

C&S_Toyne 2018 Demo Pumper

CORPORATE OWNERSHIP OF MANUFACTURER

The manufacturer of the apparatus must be fully owned and managed by a Parent Company, Corporation, or Individual(s) that is 100% held by United States of America based Company, Corporation, or United States citizen(s).

Proposals from any manufacturer that is fully or partially owned and/or operated by a foreign company, Corporation or Individual(s) under any type of ownership, partnership, or any similar type of agreement will be immediately rejected.

CORPORATE CONTACT INFORMATION

The purchaser shall be provided with the following information to allow them to contact the President/CEO of the manufacturing company (not dealer) when deemed necessary:

- Name of Company President.
- Office address.
- Office telephone number.
- Email address.
- Home address.
- Home telephone number.
- 24/7 Cellular telephone number.

If the manufacturing company is a subsidiary of, division of, or owned by a different Company, the above information shall also be provided on the 'Parent' Company.

There will be no exception to this requirement.

TOP OF THE LINE FIRE APPARATUS

If the manufacturer or bidder for the apparatus manufacturer represents two or more different lines of apparatus and/or operates two or more manufacturing plants, it should be clearly stated in the bid proposal.

In addition to this requirement, the bidder shall give a detailed explanation of why the particular line, brand, model or manufacturing facility will be used.

Manufacturer's or bidder's with multiple lines (two or more) or multiple manufacturing facilities (two or more) shall be required to submit bid proposals on only the top of the line brand/model or from the top of the line facility.

It is the intention of the purchaser to purchase a top of the line, first class, #1 quality fire apparatus. Any bidder that submits a bid on a "lower end" line, brand, model, or from a "lower end" manufacturing facility will be immediately rejected.

The purchaser is not interested in purchasing a manufacturer's or bidders "lower end" apparatus. Because of this, any bids submitted that do not comply with the above requirements will be immediately rejected.

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CERTIFICATION OF NFPA 1901-2016 COMPLIANCE

As per NFPA 1901, the Purchaser shall assume the responsibility of determining, prior to the purchase of the apparatus, whom will be responsible for ensuring that all aspects of NFPA 1901 are met. The manufacturer shall be responsible for providing or performing only the items requested by the purchaser in the documents provided to the manufacturer by the purchaser.

Written certification shall be provided by the manufacturer stating that the delivered apparatus complies with the NFPA 1901 Standard. If the purchaser has elected to provide, perform, outsource and/or contract with a third party or waive any item required by NFPA 1901, the manufacturer shall provide, upon delivery, a "Statement of Exceptions" per Chapter 4 of NFPA 1901 4.21.

The "Statement of Exceptions" shall include:

- A separate specification of the section of the NFPA Standard for which the apparatus is lacking compliance.
- A description of the particular aspect of the apparatus that is not compliant therewith or required equipment that is missing.
- A description of the further changes or modifications to the delivered apparatus which must be completed to achieve full compliance.
- An identification of the entity whom will be responsible for making the necessary post-delivery changes or modifications or for supplying and installing any missing required equipment to the apparatus to achieve full compliance to the standard.

Prior to, or at the time of, delivery of the apparatus, the Statement of Exceptions shall be signed by an authorized agent of the entity responsible for the final assembly of the apparatus and by an authorized agent of the purchasing entity, indicating a mutual understanding and agreement between the parties regarding the substance thereof.

The purchaser shall not place the apparatus into active emergency service until fully compliant with NFPA 1901.

NFPA REQUIRED EQUIPMENT

The end user of this apparatus shall provide all other equipment and accessories that are required by NFPA 1901 but not specifically listed in these specifications.

MAXIMUM TOP SPEED

The maximum top speed of this apparatus shall be determined using the following NFPA 1901 Chapter 4 criteria:

- Apparatus with 1250 gallon combined water tank capacity shall not exceed 60 MPH.
- Apparatus with GVWR of over 50,000 lbs. shall not exceed 60 MPH.
- Apparatus weighing over 26,000 lbs. shall not exceed 68 MPH.

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FIRE HELMET MOUNTINGS

Fire helmets will be stored in an exterior compartment and will not be carried in the apparatus cab.

WEIGHT CERTIFICATION

Documents from a certified scale showing actual loading on the front, rear and overall apparatus shall be provided. The apparatus shall be scaled with the water tank full but without personnel, equipment and hose.

UNDERWRITER'S LABORATORIES TESTING

The apparatus shall undergo an Underwriter's Laboratories Certification Test to insure that the completed apparatus meets the requirements of NFPA 1901. The certificate shall be provided to the purchaser upon completion. Underwriter's Laboratories shall also perform the required testing on the entire installed electrical system. Self-certification by the apparatus manufacturer will not be acceptable.

MANUFACTURER'S RECORD OF APPARATUS CONSTRUCTION

All information required to comply with NFPA 1901 4.20.1 shall be provided with the completed apparatus.

OPERATIONS AND SERVICE DOCUMENTATION

The apparatus shall be complete with all operation and service documentation covering the apparatus as delivered and accepted. The documentation shall address the inspection, service and operations of the apparatus and all major components as required in NFPA 1901 4.20.2.

SCBA SEAT DANGER LABEL - FAMA11

If the apparatus is equipped with SCBA seats in the cab, a permanent label shall be provided inside of the cab warning of the dangers of using the seat without the SCBA properly secured or seat insert in place. The label shall warn of potential injury or death that could be caused by improper use of the seat.

LED PERIMETER GROUND LIGHTING -seven (7)

There shall be seven (7) LED perimeter ground lights furnished and installed on the apparatus body. The lights shall have an unbreakable polycarbonate lens and housing. The lights shall be sealed to help prevent moisture entry.

The ground lights shall be activated with the parking brake.

NOTE: Chassis ground lighting is listed in the chassis section of this specification.

LED APPARATUS BODY STEP LIGHTING

All apparatus body and pump steps and running boards shall be illuminated using chrome plated or stainless steel LED lights. The lights shall function automatically with the park brake.

GROUND/STEP LIGHTING CUTOFF SWITCH

A ground/step light cut off switch shall be provided in the cab to allow the driver to disable the ground lights and other lights that activate when the parking brake is set. The switch shall automatically re-set itself when the parking brake is released.

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FUEL TANK ACCESS

A removable panel shall be provided on the rear of the apparatus for maintenance access to the top of the fuel tank.

CHASSIS AIR SYSTEM TANK DRAIN CABLES

If the chassis is provided with manual air system tank drains, the drain activation cables shall be extended to allow access from the side of the apparatus.

One (1) drain cable(s) shall be extended.

ENGINE HORIZONTAL EXHAUST

Shielding shall be provided between the apparatus body and the exhaust pipe if necessary to deflect heat away from the body. The exhaust system shall be designed and installed to comply with EPA equipment requirements and shall not be modified.

HOT EXHAUST DANGERS LABEL - FAMA04

A permanent label shall be provided near any hot exhaust surface that warns of potential injury or death that could be caused by contact with the surface. The label shall also state precautions that should be taken while working on or around the surface.

DRIVER'S SIDE FUEL FILL

A chassis fuel fill shall be located in the driver's side rear wheel well. The fuel fill shall be properly vented.

LEFT (DRIVER'S) SIDE FUEL FILL DOOR

A chassis fuel fill shall be located in the driver's side rear wheel well. The fill shall be located behind a brushed stainless steel hinged door with flush latch. The fuel fill shall be properly vented.

REAR MUD FLAPS

Heavy duty black rubber mud flaps shall be provided on the rear wheels. The mud flaps shall be attached to the apparatus in the rear wheel well area using heavy duty stainless steel retention straps that are secured into place using stainless steel fasteners.

BATTERY DANGERS LABEL - FAMA01

A permanent label shall be provided near the battery location that warns of potential injury or death that could be caused by the batteries. The label shall also state precautions that should be taken while working on or around the batteries.

ROTATING SHAFTS DANGER LABEL - FAMA02

A permanent label shall be provided on each side of the frame rail and in any other location(s) where rotating shaft hazards are apparent. The label shall warn of potential injury or death that could be caused by the movement of the shaft(s) as well as precautions that should be taken while working on or around them.

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HOT SURFACE DANGERS LABEL - FAMA03

A permanent label shall be provided near any hot surface that warns of potential injury or death that could be caused by contact with the surface. The label shall also state precautions that should be taken while working on or around the surface.

SPINNING ENGINE FAN DANGER LABEL - FAMA05

A permanent label shall be provided on both sides of the engine fan. The label shall warn of potential injury or death that could be caused by the movement of the fan as well as precautions that should be taken while working on or around them.

SEATED AND BELTED WARNING LABEL - FAMA07

A permanent label shall be provided that is visible to all occupants that states that they should be seated and belted while the apparatus is in motion. The label shall also state potential injuries or death that could be caused if the safety belts are not used properly.

AIR CONDITIONING REFRIGERANT WARNING LABEL - FAMA09

If the apparatus is equipped with any type of air conditioning system, a permanent label shall be provided that is located in an area that would be visible to service personnel. The label shall state that the system contains R134A, the necessary precautions that should be taken and the dangers of working on or around the system.

CAB INTERIOR EQUIPMENT MOUNTING DANGER LABEL - FAMA10

A permanent label shall be provided inside of the cab warning of the dangers of unsecured equipment inside the cab. The label shall state that all equipment shall be properly secured and also warn of potential injury or death that could be caused by failing to do so.

FIRE SERVICE TIRE RATING LABEL - FAMA12

A permanent label shall be provided inside of the cab in view of the driver while entering the cab warning of the dangers of improper use of the tires on the apparatus. The label shall also warn of potential injury or death that could be caused by improper tire use or condition.

ELECTRONIC STABILITY CONTROL LABEL - FAMA13

If the apparatus is equipped with an electronic stability control system, a permanent label shall be provided inside of the cab in view of the driver warning of the dangers of improper operation of the apparatus and the importance of safe driving. The label shall also warn of potential injury or death that could be caused by improper operation of the apparatus.

MAXIMUM OCCUPANCY LABEL - FAMA14

A permanent label shall be provided inside of the cab in view of the driver stating the maximum number of personnel that can ride in the apparatus. The label shall also warn of potential injury or death that could be caused by exceeding the stated capacity.

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DO NOT WEAR HELMET LABEL - FAMA15

A permanent label shall be provided inside of the cab in view of all seated positions stating that helmets should not be worn in cab. The label shall also warn of potential injury or death that could be caused by wearing helmet in cab.

VEHICLE BACKING LABEL - FAMA17

A permanent label shall be provided inside of the cab in view of the driver advising of proper procedures to following when the apparatus is in reverse motion. The label shall also warn of potential injury or death that be caused by failing to follow proper procedures.

INTAKE/DISCHARGE CAP PRESSURE LABEL - FAMA18

A permanent label shall be provided in all areas that intakes and discharges are capped. The label shall give instruction on how to properly remove the cap. The label shall also warn of potential dangers, injury or death that be caused by failing to follow proper cap removal procedures.

HOSE RESTRAINT LABEL - FAMA22

A permanent label shall be provided near any hose storage area. The label shall instruct the operator to insure that all hose is properly secured prior to placing the apparatus in motion and to provide warning of potential dangers, including injury or death, in failing to do so.

ACCESS STEPS/LADDER LABEL - FAMA23

A permanent label shall be provided at any area of the apparatus where personnel will be boarding or exiting the apparatus. The label shall instruct the operator in the proper method of climbing into or onto the apparatus as well as exiting and provide indication of potential injury or death that could occur in failing to do so.

TRAINED OPERATOR ONLY LABEL - FAMA25

A permanent label shall be provided on the pump panel that states that only properly trained personnel should operate the apparatus and shall indicate that injury or death could occur as a result.

NOT A STEP WARNING LABEL - FAMA26

A permanent label shall be provided in any horizontal location that a firefighter may feel tempted to use as a step but is not designed, constructed or intended to be a stepping, standing or walking surface. The label shall state that the surface is not intended for this purpose and indicate potential injury or death in doing so.

CAB TILT WARNING LABEL - FAMA41

A permanent label shall be provided inside the driver's door warning of potential injury or death that could be received in the area under or around a tilted cab. The label shall also state safety precautions that should be taken when the cab is tilted.

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FLUID CAPACITY LABEL

A permanent plate shall be mounted in the driver's compartment specifying the quantity and type of the following fluids used in the apparatus (if applicable) for normal maintenance:

- Engine oil.
- Engine coolant.
- Chassis transmission fluid.
- Pump transmission fluid.
- Pump primer fluid.
- Drive axle fluid.
- Air conditioning refrigerant.
- Air conditioning lubrication oil.
- Power steering fluid.
- Cab-tilt mechanism fluid (if applicable).
- Transfer case fluid.
- Equipment rack fluid.
- CAFS compressor system lubricant.
- Generator system lubricant.
- Front tire cold pressure.
- Rear tire cold pressure.
- Maximum tire speed ratings.

