged door shall be installed over the diesel exhaust fluid fill. The opening shall be labeled with a permanently attached label.

TIRE PRESSURE MONITORING DEVICES:

The apparatus shall be equipped with an AirGuard LED tire alert pressure management system. When tire is properly inflated, the indicator inside the cap shall be clear. The sensor shall activate an integral battery-operated LED when the pressure of that tire drops by 8 psi or more. Valve stem extensions shall be included on outer rear wheels. Sensors to be shipped loose for installation by customer.

BACK-UP CAMERA:

One (1) Nagy 7" color back up camera system, 8212-IR Camera Kit, shall be installed on the apparatus. The camera shall display the real time view of the area directly behind the apparatus. Monitor shall attach to the windshield in replacement of the chassis rear view mirror.

BACK-UP ALARM: Federal Evacuator Plus, model 210331SSG, back-up alarm to be provided. 97 dB(A)

TOW EYES - REAR:

There shall be two (2) tow eyes mounted directly to the chassis rear bumper framework.

MUD FLAPS - REAR: There shall be black rubber mud flaps installed for the rear wheels.



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

WARNING LABELS AND INFORMATION PLATES:

All operator controls and switches shall have the appropriate label and corresponding bezel such as pump discharge controls, electrical connections, fuel/DEF fill and exterior switches, etc. Labels to be manufactured by Innovative Controls.

MAXIMUM SEATING CAPACITY:

There shall be a label located in the driver's view specifying the maximum number of personnel the vehicle is designed to carry per NFPA standards.

REMAIN SEATED:

There shall be a label located in the driver's view stating "Occupants Must Remain Seated While Vehicle is in Motion".

OVERALL HEIGHT:

There shall be a label located in the driver's view that states the overall height (in feet and inches) of the vehicle from the ground. This measurement shall be taken on flat ground with the tires properly inflated, in the unloaded condition, at that highest point of the vehicle.

OVERALL LENGTH:

There shall be a label located in the driver's view stating the overall maximum length of the apparatus in feet and inches.

OVERALL WIDTH:

There shall be a label located in the driver's view stating the overall maximum width of the apparatus in feet and inches.

FASTEN SEATBELT:

There shall be a label located in the cab stating "Occupants Must Fasten Seat Belts Before Vehicle is in Motion."

DO NOT RIDE:

There shall be two (2) labels located on the rear of the apparatus, one on each side, stating "Danger: Do Not Ride on Rear Step While Vehicle is in Motion - Death or Serious Injury May Result".

DELIVERY REQUIREMENTS:

VEHICLE ROAD AND SYSTEMS INTEGRITY TESTING:

A complete and thorough road test and systems integrity test shall be conducted at the time of vehicle completion, and prior to delivery. The road test portion shall encompass differing types of road conditions and terrain, including but not limited to – hills, curves, rough roads, rural high speed environments, urban stop and go environments, and other conditions to verify vehicle manufacturing and delivery integrity.

A systems integrity test shall be performed on the completed vehicle. In this test, the completed vehicle shall have all systems checked for proper operation and conformity to manufacturing specs. This test shall include but not be limited to - a full 12-volt electrical test, a full 120-volt electrical test, all doors shall be checked for proper closure, all doors, hatches, bellows, etc. shall have a water test performed to check for leaks, all roll out trays, tool boards, drawers, etc. shall be checked for proper opening and closing, tire chains (if included) shall be operated, and any system having a mechanical function shall be tested.



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

MANUALS:

All manuals related to sub-system components for included optional equipment to be provided at the time of customer acceptance.

CHASSIS:

2019 Ford F550 4x4 Regular Cab, 205" Wheelbase
6.7L Power Stroke Turbo V8 Diesel
TorqShift 6-Speed Automatic Transmission
PTO Provision
4x4 Electronic Shift on the Fly
GVWR: 19,500lbs
Tires: 225/70Rx19.5G BSW AS
Dual Heavy-Duty Alternators, 377-amp Total
Dual Batteries
Upfitter Interface Module
Fire/Rescue Prep Package
XL Package w/Chrome Grille
Polished Aluminum Wheels
Power Windows, Locks
Driver and Passenger Power Remote Heated Folding Mirrors
Vermillion Red
Medium Earth Gray Interior