LENGTH, HEIGHT, WEIGHT LABEL

A permanent plate or label shall be provided in the cab stating the overall length, height and the gross vehicle weight rating (GVWR), in tons, of the completed apparatus.

The wording on this label shall indicate that the information on the plate/label was current at the time of manufacture and if the overall height of the apparatus changes while the vehicle is in service, the purchaser shall revise the height dimension on the plate.

VEHICLE ROLLOVER STABILITY

The apparatus chassis shall be equipped with a stability control system and shall be certified to NFPA 1901 Rollover Stability requirements.

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CHASSIS MODEL

The chassis shall be a Metro Star model. The cab and chassis shall include design considerations for multiple emergency vehicle applications, rapid transit and maneuverability. The chassis shall be manufactured for heavy duty service with the strength and capacity to support a fully laden apparatus, one hundred (100) percent of the time.

MODEL YEAR

The chassis shall have a vehicle identification number that reflects a 2018 model year.

COUNTRY OF SERVICE

The chassis shall be put in service in the country of United States of America (USA).

The chassis will meet applicable U.S.A. federal motor vehicle safety standards per CFR Title 49 Chapter V Part 571 as clarified in the incomplete vehicle book per CFR Title 49 Chapter V Part 568 Section 4 which accompanies each chassis. Spartan Chassis is not responsible for compliance to state, regional, or local regulations.

CAB AND CHASSIS LABELING LANGUAGE

The cab and chassis shall include the applicable caution, warning, and safety notice labels with text to be written in English.

APPARATUS TYPE

The apparatus shall be a pumper vehicle designed for emergency service use which shall be equipped with a permanently mounted fire pump which has a minimum rated capacity of 750 gallons per minute (3000 L/min). The apparatus shall include a water tank and hose body whose primary purpose is to combat structural and associated fires.

VEHICLE TYPE

The chassis shall be manufactured for use as a straight truck type vehicle and designed for the installation of a permanently mounted apparatus behind the cab. The apparatus of the vehicle shall be supplied and installed by the apparatus manufacturer.

AXLE CONFIGURATION

The chassis shall feature a 4 x 2 axle configuration consisting of a single rear drive axle with a single front steer axle.

GROSS AXLE WEIGHT RATINGS FRONT

The front gross axle weight rating (GAWR) of the chassis shall be 20,000 pounds.

This front gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

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GROSS AXLE WEIGHT RATINGS REAR

The rear gross axle weight rating (GAWR) of the chassis shall be 27,000 pounds.

This rear gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

PUMP PROVISION

The chassis shall include provisions to mount a drive line pump in the middle of the chassis, behind the cab, more commonly known as the midship location. Chassis driveline pump provisions shall include an interlock feature for automatic setting of the park brake when the vehicle is shifted out of road mode while the transmission is in neutral. When the conditions are met the driver side parking brake valve shall activate. Once shifted to road mode the condition for electric automatic brake engagement is no longer present and the driver's parking brake control valve shall function normally.

WATER & FOAM TANK CAPACITY

The chassis shall include a carrying capacity of 750 gallons (2839 liters) to 1250 gallons (4732 liters). The water and/or foam tank(s) shall be supplied and installed by the apparatus manufacturer.

CAB STYLE

The cab shall be a custom, fully enclosed, MFD model with a 10.00 inch raised roof over the driver, officer, and crew area, designed and built specifically for use as an emergency response vehicle by a company specializing in cab and chassis design for all emergency response applications. The cab shall be designed for heavy-duty service utilizing superior strength and capacity for the application of protecting the occupants of the vehicle. This style of cab shall offer up to eight (8) seating positions.

The cab shall incorporate a fully enclosed design with side wall roof supports, allowing for a spacious cab area with no partition between the front and rear sections of the cab. To provide a superior finish by reducing welds that fatigue cab metal; the roof, the rear wall and side wall panels shall be assembled using a combination of welds and proven industrial adhesives designed specifically for aluminum fabrication for construction.

The cab shall be constructed using multiple aluminum extrusions in conjunction with aluminum plate, which shall provide proven strength and the truest, flattest body surfaces ensuring less expensive paint repairs if needed. All aluminum welding shall be completed to the American Welding Society and ANSI D1.2-96 requirements for structural welding of aluminum.

All interior and exterior seams shall be sealed for optimum noise reduction and to provide the most favorable efficiency for heating and cooling retention.

The cab shall be constructed of 5052-H32 corrosion resistant aluminum plate. The cab shall incorporate tongue and groove fitted 6061-T6 0.13 & 0.19 inch thick aluminum extrusions for extreme duty situations. A single formed, one (1) piece extrusion shall be used for the "A" pillar, adding strength and rigidity to the cab as well as additional roll-over protection. The cab side walls and lower roof skin shall be 0.13 inch thick; the rear wall and raised roof skins shall be 0.09 inch thick; the front cab structure shall be 0.19 inch thick.

The exterior width of the cab shall be 94.00 inches wide with a minimum interior width of 88.00 inches. The overall cab length shall be 131.10 inches with 54.00 inches from the centerline of the front of the axle to the back of the cab.

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The cab interior shall be designed to afford the maximum usable interior space and attention to ergonomics with hip and legroom while seated which exceeds industry standards. The crew cab floor shall be flat across the entire walking area for ease of movement inside the cab.

The cab shall offer an interior height of 57.50 inches from the front floor to the headliner in the non-raised roof area and a rear floor to headliner height of 65.00 inches in the raised roof area, at a minimum. The cab shall offer an interior measurement at the floor level from the rear of the engine tunnel to the rear wall of the cab of 51.88 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

The cab shall include a driver and officer area with two (2) cab doors large enough for personnel in full firefighting gear. The front doors shall offer a clear opening of 40.25 inches wide X 53.50 inches high, from the cab floor to the top of the door opening. The cab shall also include a crew area with up to two (2) cab doors, also large enough for personnel in full firefighting gear. The rear doors shall offer a clear opening of 32.25 inches wide X 61.00 inches high, from the cab floor to the top of the door opening.

The cab shall incorporate a progressive two (2) step configuration from the ground to the cab floor at each door opening. The progressive steps are vertically staggered and extend the full width of each step well allowing personnel in full firefighting gear to enter and exit the cab easily and safely.

The first step for the driver and officer area shall measure approximately 11.50 inches deep X 31.13 inches wide. The intermediate step shall measure approximately 8.50 inches deep X 32.50 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 11.00 inches.

The first step for the crew area shall measure approximately 11.50 inches deep X 20.44 inches wide. The intermediate step shall measure approximately 10.25 inches deep X 22.75 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 12.80 inches.

OCCUPANT PROTECTION

The vehicle shall include the Advanced Protection System™ (APS) which shall secure belted occupants and increase the survivable space within the cab. The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

The system components shall include:

- Driver steering wheel airbag
- Driver dual knee air bags (patent pending) with energy management mounting (patent pending) and officer knee airbag.
- Large driver, officer, and crew area side curtain airbags
- APS advanced seat belt system - retractor pre-tensioners tighten the seat belts around the occupants, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries
- Heavy truck Restraints Control Module (RCM) - receives inputs from the outboard sensors, selectively deploys APS systems, and records sensory inputs immediately before and during a detected qualifying event

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- Integrated outboard crash sensors mounted at the perimeter of the vehicle - detects a qualifying front or side impact event and monitors and communicates vehicle status and real time diagnostics of all critical subsystems to the RCM
- Fault-indicating Supplemental Restraint System (SRS) light on the driver's instrument panel

Frontal impact protection shall be provided by the outboard sensors and the RCM. In a qualifying front impact event the outboard sensors provide inputs to the RCM. The RCM activates the steering wheel airbag, driver side dual knee airbags (patent pending), officer side knee airbag, and advanced seat belts for each occupant in the cab.

Rollover, side impact, and ejection mitigation shall be provided by the outboard sensors and the RCM. In qualifying rollover or side impact events the outboard sensors provide inputs to the RCM. The RCM activates the side curtain airbags and advanced seat belts for each occupant in the cab. The RCM measures roll angle, lateral acceleration, and roll rate to determine if a rollover event or side impact event is imminent or occurring.

In the event of a qualifying offset or other non-frontal impact, the RCM shall determine and intelligently deploy the front impact protection system, the side impact protection system, or both front and side impact protection systems based on the inputs received from the outboard crash sensors.

CAB FRONT FASCIA

The front cab fascia shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate which shall be an integral part of the cab.

The cab fascia will encompass the entire front of the aluminum cab structure from the bottom of the windshield to the bottom of the cab and shall be the "Classic" design.

The front cab fascia shall include two (2) molded plastic modules on each side accommodating a total of up to four (4) Hi/Low beam headlights and two (2) turn signal lights or up to four (4) warning lights. A chrome plated molded plastic bezel shall be provided on each side around each set of four lamps.

FRONT GRILLE

The front fascia shall include a box style, 304 stainless steel front grille 44.45 inches wide X 33.50 inches high X 1.50 inches deep. The grille shall include a minimum free air intake of 732.00 square inches. The upper portion of the grille shall be hinged to provide service access behind the grille.

CAB UNDERCOAT

There shall be a rubberized undercoating applied to the underside of the cab that provides abrasion protection, sound deadening and corrosion protection.

CAB SIDE DRIP RAIL

There shall be a drip rail along the top radius of each cab side. The drip rails shall help prevent water from the cab roof running down the cab side.

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CAB PAINT EXTERIOR

The cab shall be painted prior to the installation of glass accessories and all other cab trim to ensure complete paint coverage and the maximum in corrosion protection of all metal surfaces.

All metal surfaces on the entire cab shall be ground by disc to remove any surface oxidation or surface debris which may hinder the paint adhesion. Once the surface is machine ground a high quality acid etching of base primer shall be applied. Upon the application of body fillers and their preparation, the cab shall be primed with a coating designed for corrosion resistance and surface paint adhesion. The maximum thickness of the primer coat shall be 2.00 mils.

The entire cab shall then be coated with an intermediate solid or epoxy surfacing agent that is designed to fill any minor surface defects, provide an adhesive bond between the primer and the paint and improve the color and gloss retention of the color. The finish to this procedure shall be a sanding of the cab with 360 grit paper followed by sealing the seams with SEM brand seam sealer.

The cab shall then be painted the specific color designated by the customer with an acrylic urethane type system designed to retain color and resist acid rain and most atmospheric chemicals found on the fire ground or emergency scene. The paint shall have a minimum thickness of 2.00 mils, followed by a clear top coat not to exceed 2.00 mils. The entire cab shall then be baked at 180 degrees for one (1) hour to speed the curing process of the coatings.

CAB PAINT MANUFACTURER

The cab shall be painted with PPG Industries paint.

CAB PAINT PRIMARY/LOWER COLOR

The lower paint color shall be PPG FBCH 71663 Red.

CAB PAINT SECONDARY/UPPER COLOR

The secondary/upper paint color shall be PPG FBCH 2185 white.

CAB PAINT EXTERIOR BREAKLINE

The upper and lower paint shall meet at a breakline on the cab which shall be located approximately 1.00 inch below the door windows on each side of the cab. The breakline shall curve down at the front cab corners to approximately 5.00 inches below the windshields on the front of the cab.

CAB PAINT PINSTRIPE

No pinstripe shall be provided over the cab paint break line by the chassis manufacturer. The paint break line shall be of a standard grade. The standard grade paint break line shall require that there be a pinstripe installed by the OEM.

With the standard grade quality break line quality there may be minor defects between the two paint colors and small gaps in the clear coat finish. There shall also be the possibility of moisture penetrating the paint during shipment that may cause damage to the paint finish. This shall not be considered a warrantable chassis item due to this no pinstripe option being selected.

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CAB PAINT WARRANTY

The cab and chassis shall be covered by a limited manufacturer paint warranty which shall be in effect for ten (10) years from the first owner's date of purchase or in service or the first 100,000 actual miles, whichever occurs first.

CAB PAINT INTERIOR

The visible interior cab structure surfaces shall be painted with a multi-tone silver gray texture finish.

CAB ENTRY DOORS

The cab shall include four (4) entry doors, two (2) front doors and two (2) crew doors designed for ease of entering and egress when outfitted with an SCBA. The doors shall be constructed of extruded aluminum with a nominal thickness of 0.13 inch. The exterior skins shall be constructed of 0.13 inch aluminum plate.

The doors shall include a double rolled style automotive rubber seal around the perimeter of each door frame and door edge which ensures a weather tight fit.

All door hinges shall be hidden within flush mounted cab doors for a pleasing smooth appearance and perfect fit along each side of the cab. Each door hinge shall be piano style with a 0.38 inch pin and shall be constructed of stainless steel.

CAB ENTRY DOOR TYPE

All cab entry doors shall be full length in design to fully enclose the lower cab steps. Entry doors shall include Pollak mechanical plunger style switches for electrical component activation.

CAB INSULATION

The cab ceiling and walls shall include 1.00 inch thick foam insulation. The insulation shall act as a barrier absorbing noise as well as assisting in sustaining the desired climate within the cab interior.

CAB STRUCTURAL WARRANTY

Summary of Warranty Terms:

THE FOLLOWING IS SUMMARY OF WARRANTY TERMS FOR INFORMATION ONLY. THE ACTUAL LIMITED WARRANTY DOCUMENT, WHICH IS ATTACHED TO THIS OPTION, CONTAINS THE COMPLETE STATEMENT OF THE SPARTAN MOTORS USA LIMITED WARRANTY. SPARTAN'S RESPONSIBILITY IS TO BE ACCORDING TO THE TERMS OF THE COMPLETE LIMITED WARRANTY DOCUMENT.

The cab structure shall be warranted for a period of ten (10) years or one hundred thousand (100,000) miles which ever may occur first. The warranty period shall commence on the date the vehicle is delivered to the first end user.

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CAB TEST INFORMATION

The cab shall have successfully completed the preload side impact, static roof load application and frontal impact without encroachment to the occupant survival space when tested in accordance with Section 4 of SAE J2420 COE Frontal Strength Evaluation Dynamic Loading Heavy Trucks, Section 5 of SAE J2422 Cab Roof Strength Evaluation Quasi -Static Loading Heavy Trucks and ECE R29 Uniform Provisions Concerning the Approval of Vehicles with regard to the Protection of the Occupants of the Cab of a Commercial Vehicles Annex 3 Paragraph 5.

The above tests have been witnessed by and attested to by an independent third party. The test results were recorded using cameras, high speed imagers, accelerometers and strain gauges. Documentation of the testing shall be provided upon request.

ELECTRICAL SYSTEM

The chassis shall include a single starting electrical system which shall include a 12 volt direct current multiplexing system, suppressed per SAE J551. The wiring shall be appropriate gauge cross link with 311 degree Fahrenheit insulation. All SAE wires in the chassis shall be color coded and shall include the circuit number and function where possible. The wiring shall be protected by 275 degree Fahrenheit minimum high temperature flame retardant loom. All nodes and sealed Deutsch connectors shall be waterproof.

APPARATUS WIRING PROVISION

An apparatus wiring panel shall be installed in the center dash area behind the rocker switch panel which shall include eight (8) open circuits consisting of three (3) 20 amp, one (1) 30 amp, three (3) 10 amp, and one (1) 15 amp circuit, with relays and breakers with trigger wires which shall be routed to the rocker switch panel.

MULTIPLEX DISPLAY

The multiplex electrical system shall include a Weldon Vacuum Florescent Display (VFD) display which shall be located in the switch panel with a location specific to the customer's needs. The VFD display is a two (2) line, forty (40) character display capable of showing a wide range of data from the multiplex system.

In addition to showing system errors, the VFD shall display:

- Warning – Door Open
Door Location
- Seat Violation
Park Brake Released
- Emergency Master On
Response Mode
- Emergency Master On
Scene Mode

A momentary push button shall be located on the dash which when pressed acknowledges the current message and displays the next message. If no message is present, the VFD shall default to display the Fire Department Name.

The VFD display shall measure approximately 5.00 inches wide X 2.00 inches tall.

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LOAD MANAGEMENT SYSTEM

The apparatus load management shall be performed by the included multiplex system. The multiplex system shall also feature the priority of sequences and shall shed electrical loads based on the priority list specifically programmed.

DATA RECORDING SYSTEM

The chassis shall have a Weldon Vehicle Data Recorder (VDR) system installed. The system shall be designed to meet NFPA 1901 and shall be integrated with the Weldon Multiplex electrical system. The following information shall be recorded:

- Vehicle Speed
- Acceleration
- Deceleration
- Engine Speed
- Engine Throttle Position
- ABS Event
- Seat Occupied Status
- Seat Belt Status
- Master Optical Warning Device Switch Position
- Time
- Date

Each portion of the data shall be recorded at the specified intervals and stored for the specified length of time to meet NFPA 1901 guidelines and shall be retrievable by connecting a laptop computer to the VDR system.

ACCESSORY POWER

The electrical distribution panel shall include two (2) power studs. The studs shall be size #10 and each of the power studs shall be circuit protected with a fuse of the specified amperage. One (1) power stud shall be capable of carrying up to a 40 amp battery direct load. One (1) power stud shall be capable of carrying up to a 15 amp ignition switched load. The two (2) power studs shall share one (1) #10 ground stud. A 200 amp master switched and fused power and ground stud shall be provided and installed on the chassis near the left hand battery box for OEM body connections.

AUXILIARY ACCESSORY POWER

An auxiliary set of power and ground studs shall be provided and installed behind the electrical center cover with a 40 amp breaker. The studs shall be 0.38 inch diameter and capable of carrying up to a 40 amp battery direct load.

ADDITIONAL ACCESSORY POWER

An additional set of power and ground studs shall be provided and installed in the right side front under seat storage compartment. The power and ground studs shall be circuit protected with a 40 amp breaker. The studs shall be 0.38 inch diameter and be capable of carrying up to a 40 amp ignition switched load.

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EXTERIOR ELECTRICAL TERMINAL COATING

All terminals exposed to the elements will be sprayed with a high visibility protective rubberized coating to prevent corrosion.

ENGINE

The chassis engine shall be a Cummins L9 engine. The L9 engine shall be an in-line six (6) cylinder, four cycle diesel powered engine. The engine shall offer a rating of 380 horse power at 2000 RPM and shall be governed at 2200 RPM. The torque rating shall feature 1150 foot pounds of torque at 1400 RPM with 543 cubic inches (8.9 liters) of displacement.

The L9 engine shall feature a VGT™ Turbocharger, a high pressure common rail fuel system, fully integrated electronic controls with an electronic governor, and shall be EPA certified to meet the 2017 emissions standards using cooled exhaust gas recirculation and selective catalytic reduction technology.

The engine shall include an engine mounted combination full flow/by-pass oil filter with replaceable spin on cartridge for use with the engine lubrication system. The engine shall include Citgo brand Citgard 500, or equivalent SAE 15W40 CJ4 low ash engine oil which shall be utilized for proper engine lubrication.

A wiring harness shall be supplied ending at the back of the cab. The harness shall include a connector which shall allow an optional harness for the pump panel. The included circuits shall be provided for a tachometer, oil pressure, engine temperature, hand throttle, high idle and a PSG system. A circuit for J1939 data link shall also be provided at the back of the cab.

CAB ENGINE TUNNEL

The cab interior shall include an integrated engine tunnel constructed of 5052-H32 Marine Grade, 0.19 of an inch thick aluminum. The tunnel shall be a maximum of 41.50 inches wide X 25.50 inches high.

DIESEL PARTICULATE FILTER CONTROLS

There shall be two (2) controls for the diesel particulate filter. One (1) control shall be for regeneration and one (1) control shall be for regeneration inhibit.

ENGINE PROGRAMMING HIGH IDLE SPEED

The engine high idle control shall maintain the engine idle at approximately 1250 RPM when engaged.

ENGINE HIGH IDLE CONTROL

The vehicle shall be equipped with an automatic high-idle speed control. It shall be pre-set so when activated, it will operate the engine at the appropriate RPM to increase alternator output. This device shall operate only when the master switch is activated and the transmission is in neutral with the parking brake set. When automatically engaged the high idle shall disengage when the operator depresses the brake pedal, or the transmission is placed in gear, and shall be available to manually or automatically re-engage when the brake is released, or when the transmission is placed in neutral.

ENGINE PROGRAMMING ROAD SPEED GOVERNOR

The engine shall include programming which will govern the top speed of the vehicle.

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AUXILIARY ENGINE BRAKE

The engine shall utilize a variable geometry turbo (VGT). The VGT auxiliary engine brake shall be an integral part of the turbo and shall offer a variable rate of exhaust flow, which when activated shall slow the engine and in turn slow the vehicle.

The VGT shall actuate the vehicle's brake lights when engaged as an auxiliary brake. A cutout relay shall be installed to disable the VGT when in pump mode or when an ABS event occurs. The VGT engine brake shall activate at a 0% accelerator throttle position when in operation mode.

AUXILIARY ENGINE BRAKE CONTROL

An engine variable geometry turbo brake control device shall be included. The electronic control device shall monitor various conditions and shall activate the engine brake only if all of the following conditions are simultaneously detected:

- A valid gear ratio is detected.
- The driver has requested or enabled engine compression brake operation.
- The throttle is at a minimum engine speed position.
- The electronic controller is not presently attempting to execute an electronically controlled final drive gear shift.

The variable geometry turbo brake control shall be controlled through an on/off rocker switch.

ELECTRONIC ENGINE OIL LEVEL INDICATOR

The engine oil shall be monitored electronically and shall send a signal to activate a warning in the instrument panel when levels fall below normal. The warning shall activate in a low oil situation upon turning on the master battery and ignition switches without the engine running.

FLUID FILLS

The front of the chassis shall accommodate fluid fill for the engine oil through the grille. This area shall also accommodate a check for the engine oil. The transmission, power steering, and coolant fluid fills and checks shall be under the cab. The windshield washer fill shall be accessible through the front left side mid step.

ENGINE DRAIN PLUG

The engine shall include an original equipment manufacturer installed oil drain plug.

ENGINE WARRANTY

The Cummins engine shall be warranted for a period of five (5) years or 100,000 miles, whichever occurs first.

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REMOTE THROTTLE HARNESS

An apparatus interface wiring harness for the engine shall be supplied with the chassis. The harness shall include a connector for connection to the chassis harness which shall terminate in the left frame rail behind the cab for reconnection by the apparatus builder. The harness shall contain connectors for a FRC Pump Boss pressure governor and a multiplexed gauge. Separate circuits shall be included for pump controls, "Pump Engaged" and "OK to Pump" indicator lights, open compartment ground, start signal, park brake ground, ignition signal, master power, customer ignition, air horn solenoid switch, high idle switch and high idle indication light. The harness shall contain interlocks that will prevent shifting to road or pump mode unless the transmission output speed translates to less than 1 mph and the transmission is in neutral. The shift to pump mode shall also require the park brake be set. The harness shall be designed for a side mount pump panel.

An apparatus interface wiring harness shall also be included which shall be wired to the cab harness interface connectors and shall incorporate circuits with relays to control pump functions. This harness shall control the inputs for the transmission lock up circuits, governor/hand throttle controls and dash display which shall incorporate "Pump Engaged" and "OK to Pump" indicator lights. The harness shall contain circuits for the apparatus builder to wire in a pump switch.

ENGINE PROGRAMMING REMOTE THROTTLE

The engine ECM (Electronic Control Module) discreet wire remote throttle circuit shall be turned off for use with a J1939 based pump controller or when the discreet wire remote throttle controls are not required.

ENGINE PROGRAMMING IDLE SPEED

The engine low idle speed will be programmed at 700 rpm.

ENGINE FAN DRIVE

The engine cooling system fan shall incorporate a thermostatically controlled, Horton clutched type fan drive.

When the clutched fan is disengaged it shall facilitate improved vehicle performance, cab heating in cold climates, and fuel economy. The fan clutch design shall be fail safe so that if the clutch drive fails the fan shall engage to prevent engine overheating due to the fan clutch failure.

ENGINE COOLING SYSTEM

There shall be a heavy-duty aluminum cooling system designed to meet the demands of the emergency response industry. The cooling system shall have the capacity to keep the engine properly cooled under all conditions of road and pumping operations. The cooling system shall be designed and tested to meet or exceed the requirements specified by the engine and transmission manufacturer and all EPA requirements. The complete cooling system shall be mounted to isolate the entire system from vibration or stress. The individual cores of the cooling system shall be mounted in a manner to allow expansion and contraction at various rates without inducing stress into the adjoining cores.

The cooling system shall utilize a charge air cooler to radiator serial flow package that provides the maximum cooling capacity for the specified engine as well as serviceability. The main components shall include a surge tank, an air to air charge air cooler bolted to the front of the radiator, recirculation shields, a shroud, a fan, and required tubing.

The radiator shall be a down-flow design constructed with aluminum cores, plastic end tanks, and a steel frame. The radiator shall be equipped with a drain cock to drain the coolant for serviceability.

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The cooling system shall include a one piece injection molded polymer fan with a three (3) piece fiberglass fan shroud.

The cooling system shall be equipped with a surge tank that is capable of removing entrained air from the system. The surge tank shall be equipped with a low coolant probe and rearward oriented sight glass to monitor the level of the coolant. The surge tank shall have a dual seal cap that meets the engine manufacturer's pressure requirements, and allows for expansion and recovery of coolant into a separate integral expansion chamber.

All radiator tubes shall be formed from aluminized steel tubing. Recirculation shields shall be installed where required to prevent heated air from reentering the cooling package and affecting performance.

The charge air cooler shall be a cross-flow design constructed completely of aluminum with cast tanks. All charge air cooler tubes shall be formed from aluminized steel tubing and installed with silicone hump hoses and stainless steel "constant torque" style clamps meeting the engine manufacturer's requirements.

The radiator and charge air cooler shall be removable through the bottom of the chassis.

ENGINE COOLING SYSTEM PROTECTION

The engine cooling system shall include a recirculation shield designed to act as a light duty skid plate below the radiator to provide additional protection for the engine cooling system from light impacts, stones, and road debris. The skid plate shall be painted to match the frame components.

ENGINE COOLANT

The cooling package shall include Extended Life Coolant (ELC). The use of ELC provides longer intervals between coolant changes over standard coolants providing improved performance. The coolant shall contain a 50/50 mix of ethylene glycol and de-ionized water to keep the coolant from freezing to a temperature of -34 degrees Fahrenheit.

Proposals offering supplemental coolant additives (SCA) shall not be considered, as this is part of the extended life coolant makeup.

ELECTRONIC COOLANT LEVEL INDICATOR

The instrument panel shall feature a low engine coolant indicator light which shall be located in the center of the instrument panel. An audible tone alarm shall also be provided to warn of a low coolant incident.

ENGINE PUMP HEAT EXCHANGER

A single bundle type coolant to water heat exchanger shall be installed between the engine and the radiator. The heat exchanger shall be designed to prohibit water from the pump from coming in contact with the engine coolant. This shall allow the use of water from the discharge side of the pump to assist in cooling the engine.

COOLANT HOSES

The cooling system hoses shall be silicone heater hose with rubber hoses in the cab interior. The radiator hoses shall be formed silicone coolant hoses with formed aluminized steel tubing. All heater hose, silicone coolant hose, and tubing shall be secured with stainless steel constant torque band clamps.

ENGINE AIR INTAKE

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The engine air intake system shall include an ember separator air intake filter which shall be located behind the right hand side headlamp. This filter ember separator shall be designed to protect the downstream air filter from embers, using a combination of unique flat and crimped metal screens packaged in a corrosion resistant heavy duty galvanized steel frame. This multilayered screen shall be design traps embers and allows them to burn out before passing through the pack.

The engine air intake system shall also include a stainless steel air cleaner mounted to the frame and located beneath the cab on the right side of the vehicle. The air cleaner shall utilize a replaceable filter element designed to prevent dust and debris from being ingested into the engine. The air cleaner housing and connections in the air intake system shall be designed to mitigate water intrusion into the system during severe weather conditions.

The air intake system shall also include a restriction indicator light in the warning light cluster on the instrument panel, which shall activate when the air cleaner element requires replacement.

AIR INTAKE PROTECTION

A light duty skid plate shall be supplied for the engine air intake system below the right front side of the cab. The skid plate shall provide protection for the air intake system from light impacts, stones, and road debris. The skid plate shall be painted to match the frame components.

ENGINE EXHAUST SYSTEM

The exhaust system shall include an end-in end-out horizontally mounted single module after treatment device, downpipe from the charge air cooled turbo. The single module shall include four temperature sensors, diesel particulate filter (DPF), urea dosing module (UL2), and a selective catalytic reduction (SCR) catalyst to meet current EPA standards. The selective catalytic reduction catalyst utilizes a diesel exhaust fluid solution consisting of urea and purified water to convert NOx into nitrogen, water, and trace amounts of carbon dioxide. The solution shall be mixed and injected into the system through the between the DPF and SCR.

The system shall utilize 0.07 inch thick stainless steel exhaust tubing between the engine turbo and the DPF. Zero leak clamps seal all system joints between the turbo and DPF.

The single module after treatment through the end of the tailpipe shall be connected with zero leak clamps. The discharge shall terminate horizontally on the right side of the vehicle ahead of the rear tires.

The exhaust system after treatment module shall be mounted below the frame in the outboard position.

DIESEL EXHAUST FLUID TANK

The exhaust system shall include a molded cross linked polyethylene tank for Diesel Exhaust Fluid (DEF). The tank shall have a capacity of six (6) usable gallons and shall be mounted on the left hand side of the chassis frame behind the batteries below the frame.

The DEF tank shall be designed with capacity for expansion in case of fluid freezing. Engine coolant, which shall be thermostatically controlled, shall be run through lines in the tank to help prevent the DEF from freezing and to provide a means of thawing the fluid if it should become frozen.

The tank fill tube shall be routed under the rear of the cab with the fill neck and splash guard accessible in the top rear step.

ENGINE EXHAUST ACCESSORIES

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An exhaust temperature mitigation device shall be shipped loose for installation by the body manufacturer on the vehicle. The temperature mitigation device shall lower the temperature of the exhaust by combining ambient air with the exhaust gasses at the exhaust outlet.

ENGINE EXHAUST WRAP

The exhaust tubing between the engine turbo and the diesel particulate filter (DPF) shall be wrapped with a thermal cover in order to retain the necessary heat for DPF regeneration. The exhaust wrap shall also help protect surrounding components from radiant heat which can be transferred from the exhaust.

TRANSMISSION

The drive train shall include an Allison model EVS 3000 torque converting, automatic transmission which shall include electronic controls. The transmission shall feature two (2) 10-bolt PTO pads located on the converter housing.

The transmission shall include two (2) internal oil filters and Castrol TranSynd™ synthetic TES 295 transmission fluid which shall be utilized in the lubrication of the EVS transmission. An electronic oil level sensor shall be included with the readout located in the shift selector.

The transmission gear ratios shall be:

1st	3.49:1
2nd	1.86:1
3rd	1.41:1
4th	1.00:1
5th	0.75:1
6th	0.65:1 (if applicable)
Rev	5.03:1

TRANSMISSION MODE PROGRAMMING

The transmission, upon start-up, will automatically select a four (4) speed operation. The fifth speed over drive shall be available with the activation of the mode button on the shifting pad.

TRANSMISSION FEATURE PROGRAMMING

The Allison Gen V-E transmission EVS group package number 127 shall contain the 198 vocational package in consideration of the duty of this apparatus as a pumper. This package shall incorporate an automatic neutral with selector override. This feature commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. This requires re-selecting drive range to shift out of neutral for the override.

This package shall be coupled with the use of a split shaft PTO and incorporate pumping circuits. These circuits shall be used allowing the vehicle to operate in the fourth range lockup while operating the pump mode due to the 1 to 1 ratio through the transmission, therefore the output speed of the engine is the input speed to the pump. The pump output can be easily calculated by using this input speed and the drive ratio of the pump itself to rate the gallons of water the pump can provide.

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A transmission interface connector shall be provided in the cab. This package shall contain the following input/output circuits to the transmission control module. The Gen V-E transmission shall include prognostic diagnostic capabilities. These capabilities shall include the monitoring of the fluid life, filter change indication, and transmission clutch maintenance.

ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR

The transmission fluid shall be monitored electronically and shall send a signal to activate a warning in the instrument panel when levels fall below normal.

TRANSMISSION SHIFT SELECTOR

An Allison pressure sensitive range selector touch pad shall be provided and located to the right of the driver within clear view and easy reach. The shift selector shall have a graphical Vacuum Florescent Display (VFD) capable of displaying two lines of text. The shift selector shall provide mode indication and a prognostic indicator (wrench symbol) on the digital display. The prognostics monitor various operating parameters and shall alert you when a specific maintenance function is required.

TRANSMISSION PRE-SELECT WITH AUXILIARY BRAKE

When the auxiliary brake is engaged, the transmission shall automatically shift to second gear to decrease the rate of speed assisting the secondary braking system and slowing the vehicle.

TRANSMISSION COOLING SYSTEM

The transmission shall include a water to oil cooler system located in the cooling loop between the radiator and the engine. The transmission cooling system shall meet all transmission manufacturer requirements. The transmission cooling system shall feature continuous flow of engine bypass water to maintain uninterrupted transmission cooling.

TRANSMISSION DRAIN PLUG

The transmission shall include an original equipment manufacturer installed magnetic transmission fluid drain plug.

TRANSMISSION WARRANTY

The Allison EVS series transmission shall be warranted for a period of five (5) years with unlimited mileage. Parts and labor shall be included in the warranty.

PTO LOCATION

The transmission shall have two (2) power take off (PTO) mounting locations, one (1) in the 8:00 o'clock position and one (1) in the 4:00 o'clock position.

DRIVELINE

All drivelines shall be heavy duty metal tube and equipped with Spicer 1710 series universal joints. The shafts shall be dynamically balanced prior to installation to alleviate future vibration. In areas of the driveline where a slip shaft is required, the splined slip joint shall be coated with Glide Coat®.

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MIDSHIP PUMP / GEARBOX MODEL

The midship pump/gearbox provisions shall be for a Hale QMAX pump.

FUEL FILTER/WATER SEPARATOR

The fuel system shall have a Fleetguard FS1098 fuel filter/water separator as a primary filter. The fuel filter shall have a drain valve.

A water in fuel sensor shall be provided and wired to an instrument panel lamp and audible alarm to indicate when water is present in the fuel/water separator.

A secondary fuel filter shall be included as approved by the engine manufacturer.

FUEL LINES

The fuel system supply and return lines installed from the fuel tank to the engine shall be reinforced nylon tubing rated for diesel fuel. The fuel lines shall be brown in color and connected with brass fittings.

FUEL SHUTOFF VALVE

A fuel shutoff valve shall be installed in the fuel draw line at the primary fuel filter to allow the fuel filter to be changed without loss of fuel to the fuel pump.

ELECTRIC FUEL PRIMER

Integral to the engine assembly is an electric lift pump that serves the purpose of pre-filter fuel priming.

FUEL TANK

The fuel tank shall have a capacity of fifty (50) gallons and shall measure 35.00 inches in width X 15.00 inches in height X 24.00 inches in length.

The baffled tank shall have a vent port to facilitate venting to the top of the fill neck for rapid filling without "blow-back" and a roll over ball check vent for temperature related fuel expansion and draw.

The tank is designed with dual draw tubes and sender flanges. The tank shall have 2.00 inch NPT fill ports for right or left hand fill. A 0.50 inch NPT drain plug shall be centered in the bottom of the tank.

The fuel tank shall be mounted below the frame, behind the rear axle. Two (2) three-piece strap hanger assemblies with "U" straps bolted midway on the fuel tank front and rear shall be utilized to allow the tank to be easily lowered and removed for service purposes. Rubber isolating pads shall be provided between the tank and the upper tank mounting brackets. Strap mounting studs through the rail, hidden behind the body shall not be acceptable.

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FUEL TANK MATERIAL AND FINISH

The fuel tank shall be constructed of 12 gauge aluminized steel. The exterior of the tank shall be powder coated black and then painted to match the frame components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 Method B, results to be 5B minimum. The pencil hardness test per ASTM D3363 shall have a final post-curved pencil hardness of H-2H. The direct impact resistance test per ASTM D2794, results to be 5B minimum.

Any proposals offering painted fuel tanks with variations from the above process shall not be accepted. The film thickness of vendor supplied parts shall also be sufficient to meet the performance standards as stated above.

FUEL TANK STRAP MATERIAL

The fuel tank straps shall be constructed of ASTM A-36 steel. The fuel tank straps shall be powder coated black and then painted to match the frame components if possible.

FUEL TANK FILL PORT

The fuel tank fill ports shall be offset with the left fill port located in the rearward position and the right fill port located in the middle position on the fuel tank.

FUEL TANK DRAIN PLUG

A 0.5 inch NPT drain plug shall be centered in the bottom of the fuel tank.

FRONT AXLE

The front axle shall be a Meritor Easy Steer Non drive front axle, model number MFS-20. The axle shall include a 3.74 inch drop and a 71.00 inch king pin intersection (KPI). The axle shall include a conventional style hub with a standard knuckle.

FRONT AXLE WARRANTY

The front axle shall be warranted by Meritor for two (2) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

FRONT WHEEL BEARING LUBRICATION

The front axle wheel bearings shall be lubricated with oil. The oil level can be visually checked via clear inspection windows in the front axle hubs.

FRONT SHOCK ABSORBERS

Two (2) Bilstein inert, nitrogen gas filled shock absorbers shall be provided and installed as part of the front suspension system. The shocks shall be a monotubular design and fabricated using a special extrusion method, utilizing a single blank of steel without a welded seam, achieving an extremely tight peak-to-valley tolerance and maintains consistent wall thickness. The monotubular design shall provide superior strength while maximizing heat dissipation and shock life.

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The ride afforded through the use of a gas shock is more consistent and shall not deteriorate with heat, the same way a conventional oil filled hydraulic shock would.

The Bilstein front shocks shall include a digressive working piston assembly allowing independent tuning of the compression and rebound damping forces to provide optimum ride and comfort without compromise. The working piston design shall feature fewer parts than most conventional twin tube and "road sensing" shock designs and shall contribute to the durability and long life of the Bilstein shock absorbers.

Proposals offering the use of conventional twin tube or "road sensing" designed shocks shall not be considered.

FRONT SUSPENSION

The front suspension shall include a ten (10) leaf spring pack in which the longest leaf measures 54.00 inch long and 4.00 inches wide and shall include a military double wrapped front eye. Both spring eyes shall have a case hardened threaded bushing installed with lubrication counter bore and lubrication land off cross bore with grease fitting. The spring capacity shall be rated at 21,500 pounds.

STEERING COLUMN/ WHEEL

The cab shall include a Douglas Autotech steering column which shall include a seven (7) position tilt, a 2.25 inch telescopic adjustment, and an 18.00 inch, four (4) spoke steering wheel located at the driver's position. The steering wheel shall be covered with black polyurethane foam padding.

The steering column shall contain a horn button, self-canceling turn signal switch, four-way hazard switch and headlamp dimmer switch.

ELECTRONIC POWER STEERING FLUID LEVEL INDICATOR

The power steering fluid shall be monitored electronically and shall send a signal to activate an audible alarm and visual warning in the instrument panel when fluid level falls below normal.

POWER STEERING PUMP

The hydraulic power steering pump shall be a TRW PS and shall be gear driven from the engine. The pump shall be a balanced, positive displacement, sliding vane type. The power steering system shall include an oil to air passive cooler.

FRONT AXLE CRAMP ANGLE

The chassis shall have a front axle cramp angle of 48-degrees to the left and 44-degrees to the right.

POWER STEERING GEAR

The power steering gear shall be a TRW model TAS 65 with an assist cylinder.

CHASSIS ALIGNMENT

The chassis frame rails shall be measured to insure the length is correct and cross checked to make sure they run parallel and are square to each other. The front and rear axles shall be laser aligned. The front tires and wheels shall be aligned and toe-in set on the front tires by the chassis manufacturer.

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REAR AXLE

The rear axle shall be a Meritor model RS-25-160 single drive axle. The axle shall include precision forged, single reduction differential gearing, and shall have a fire service rated capacity of 27,000 pounds.

The axle shall be built of superior construction and quality components to provide the rugged dependability needed to stand up to the fire industry's demands. The axle shall include rectangular shaped, hot-formed housing with a standard wall thickness of 0.63 of an inch for extra strength and rigidity and a rigid differential case for high axle strength and reduced maintenance.

The axle shall have heavy-duty Hypoid gearing for longer life, greater strength and quieter operation. Industry-standard wheel ends for compatibility with both disc and drum brakes, and unitized oil seal technology to keep lubricant in and help prevent contaminant damage will be used.

REAR AXLE DIFFERENTIAL LUBRICATION

The rear axle differential shall be lubricated with oil.

REAR AXLE WARRANTY

The rear axle shall be warranted by Meritor for two (2) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

REAR WHEEL BEARING LUBRICATION

The rear axle wheel bearings shall be lubricated with oil.

VEHICLE TOP SPEED

The top speed of the vehicle shall be approximately 65 MPH +/-2 MPH at governed engine RPM.

REAR SUSPENSION

The single rear axle shall feature a Reyco 79KB vari-rate, self-leveling captive slipper type conventional multi-leaf spring suspension, with 57.50 inch X 3.00 inch springs. One (1) adjustable and one (1) fixed torque rod shall be provided.

The rear suspension capacity shall be rated from 21,000 to 31,500 pounds.

FRONT TIRE

The front tires shall be Goodyear 385/65R-22.5 18PR "J" tubeless radial G296 MSA mixed service tread.

The front tire stamped load capacity shall be 18,740 pounds per axle with a nominal speed rating of 68 miles per hour when properly inflated to 120 pounds per square inch.

The Goodyear Intermittent Service Rating maximum load capacity shall be 20,050 pounds per axle with a speed rating of 68 miles per hour when properly inflated to 120 pounds per square inch.

The Goodyear Intermittent Service Rating maximum speed capacity shall be 18,740 pounds per axle with a speed rating of 75 miles per hour when properly inflated to 120 pounds per square inch.

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The Goodyear Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

REAR TIRE

The rear tires shall be Goodyear 12R-22.5 16LR "H" tubeless radial G182 RSD regional service tread.

The rear tire stamped load capacity shall be 27,120 pounds per axle with a nominal speed rating of 75 miles per hour when properly inflated to 120 pounds per square inch.

The Goodyear Intermittent Service Rating maximum load capacity shall match the stamped load rating.

The Goodyear Intermittent Service Rating maximum speed capacity shall match the nominal speed rating.

The Goodyear Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

REAR AXLE RATIO

The rear axle ratio shall be 5.38:1.

TIRE PRESSURE INDICATOR

There shall be electronic chrome LED valve caps shipped loose for installation by the OEM which shall illuminate with a red LED when tire pressure drops 8psi provided. The valve caps are self-calibrating and set to the pressure of the tire upon installation.

FRONT WHEEL

The front wheels shall be Alcoa hub piloted, 22.50 inch X 12.25 inch LvL One™ polished aluminum wheels. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts. The wheels shall feature one-piece forged strength and a polished finish that lasts.

REAR WHEEL

The outer rear wheels shall be Alcoa hub piloted, 22.50 inch X 8.25 inch LvL One™ aluminum wheels with a polished outer surface. The inner rear wheels shall be Alcoa hub piloted, 22.50 inch X 8.25 inch aluminum wheels with LvL One™ bright machine finish. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

WHEEL GUARDS

The rear dual wheels shall include a plastic isolator approximately 0.04" installed between the inner and outer wheel hub to help prevent corrosion caused by metal to metal contact. There shall also be a plastic isolator between the axle hub and the wheels on both front and rear axles.

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BRAKE SYSTEM

A rapid build-up air brake system shall be provided. The air brakes shall include a two (2) air tank, three (3) reservoir system with a total of 4152 cubic inch of air capacity. A floor mounted treadle valve shall be mounted inside the cab for graduated control of applying and releasing the brakes. An inversion valve shall be installed to provide a service brake application in the unlikely event of primary air supply loss. All air reservoirs provided on the chassis shall be labeled for identification.

The rear axle spring brakes shall automatically apply in any situation when the air pressure falls below 25 PSI and shall include a mechanical means for releasing the spring brakes when necessary. An audible alarm shall designate when the system air pressure is below 60 PSI.

A four (4) sensor, four (4) modulator anti-lock braking system (ABS) shall be installed on the front and rear axles in order to prevent the brakes from locking or skidding while braking during hard stops or on icy or wet surfaces. This in turn shall allow the driver to maintain steering control under heavy braking and in most instances, shorten the braking distance. The electronic monitoring system shall incorporate diagonal circuitry which shall monitor wheel speed during braking through a sensor and tone ring on each wheel. A dash mounted ABS lamp shall be provided to notify the driver of a system malfunction. The ABS system shall automatically disengage the auxiliary braking system device when required. The speedometer screen shall be capable of reporting all active defaults using PID/SID and FMI standards.

Additional safety shall be accommodated through Automatic Traction Control (ATC) which shall be installed on the single rear axle. The ATC system shall apply the ABS when the drive wheels loose traction. The system shall scale the electronic engine throttle back to prevent wheel spin while accelerating on ice or wet surfaces.

A momentary rocker style switch shall be provided and properly labeled “mud/snow”. When the switch is pressed once, the system shall allow a momentary wheel slip to obtain traction under extreme mud and snow conditions. During this condition the ATC light and the light on the rocker switch shall blink continuously notifying the driver of activation. Pressing the switch again shall deactivate the mud/snow feature.

The Electronic Stability Control (ESC) unit is a functional extension of the electronic braking system. It is able to detect any skidding of the vehicle about its vertical axis as well as any rollover tendency. The control unit comprises an angular-speed sensor that measures the vehicle’s motion about the vertical axis, caused, for instance, by cornering or by skidding on a slippery road surface. An acceleration sensor measures the vehicle’s lateral acceleration. The Controller Area Network (CAN) bus provides information on the steering angle. On the basis of lateral acceleration and steering angle, an integrated microcontroller calculates a theoretical angular speed for the stable vehicle condition.

FRONT BRAKES

The front brakes shall be Meritor EX225 Disc Plus disc brakes with 17.00 inch vented rotors.

REAR BRAKES

The rear brakes shall be Meritor 16.50 inch X 7.00 inch S-cam drum type. The brakes shall feature a cast iron shoe.

PARK BRAKE

Upon application of the push-pull valve in the cab, the rear brakes will engage via mechanical spring force. This is accomplished by dual chamber rear brakes, satisfying the FMVSS parking brake requirements.

PARK BRAKE CONTROL

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A Meritor-Wabco manual hand control push-pull style valve shall operate the parking brake.

The parking brake actuation valve shall be mounted to the left side of the engine tunnel integrated into the transmission shift pod console within easy access of the driver. The control shall include a protective guard which shall prevent accidental activation of the parking brake and still allow proper actuation of the control.

REAR BRAKE SLACK ADJUSTERS

The rear brakes shall include Meritor automatic slack adjusters installed on the axle which features a simple, durable design offering reduced weight. The automatic slack adjusters shall feature a manual adjusting nut which cannot inadvertently be backed off and threaded grease fittings for easy serviceability.

AIR DRYER

The brake system shall include a Wabco System Saver 1200 air dryer with an integral heater with a Metri-Pack sealed connector. The air dryer incorporates an internal turbo cutoff valve that closes the path between the air compressor and air dryer purge valve during the compressor "unload" cycle. The turbo cutoff valve allows purging of moisture and contaminants without the loss of turbo boost pressure. The air dryer shall be mounted behind the battery box on the left hand side.

FRONT BRAKE CHAMBERS

The front brakes shall be provided with MGM type 24 long stroke brake chambers.

REAR BRAKE CHAMBERS

The rear axle shall include TSE 30/36 brake chambers which shall convert the energy of compressed air into mechanical force and motion. This shall actuate the brake camshaft, which in turn shall operate the foundational brake mechanism forcing the brake shoes against the brake drum. The TSE Type 36 brake chamber has a 36.00 square inch effective area.

AIR COMPRESSOR

The air compressor provided for the engine shall be a Wabco® SS318 single cylinder pass-through drive type compressor which shall be capable of producing 18.7 CFM at 1200 engine RPMs. The air compressor shall feature a higher delivery efficiency translating to more air delivery per horsepower absorbed. The compressor shall include an aluminum cylinder head which shall improve cooling, reduce weight and decrease carbon formation. Superior piston and bore finishing technology shall reduce oil consumption and significantly increasing the system component life.

AIR GOVERNOR

An air governor shall be provided to control the cut-in and cut-out pressures of the engine mounted air compressor. The governor shall be calibrated to meet FMVSS requirements. The air governor shall be located on the air dryer bracket on the left frame rail behind the battery box.

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AUXILIARY AIR RESERVOIR

One (1) auxiliary air reservoir with a 1200 cubic inch capacity shall be installed on the chassis to act as an additional reserve supply to the air system for air horn, air tool, or other non-service brake use. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

MOISTURE EJECTORS

A heated, automatic moisture ejector with a manual cable actuated drain provision shall be installed on the wet tank of the air supply system. Manual cable actuated drain valves shall be installed on all remaining reservoirs of the air supply system. The actuation pull cables shall be coiled and tied at each drain valve. The supplied cables when extended shall be sufficient in length to allow each drain to be activated from the side of the apparatus.

AIR SUPPLY LINES

The air system on the chassis shall be plumbed with color coded reinforced nylon tubing air lines. The primary (rear) brake line shall be green, the secondary (front) brake line red, the parking brake line orange and the auxiliary (outlet) will be blue.

Brass compression type fittings shall be used on the nylon tubing. All drop hoses shall include fiber reinforced neoprene covered hoses.

AIR TANK SPACERS

There shall be spacers included with the air tank mounting. The spacers shall move the air tanks 1.50 inches inward towards the center of the chassis. This shall provide clearance between the air tanks and the frame for body U-bolt clearance.

REAR AIR TANK MOUNTING

If a combination of wheel base, air tank quantity, or other requirements necessitate the location of one or more air tanks to be mounted rear of the fuel tank, these tank(s) will be mounted perpendicular to frame.

WHEELBASE

The chassis wheelbase shall be approximately 190.00 inches.

FRAME

The frame shall consist of double rails running parallel to each other with cross members forming a ladder style frame. The frame rails shall be formed in the shape of a "C" channel, with the outer rail measuring 10.25 inches high X 3.50 inches deep upper and lower flanges X 0.38 inches thick with an inner channel of 9.44 inches high X 3.13 inches deep and 0.38 inches thick. Each rail shall be constructed of 110,000 psi minimum yield high strength low alloy steel. Each double rail section shall be rated by a Resistance Bending Moment (RBM) minimum of 3,213,100 inch pounds and have a minimum section modulus of 29.21 cubic inches. The frame shall measure 35.00 inches in width.

Proposals calculating the frame strength using the "box method" shall not be considered.

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Proposals including heat treated rails shall not be considered. Heat treating frame rails produces rails that are not uniform in their mechanical properties throughout the length of the rail. Rails made of high strength, low alloy steel are already at the required yield strength prior to forming the rail.

A minimum of seven (7) fully gusseted 0.25 inch thick cross members shall be installed. The inclusion of the body mounting, or bumper mounting shall not be considered as a cross member. The cross members shall be attached using zinc coated grade 8 fasteners. The bolt heads shall be flanged type, held in place by distorted thread flanged lock nuts. Each cross member shall be mounted to the frame rails utilizing a minimum of 0.25 inch thick gusset reinforcement plates at all corners balancing the area of force throughout the entire frame.

Any proposals not including additional reinforcement for each cross member shall not be considered.

All relief areas shall be cut in with a minimum 2.00 inch radius at intersection points with the edges ground to a smooth finish to prevent a stress concentration point.

The frame and cross members shall carry a lifetime warranty to the original purchaser. A copy of the frame warranty shall be made available upon request.

Proposals offering warranties for frames not including cross members shall not be considered.

FRAME WARRANTY

Summary of Warranty Terms:

THE FOLLOWING IS SUMMARY OF WARRANTY TERMS FOR INFORMATION ONLY. THE ACTUAL LIMITED WARRANTY DOCUMENT, WHICH IS ATTACHED TO THIS OPTION, CONTAINS THE COMPLETE STATEMENT OF THE SPARTAN MOTORS USA LIMITED WARRANTY. SPARTAN'S RESPONSIBILITY IS TO BE ACCORDING TO THE TERMS OF THE COMPLETE LIMITED WARRANTY DOCUMENT.

The frame and cross members shall carry a limited lifetime warranty to the original purchaser. The warranty period shall commence on the date the vehicle is delivered to the first end user.

FRAME CLEAR AREA

The chassis frame shall be left clear of chassis mounted components between the centerline of chassis and the left hand frame rail from 34.00 inches forward of the centerline of rear axle to 46.00 inches forward of the centerline of rear axle for OEM installed components.

FRAME PAINT

The frame shall be powder coated black prior to any attachment of components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 shall not have a fail of more than ten (10) squares. The pencil hardness test per ASTM D3363 shall have a final post-curved pencil hardness of H-2H. The direct impact resistance test per ASTM D2794 shall have an impact resistance of 120.00 inches per pound at 2 mils.

There shall be an RTV type sealant applied to the seams between the frame rail and the frame liner(s) to help prevent water intrusion between the frame rails. The sealant shall be applied to all seams along the length of the frame and at the front and rear ends of the liner(s). The sealant shall be applied after the frame rails have been assembled and painted.

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Any proposals offering painted frame with variations from the above process shall not be accepted. The film thickness of vendor supplied parts shall also be sufficient to meet the performance standards as stated above.

The chassis under carriage consisting of frame, axles, driveline running gear, air tanks and other chassis mounted components shall be painted with gloss black paint. Paint shall be applied prior to airline and electrical wiring installation.

FRONT BUMPER

A one piece, two (2) rib wrap-around style, polished stainless steel front bumper shall be provided. The material shall be 10 gauge 304 stainless steel, 12.00 inches high and 99.00 inches wide.

FRONT BUMPER EXTENSION LENGTH

The front bumper shall be extended approximately 21.00 inches ahead of the cab.

FRONT BUMPER APRON

The 21.00 inch extended front bumper shall include an apron constructed of 0.19 inch thick embossed aluminum tread plate.

The apron shall be installed between the bumper and the front face of the cab affixed using stainless steel bolts attaching the apron to the top bumper flange.

AIR HORN

The front bumper shall include two (2) Hadley brand E-Tone air horns which shall measure 21.00 inches long with a 6.00 inch round flare. The air horns shall be trumpet style with a chrome finish on the exterior and a painted finish deep inside the trumpet.

AIR HORN LOCATION

The air horns shall be recess mounted in the front bumper face, one (1) on the right side of the bumper in the inboard position relative to the right hand frame rail and one (1) on the left side of the bumper in the inboard position relative to the left hand frame rail.

AIR HORN RESERVOIR

One (1) air reservoir, with a 1200 cubic inch capacity, shall be installed on the chassis to act as a supply tank for operating air horns. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

ELECTRONIC SIREN SPEAKER

There shall be one (1) Cast Products Inc. model SA4301, 100 watt speaker provided. The speaker shall measure 6.20 inches tall X 7.36 inches wide X 3.06 inches deep. The speaker shall include a flat mounting flange which shall be polished aluminum.

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ELECTRONIC SIREN SPEAKER LOCATION

The electronic siren speaker shall be located on the front bumper face on the left side outboard of the frame rail in the far outboard position.

FRONT BUMPER TOW HOOKS

Two (2) heavy duty tow hooks, painted to match the frame components, shall be installed in the rearward position out of the approach angle area, bolted directly to the side of each chassis frame rail with grade 8 bolts.

CAB TILT SYSTEM

The entire cab shall be capable of tilting approximately 45-degrees to allow for easy maintenance of the engine and transmission. The cab tilt pump assembly shall be located on the right side of the chassis above the battery box.

The electric-over-hydraulic lift system shall include an ignition interlock and red cab lock down indicator lamp on the tilt control which shall illuminate when holding the "Down" button to indicate safe road operation.

It shall be necessary to activate the master battery switch and set the parking brake in order to tilt the cab. As a third precaution the ignition switch must be turned off to complete the cab tilt interlock safety circuit.

Two (2) spring-loaded hydraulic hold down hooks located outboard of the frame shall be installed to hold the cab securely to the frame. Once the hold-down hooks are set in place, it shall take the application of pressure from the hydraulic cab tilt lift pump to release the hooks.

Two (2) cab tilt cylinders shall be provided with velocity fuses in each cylinder port. The cab tilt pivots shall be 1.90 inch ball and be anchored to frame brackets with 1.25 inch diameter studs.

A steel safety channel assembly, painted safety yellow shall be installed on the right side cab lift cylinder to prevent accidental cab lowering. The safety channel assembly shall fall over the lift cylinder when the cab is in the fully tilted position. A cable release system shall also be provided to retract the safety channel assembly from the lift cylinder to allow the lowering of the cab.

CAB TILT CONTROL RECEPTACLE

The cab tilt control cable shall include a receptacle which shall be temporarily located on the right hand chassis rail rear of the cab to provide a place to plug in the cab tilt remote control pendant. The tilt pump shall include 8.00 feet of cable with a six (6) pin Deutsch receptacle with a cap.

The remote control pendant shall include 20.00 feet of cable with a mating Deutsch connector. The remote control pendant shall be shipped loose with the chassis.

CAB TILT LOCK DOWN INDICATOR

The cab dash shall include a message located within the dual air pressure gauge which shall alert the driver when the cab is unlocked and ajar. The alert message shall cease to be displayed when the cab is in the fully lowered position and the hold down hooks are secured and locked to the cab mounts.

In addition to the alert message an audible alarm shall sound when the cab is unlocked and ajar with the parking brake released.

CAB WINDSHIELD

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The cab windshield shall have a surface area of 2825.00 square inches and be of a two (2) piece wraparound design for maximum visibility.

The glass utilized for the windshield shall include standard automotive tint. The left and right windshield shall be fully interchangeable thereby minimizing stocking and replacement costs.

Each windshield shall be installed using black self locking window rubber.

GLASS FRONT DOOR

The front cab doors shall include a window which is 27.00 inches in width X 26.00 inches in height. These windows shall have the capability to roll down completely into the door housing. This shall be accomplished manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

There shall be an irregular shaped fixed window which shall measure 2.50 inches wide at the top, 8.00 inches wide at the bottom X 26.00 inches in height, more commonly known as “cozy glass” ahead of the front door roll down windows.

The windows shall be mounted within the frame of the front doors trimmed with a black anodized ring on the exterior.

GLASS TINT FRONT DOOR

The windows located in the left and right front doors shall have a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS REAR DOOR RH

The rear right hand side door shall include a window which is 27.00 inches in width X 26.00 inches in height. This window shall roll up and down manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

GLASS TINT REAR DOOR RIGHT HAND

The window located in the right hand side rear door shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS REAR DOOR LH

The rear left hand side door shall include a window which is 27.00 inches in width X 26.00 inches in height. This window shall roll up and down manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

GLASS TINT REAR DOOR LEFT HAND

The window located in the left hand side rear door shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

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GLASS SIDE MID RH

The cab shall include a window on the right side behind the front and ahead of the crew door which shall measure 16.00 inches wide X 26.00 inches high. This window shall be fixed within this space and shall be rectangular in shape. The window shall be mounted using self locking window rubber. The glass utilized for this window shall include a green automotive tint unless otherwise noted.

GLASS TINT SIDE MID RIGHT HAND

The window located on the right hand side of the cab between the front and rear doors shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS SIDE MID LH

The cab shall include a window on the left side behind the front door and ahead of the crew door and above the wheel well which shall measure 16.00 inches wide X 26.00 inches high. This window shall be fixed within this space and shall be rectangular in shape. The window shall be mounted using self locking window rubber. The glass utilized for this window shall include a green automotive tint unless otherwise noted.

GLASS TINT SIDE MID LEFT HAND

The window located on the left hand side of the cab between the front and rear doors shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

CLIMATE CONTROL

The cab shall include a 57,500 BTU @ 425 CFM front overhead heater/defroster which shall be provided and installed above the windshield between the sun visors.

The cab shall also include a combination heater air-conditioning unit mounted on the engine tunnel. This unit shall offer eight (8) adjustable louvers, four (4) forward facing and four (4) rearward facing, a temperature control valve and two (2) blowers offering three (3) speeds which shall be capable of circulating 550 cubic feet of air per minute. The unit shall be rated for 42,500 BTU/Hr of cooling and 36,000 BTU/Hr of heating.

All defrost/heating systems shall be plumbed with one (1) seasonal shut-off valve at the front corner on the right side of the cab.

The air conditioner lines shall be a mixture of custom bend zinc coated steel fittings and Aero-quip GH 134 flexible hose with Aero-quip EZ clip fittings.

CLIMATE CONTROL DRAIN

The climate control system shall include a gravity drain for water management. The gravity drain shall remove condensation from the air conditioning system without additional mechanical assistance.

CLIMATE CONTROL ACTIVATION

The heating and defrosting controls shall be located on the front overhead climate control unit. There shall be additional heating and air conditioning controls located on the engine tunnel mounted climate control unit.

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A/C CONDENSER LOCATION

A roof mounted A/C condenser shall be installed centered on the cab forward of the raised roof against the slope rise.

A/C COMPRESSOR

The air-conditioning compressor shall be a belt driven, engine mounted, open type compressor that shall be capable of producing a minimum of 32,000 BTU at 1500 engine RPMs. The compressor shall utilize R-134A refrigerant and PAG oil.

CAB CIRCULATION FANS FRONT

The cab shall include two (2) all metal 6.00 inch air circulation fans installed overhead in the center of the cab rearward of the windshield. Each fan shall be controlled individually by separate rocker switches on the dash. The fans can be used to help defog the windshield or to increase air circulation for passenger comfort.

UNDER CAB INSULATION

The underside of the cab tunnel surrounding the engine shall be lined with multi-layer insulation, engineered for application inside diesel engine compartments.

The insulation shall act as a noise barrier, absorbing noise thus keeping the decibel level in the cab well within NFPA recommendations. As an additional benefit, the insulation shall assist in sustaining the desired temperature within the cab interior.

The engine tunnel insulation shall measure approximately 0.75 inch thick including a vertically lapped polyester fiber layer, a 1.0 lb/ft² PVC barrier layer, an open cell foam layer, and a moisture and heat reflective foil facing reinforced with a woven fiberglass layer. The foil surface acts as protection against moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

The insulation shall be cut precisely to fit each section and sealed for additional heat and sound deflection. The insulation shall be held in place by 3 mils of acrylic pressure sensitive adhesive and aluminum pins with hard hat, hold in place fastening heads.

INTERIOR TRIM FLOOR

The floor of the cab shall be covered with a multi-layer mat consisting of 0.25 inch thick sound absorbing closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The covering shall be held in place by a pressure sensitive adhesive and aluminum trim molding. All exposed seams shall be sealed with silicone caulk matching the color of the floor mat to reduce the chance of moisture and debris retention.

INTERIOR TRIM

The cab interior shall include trim on the front ceiling, rear crew ceiling, and the cab walls. It shall be easily removable to assist in maintenance. The trim shall be constructed of insulated vinyl over a hard board backing.

REAR WALL INTERIOR TRIM

The rear wall of the cab shall be trimmed with vinyl.

HEADER TRIM

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The cab interior shall feature header trim over the driver and officer dash constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum.

TRIM CENTER DASH

The main center dash area shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate. There shall be four (4) holes located on the top of the dash near each outer edge of the electrical access cover for ventilation.

TRIM LH DASH

The left hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate for a perfect fit around the instrument panel. For increased occupant protection the extreme duty left hand dash utilizes patent pending break away technology to reduce rigidity in the event of a frontal crash. The left hand dash shall offer lower vertical surface area to the left and right of the steering column to accommodate control panels.

TRIM RH DASH

The right hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate and shall include a glove compartment with a hinged door and a Mobile Data Terminal (MDT) provision. The glove compartment size will measure 14.00 inches wide X 6.38 inches high X 5.88 inches deep. The MDT provision shall be provided above the glove compartment.

ENGINE TUNNEL TRIM

The cab engine tunnel shall be covered with a multi-layer mat consisting of 0.25 inch closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The mat shall be held in place by pressure sensitive adhesive. The engine tunnel mat shall be trimmed with anodized aluminum stair nosing trim for an aesthetically pleasing appearance.

POWER POINT DASH MOUNT

The cab shall include a 12 volt cigarette lighter type receptacle in the cab dash to provide a power source for 12 volt electrical equipment. The cab shall also include one (1) dual universal serial bus (USB) charging receptacle in the cab dash switch panel to provide a power source for USB chargeable electrical equipment. Each dual USB receptacle shall include two ports and shall be capable of up to a 5 Volt 2.1 amp output. Port 1 is optimized for fast charging at 1 amp. Port 2 is optimized for fast charging up to 2.1 amps, when used individually. The receptacles shall be wired battery direct.

STEP TRIM

Each cab entry door shall include a three step entry. The first step closest to the ground shall be constructed of polished 5032 H32 aluminum Grip Strut® grating with angled outer corners. The step shall feature a splash guard to reduce water and debris from splashing in to the step. The splash guard shall have an opening on the outer edge to allow debris and water to flow through rather than becoming trapped within the stepping surface. The lower step shall be mounted to a frame which is integral with the construction of the cab for rigidity and strength. The middle step shall be integral with the cab construction and shall be trimmed with a Flex-Tred® adhesive grit surface material.

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UNDER CAB ACCESS DOOR

The cab shall include an access door in the left crew step riser constructed of DA finish aluminum with a push and turn latch. The under cab access door shall provide access to the diesel exhaust fluid fill.

INTERIOR DOOR TRIM

The interior trim on the doors of the cab shall consist of an aluminum panel constructed of Marine Grade 5052-H32 0.13 of an inch thick aluminum plate. The door panels shall include a painted finish.

DOOR TRIM CUSTOMER NAMEPLATE

A customer nameplate designed to be installed on the interior door trim on the front doors, which states the vehicle was custom built for the Department, shall be provided and shipped loose.

CAB DOOR TRIM REFLECTIVE

The interior of each door shall include high visibility reflective tape. A white reflective tape shall be provided vertically along the rear outer edge of the door. The lowest portion of each door skin shall include a reflective tape chevron with red and white stripes and a Spartan logo. The chevron tape shall measure 6.00 inches in height.

INTERIOR GRAB HANDLE "A" PILLAR

There shall be two (2) rubber covered 11.00 inch grab handles installed inside the cab, one on each "A" post at the left and right door openings. The left handle shall be located 7.88 inches above the bottom of the door window opening and the right handle shall be located 2.88 inches above the bottom of the door window opening. The handles shall assist personnel in entering and exiting the cab.

INTERIOR GRAB HANDLE FRONT DOOR

Each front door shall include one (1) ergonomically contoured 9.00 inch cast aluminum handle mounted horizontally on the interior door panels. The handles shall feature a textured black powder coat finish to assist personnel entering and exiting the cab.

INTERIOR GRAB HANDLE REAR DOOR

A black powder coated cast aluminum assist handle shall be provided on the inside of each rear crew door. A 30.00 inch long handle shall extend horizontally the width of the window just above the window sill. The handle shall assist personnel in exiting and entering the cab.

INTERIOR SOFT TRIM COLOR

The cab interior soft trim surfaces shall be gray in color.

INTERIOR TRIM SUNVISOR

The header shall include two (2) sun visors, one each side forward of the driver and officer seating positions above the windshield. Each sun visor shall be constructed of Masonite and covered with padded vinyl trim.

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INTERIOR FLOOR MAT COLOR

The cab interior floor mat shall be gray in color.

CAB PAINT INTERIOR DOOR TRIM

The inner door panel surfaces shall be painted with multi-tone silver gray texture finish.

HEADER TRIM INTERIOR PAINT

The metal surfaces in the header area shall be coated with multi-tone silver gray texture finish.

TRIM CENTER DASH INTERIOR PAINT

The entire center dash shall be coated with multi-tone silver gray texture finish. Any accessory pods attached to the dash shall also be painted this color.

TRIM LH DASH INTERIOR PAINT

The left hand dash shall be painted with a multi-tone silver gray texture finish.

TRIM RIGHT HAND DASH INTERIOR PAINT

The right hand dash shall be painted with multi-tone silver gray texture finish.

DASH PANEL GROUP

The main center dash area shall include three (3) removable panels located one (1) to the right of the driver position, one (1) in the center of the dash and one (1) to the left of the officer position. The center panel shall be within comfortable reach of both the driver and officer.

SWITCHES CENTER PANEL

The center dash panel shall include twelve (12) rocker switch positions in a single row across the top of the panel.

A rocker switch with a blank legend installed directly above shall be provided for any position without a switch and legend designated by a specific option. The non-specified switches shall be two-position, black switches with a green indicator light. Each blank switch legend can be custom engraved by the body manufacturer. All switch legends shall have backlighting provided.

SWITCHES LEFT PANEL

The left dash panel shall include ten (10) switches. There shall be six (6) switches across the top of the panel and four (4) across the bottom of the panel offset left. Five (5) of the top row of switches shall be rocker type and the left one (1) shall be the headlight switch. Two (2) of the lower row of switches shall be rocker type and the left two (2) shall be the windshield wiper/washer control switch and instrument lamp dimmer switch.

A rocker switch with a blank legend installed directly above shall be provided for any position not designated by a specific option. The non-designated switches shall be two-position, black switches with a green indicator light. Each blank switch legend can be custom engraved by the body manufacturer. All switch legends shall have backlighting provided.

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SWITCHES RIGHT PANEL

The right dash panel shall include no rocker switches or legends.

SEAT BELT WARNING

A Weldon seat belt warning system, integrated with the Vehicle Data Recorder system, shall be installed for each seat within the cab. The system shall activate an indicator light in the instrument panel, a digital seat position indicator with a seat position legend in the switch panel, and an audible alarm.

The warning system shall activate when any seat is occupied with a minimum of 60 pounds and the corresponding seat belt remains unfastened. The warning system shall also activate when any seat is occupied and the corresponding seat belt was fastened in an incorrect sequence. Once activated, the visual indicators and audible alarm shall remain active until all occupied seats have the seat belts fastened.

SEAT MATERIAL

The seats shall include a covering of high strength, wear resistant fabric made of durable ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Common trade names for this material are Imperial 1200 and Durawear.

SEAT COLOR

All seats supplied with the chassis shall be gray in color. All seats shall include red seat belts.

SEAT BACK LOGO

The seat back shall include a "Toyne" logo. The logo shall be centered on the standard headrest of the seat back and on the left side of a split headrest.

SEAT DRIVER

The driver's seat shall be an H.O. Bostrom 400 Series Firefighter Sierra model seat. The seat shall feature eight-way electric positioning. The eight positions shall include up and down, fore and aft with 8.00 inches of travel, back angle adjustment and seat rake adjustment. The seat shall feature integral springs to isolate shock.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt, automatic retractor and buckle as an integral part of the seat assembly.

The minimum vertical dimension from the seat H-point to the ceiling for this belted seating position shall be 35.00 inches measured with the seat height adjusted to the lowest position of travel.

This model of seat shall have successfully completed the static load tests set forth by FMVSS 207, 209, and 210 in effect at the time of manufacture. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity.

The materials used in construction of the seat shall also have successfully completed testing with regard to the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which dictates the allowable burning rate of materials in the occupant compartments of motor vehicles.

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SEAT BACK DRIVER

The driver's seat shall include a standard seat back incorporating the all belts to seat feature (ABTS). The seat back shall feature a contoured head rest.

SEAT MOUNTING DRIVER

The driver's seat shall be installed in an ergonomic position in relation to the cab dash.

OCCUPANT PROTECTION DRIVER

The driver's position shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

The driver's seating area APS shall include:

- Advanced seat belt system - retractor pre-tensioner tightens the seat belt around the driver, securing the occupant in the seat and the load limiter plays out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.
- Large side curtain airbag - protects the driver's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to the driver in a qualifying event by covering the window and the upper portion of the door.
- Dual knee airbags (patent pending) with energy management mounting (patent pending) - protects the driver's lower body from dangerous surface contact injuries, acceleration injuries, and from intrusion as well as locks the lower body in place so the upper body shall be slowed by the load limiting seat belt.

Steering wheel airbag - protects the driver's head, neck, and upper torso from contact injuries, acceleration injuries, and contact points with intrusive surfaces as a result of a collision.

SEAT OFFICER

The officer's seat shall be a H.O. Bostrom 400 Series Firefighter series. The seat shall feature a tapered and padded seat, and cushion. The seat shall be a non-adjustable type seat.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for this belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male

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weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK OFFICER

The officer's seat back shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

The seat back shall include a removable padded cover which shall be provided over the SCBA cavity.

SEAT MOUNTING OFFICER

The officer's seat shall be installed in an ergonomic position in relation to the cab dash.

OCCUPANT PROTECTION OFFICER

The officer's position shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

The officer's seating area APS shall include:

- Advanced seat belt system - retractor pre-tensioner tightens the seat belt around the officer, securing the occupant in the seat and the load limiter plays out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.
- Large side curtain airbag - protects the officer's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to the officer in a qualifying event by covering the window and the upper portion of the door.

Knee airbags - protects the officer's lower body from dangerous surface contact injuries, acceleration injuries, and from contact points with intrusive surfaces as a result of a collision as well as locks the lower body in place so the upper body shall be slowed by the load limiting seat belt.

POWER SEAT WIRING

The power seat or seats installed in the cab shall be wired directly to battery power.

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SEAT BELT ORIENTATION CREW

The crew position seat belts shall follow the standard orientation which extends from the outboard shoulder extending to the inboard hip.

SEAT REAR FACING OUTER LOCATION

The crew area shall include two (2) rear facing crew seats, which include one (1) located directly behind the left side front seat and one (1) located directly behind the right side front seat.

SEAT CREW REAR FACING OUTER

The crew area shall include a seat in the rear facing outboard position which shall be a H.O. Bostrom 400 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK REAR FACING OUTER

The crew area seat backs shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

The seat back shall include a removable padded cover which shall be provided over the SCBA cavity.

SEAT MOUNTING REAR FACING OUTER

The rear facing outer seats shall offer special mounting positions which shall be 2.00 inches towards the rear wall offering additional space between the front seats and the outer rear facing seats.

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OCCUPANT PROTECTION RFO

The rear facing outer seat position(s) shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

Each rear facing outer seating position APS shall include:

- APS advanced seat belt system - retractor pre-tensioners tighten the seat belts around each occupant, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.

Side curtain airbag - protects each occupant's head, neck, and upper body from dangerous cab side surfaces and contact points with intrusive surfaces as a result of a collision as well as provides ejection mitigation protection to each occupant in a qualifying event by covering the windows and walls adjacent to each seating position with an airbag custom designed for each cab configuration.

SEAT FORWARD FACING CENTER LOCATION

The crew area shall include two (2) forward facing center crew seats with both located at the center of the rear wall.

SEAT CREW FORWARD FACING CENTER

The crew area shall include a seat in the forward facing center position which shall be a H.O. Bostrom 400 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat and cushion shall be hinged and compact in design for additional room and shall remain in the stored position until occupied.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK FORWARD FACING CENTER

The crew area seat backs shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

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The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

The seat back shall include a removable padded cover which shall be provided over the SCBA cavity.

OCCUPANT PROTECTION FFC

The forward facing center seat position(s) shall be equipped with the Advanced Protection System™ (APS). The APS shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, side impact, and rollover events. The increase in survivable space and security of the APS shall also provide ejection mitigation protection.

Each forward facing center seating position APS shall include:

- APS advanced seatbelt system - retractor pre-tensioners tighten the seat belts around each occupant, securing the occupants in seats and load limiters play out some of the seat belt webbing to reduce seat belt to chest and torso force upon impact as well as mitigate head and neck injuries.

Side curtain airbag - provides ejection mitigation protection to each occupant in a qualifying event by covering the windows and walls adjacent to crew seating with an airbag custom designed for each cab configuration.

SEAT FRAME FORWARD FACING

The forward facing center seating positions shall include an enclosed seat frame located and installed on the rear wall. The seat frame shall measure 42.38 inches wide X 12.38 inches high X 22.00 inches deep. The seat frame shall be constructed of Marine Grade 5052-H32 0.19 inch thick aluminum plate. The seat box shall be painted with the same color as the remaining interior.

SEAT FRAME FORWARD FACING STORAGE ACCESS

There shall be two (2) access points to the seat frame storage area, one (1) on each side of the seat frame. Each access point shall be covered by a hinged door which measures 15.00 inches in width X 10.63 inches in height.

SEAT MOUNTING FORWARD FACING CENTER

The forward facing center seats shall be installed facing the front of the cab.

CAB FRONT UNDERSEAT STORAGE ACCESS

The left and right under seat storage areas shall have a solid aluminum hinged door with non-locking latch.

SEAT COMPARTMENT DOOR FINISH

All underseat storage compartment access doors shall have a multi-tone silver gray texture finish.

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WINDSHIELD WIPER SYSTEM

The cab shall include a dual arm wiper system which shall clear the windshield of water, ice and debris. There shall be two (2) windshield wipers which shall be affixed to a radial wet arm. The system shall include a single motor which shall initiate the arm in which both the left hand and right hand windshield wipers are attached, initiating a back and forth motion for each wiper. The wiper motor shall be activated by an intermittent wiper control located within easy reach of the driver's position.

ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR

The windshield washer fluid level shall be monitored electronically. When the washer fluid level becomes low the yellow "Check Message Center" indicator light on the instrument panel shall illuminate and the message center in the dual air pressure gauge shall display a "Check Washer Fluid Level" message.

CAB DOOR HARDWARE

The cab entry doors shall be equipped with exterior pull handles, suitable for use while wearing firefighter gloves. The handles shall be made of a fiber reinforced plastic composite with a black matt finish.

The interior exit door handles shall be flush paddle type with a black finish, which are incorporated into the upper door panel.

All cab entry doors shall include locks which are keyed alike. The door locks shall be designed to prevent accidental lockout.

DOOR LOCKS

Each cab entry door shall include a manually operated door lock. Each door lock may be actuated from the inside of the cab by means of a red knob located on the paddle handle of the respective door or by using a TriMark key from the exterior. The door locks are designed to prevent accidental lock out.

GRAB HANDLES

The cab shall include one (1) 18.00 inch knurled, anti-slip, one-piece exterior assist handle behind each cab door. The grab handle shall be made of SAE 304 stainless steel and be 1.25 inch diameter to enable non-slip assistance with a gloved hand.

REARVIEW MIRRORS

Retrac Aerodynamic West Coast style single vision mirror heads model 613275 shall be provided and installed on each of the front cab doors.

The mirrors shall be mounted via 1.00 inch diameter tubular stainless steel arms to provide a rigid mounting to reduce mirror vibration.

The mirrors shall measure 8.00 inches wide X 19.00 inches high and shall include an 8.00 inch convex mirrors with a stainless steel back, model 980-4, installed below the flat glass to provide a wider field of vision. The flat mirrors shall be motorized with remote horizontal and vertical adjustment. The control switches shall be mounted within easy reach of the driver. The convex mirrors shall be manually adjustable. The flat mirror glass shall be heated for defrosting in severe cold weather conditions.

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The mirrors shall be constructed of a vacuum formed chrome plated ABS plastic housing that is corrosion resistant and shall include the finest quality non-glare glass.

REARVIEW MIRROR HEAT SWITCH

The heat for the rearview mirrors shall be controlled through a rocker switch in the mirror control panel on the left side dash.

CAB FENDER

Full width wheel well liners shall be installed on the extruded cab to limit road splash and enable easier cleaning. Each two-piece liner shall consist of an inner liner 16.00 inches wide made of vacuum formed ABS composite and an outer fenderette 3.50 inches wide made of polished aluminum.

MUD FLAPS FRONT

The front wheel wells shall have mud flaps installed on them.

CAB EXTERIOR FRONT & SIDE EMBLEMS

The cab shall include three (3) Spartan emblems. There shall be one (1) installed on the front air intake grille and one (1) emblem on each of the cab sides. The cab shall also include one (1) Advanced Protection System shield emblem on each front door.

IGNITION

A master battery system with a keyless start ignition system shall be provided. Each system shall be controlled by a one-quarter turn Cole Hersee switch, both of which shall be mounted to the left of the steering wheel on the dash. A chrome push type starter button shall be provided adjacent to the master battery and ignition switches.

Each switch shall illuminate a green LED indicator light on the dash when the respective switch is placed in the "ON" position.

The starter button shall only operate when both the master battery and ignition switches are in the "ON" position.

BATTERY

The single start electrical system shall include three (3) Harris BCI 31 925 CCA batteries with a 210 minute reserve capacity and 4/0 welding type dual path starter cables per SAE J541.

BATTERY TRAY

The batteries shall be installed on a steel battery tray located on the left side of the chassis, securely bolted to the frame rails. The battery tray shall be coated with the same material as the frame.

The battery tray shall include drain holes in the bottom for sufficient drainage of water. A durable, non-conducting, interlocking mat made by Dri-Dek shall be installed in the bottom of the tray to allow for air flow and help prevent moisture build up. The batteries shall be held in place by non-conducting phenolic resin hold down boards.

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BATTERY BOX COVER

The battery box shall include a steel cover which protects the top of the batteries on the left hand side of the vehicle. The cover shall be coated the same as the frame and shall include flush latches which shall keep the cover secure as well as a black powder coated handle for convenience when opening.

BATTERY CABLE

The starting system shall include cables which shall be protected by 275 degree F. minimum high temperature flame retardant loom, sealed at the ends with heat shrink and sealant.

BATTERY JUMPER STUD

The starting system shall include battery jumper studs. These studs shall be located in the forward most portion of the driver's side lower step. The studs shall allow the vehicle to be jump started, charged, or the cab to be raised in an emergency in the event of battery failure.

ALTERNATOR

The charging system shall include a 270 amp Leece Neville 12 volt alternator. The alternator shall include a self-excited integral regulator.

STARTER MOTOR

The single start electrical system shall include a Delco brand starter motor.

HEADLIGHTS

The cab front shall include four (4) rectangular halogen headlamps with separate high and low beams mounted in bright chrome bezels.

FRONT TURN SIGNALS

The front fascia shall include two (2) Whelen model 600 4.00 inch X 6.00 inch programmable LED amber turn signals which shall be installed in a chrome bezel outboard of the front warning and above the headlamps.

HEADLIGHT LOCATION

The headlights shall be located on the front fascia of the cab directly below the front warning lights.

SIDE TURN/MARKER LIGHTS

The sides of the cab shall include two (2) LED round side marker lights which shall be provided just behind the front cab radius corners.

MARKER AND ICC LIGHTS

In accordance with FMVSS, there shall be five (5) LED cab marker lamps designating identification, center and clearance provided. These lights shall be installed on the face of the cab within full view of other vehicles from ground level.

HEADLIGHT AND MARKER LIGHT ACTIVATION

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The headlights and marker lights shall be controlled through a rocker switch within easy reach of the driver. There shall be a dimmer switch within easy reach of the driver to adjust the brightness of the dash lights.

GROUND LIGHTS

Each door shall include an LED NFPA compliant ground light mounted to the under side of the cab step below each door. The lights shall include a polycarbonate lens, a housing which is vibration welded and LEDs which shall be shock mounted for extended life. The ground lighting shall be activated by the respective door as well as rocker switched.

LOWER CAB STEP LIGHTS

The middle step located at each door shall include a recess mounted 4.00 inch round LED light which shall activate with the opening of the respective door.

INTERMEDIATE STEP LIGHTS

The intermediate step well area at each door shall include an LED light within a chrome housing. The Egress step lights shall provide visibility to the step well area for the first step exiting the vehicle. The Egress step lights shall activate with Entry step lighting.

ENGINE COMPARTMENT LIGHT

There shall be an LED NFPA compliant light mounted under the engine tunnel for area work lighting on the engine. The light shall include a polycarbonate lens, a housing which is vibration welded and a bulb which shall be shock mounted for extended life. The light shall activate automatically when the cab is tilted.

LIGHTBAR PROVISION

There shall be one (1) light bar installed on the cab roof. The light bar shall be provided and installed by Spartan Chassis. The light bar installation shall include a lowered mounting that shall place the light bar just above the junction box and wiring to a control switch on the cab dash.

CAB FRONT LIGHTBAR

The lightbar provisions shall be for one (1) Whelen brand Freedom IV LED lightbar mounted centered on the front of the cab roof. The lightbar shall be 72.00 inches in length. The lightbar shall feature six (6) red LED light modules and two (2) clear LED light modules. The entire lightbar shall feature a clear lens. The clear lights shall be disabled with park brake engaged. The cable shall exit the lightbar on the right side of the cab.

LIGHTBAR SWITCH

The light bar shall be controlled by a rocker switch located on the switch panel. This switch shall be clearly labeled for identification.

SIDE SCENE LIGHTS

The side of the cab shall include two (2) Whelen model 810 scene lights, one (1) each side which shall be surface mounted. The Whelen lights shall offer halogen lighting with 8 to 32-degree internal optics.

SIDE SCENE LIGHT LOCATION

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The scene lighting located on the left and right sides of the cab shall be mounted rearward of the cab "B" pillar in the 10.00 inch raised roof portion of the cab between the front and rear crew doors.

SIDE SCENE ACTIVATION

The scene lights shall be activated by two (2) rocker switches located in the switch panel, one (1) for each light.

INTERIOR OVERHEAD LIGHTS

The cab shall include a two-section, red and clear Weldon LED dome lamp located over each door. The dome lamps shall be rectangular in shape and shall measure approximately 7.00 inches in length X 3.00 inches in width with a black colored bezel. The clear portion of each lamp shall be activated by opening the respective door and both the red and clear portion can be activated by individual push lenses on each lamp.

An additional incandescent three (3) light module with dual map lights shall be located over the engine tunnel which can be activated by individual switches on the lamp.

DO NOT MOVE APPARATUS LIGHT

The front headliner of the cab shall include a flashing red Whelen Ion LED light clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound while the light is activated.

The flashing red light shall be located centered left to right for greatest visibility.

The light and alarm shall be interlocked for activation when either a cab door is not firmly closed or an apparatus compartment door is not closed, and the parking brake is released.

MASTER WARNING SWITCH

A master switch shall be included in the main rocker switch panel. The switch shall be a rocker type, red in color and labeled "Master" for identification. The switch shall feature control over all devices wired through it. Any warning device switch left in the "ON" position shall automatically power up when the master switch is activated.

INBOARD FRONT WARNING LIGHTS

The cab front fascia shall include two (2) Whelen 600 series Super LED front warning lights in the left and right inboard positions. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the front fascia of the cab within a chrome bezel.

INBOARD FRONT WARNING LIGHTS COLOR

The warning lights mounted on the cab front fascia in the inboard positions shall be red with a clear lens.

FRONT WARNING SWITCH

The front warning lights shall be controlled via rocker switch on the panel. This switch shall be clearly labeled for identification.

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INTERSECTION WARNING LIGHTS

The chassis shall include two (2) Whelen 600 series Super LED intersection warning lights, one (1) each side. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors.

INTERSECTION WARNING LIGHTS COLOR

The intersection lights shall be red with a clear lens.

INTERSECTION WARNING LIGHTS LOCATION

The intersection lights shall be mounted on the side of the bumper in the rearward position.

SIDE WARNING LIGHTS

The cab sides shall include two (2) Whelen 600 series Super LED warning lights, one (1) on each side. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the sides of the cab within a chrome bezel.

SIDE WARNING LIGHTS COLOR

The warning lights located on the side of the cab shall be red with clear lens.

SIDE WARNING LIGHTS LOCATION

The warning lights on the side of the cab shall be mounted over the front wheel well directly over the center of the front axle.

SIDE AND INTERSECTOR WARNING SWITCH

The side and intersector warning lights shall be controlled by a rocker switch on the switch panel. This switch shall be clearly labeled for identification.

SIREN CONTROL HEAD

A Whelen 295HFS2 electronic siren control head with remote amplifier shall be provided and flush mounted in the switch panel with a location specific to the customer's needs. The siren shall feature 200-watt output, hands free mode and shall be in "standby" mode awaiting instruction. The siren shall offer radio broadcast, public address, wail, yelp, or piercer tones and hands free operation which shall allow the operator to turn the siren on and off from the horn ring if a horn/siren selector switch option is also selected.

HORN BUTTON SELECTOR SWITCH

A rocker switch shall be installed in the switch panel between the driver and officer to allow control of either the electric horn or the air horn from the steering wheel horn button. The electric horn shall sound by default when the selector switch is in either position to meet FMCSA requirements.

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AIR HORN ACTIVATION

The air horn activation shall be accomplished by the steering wheel horn button for the driver and a right hand side Linemaster model SP491-S81 foot switch for the officer. An air horn activation circuit shall be provided to the chassis harness pump panel harness connector.

BACK-UP ALARM

An ECCO model 575 backup alarm shall be installed at the rear of the chassis with an output level of 107 dB. The alarm shall automatically activate when the transmission is placed in reverse.

INSTRUMENTATION

An ergonomically designed instrument panel shall be provided. Each gauge shall be backlit with LED lamps. Stepper motor movements shall drive all gauges. The instrumentation system shall be multiplexed and shall receive ABS, engine, and transmission information over the J1939 data bus to reduce redundant sensors and wiring.

A twenty eight (28) icon lightbar message center with integral LCD odometer/trip odometer shall be included.

The odometer shall display up to 999,999.9 miles.

The trip odometer shall display 9,999.9 miles.

The LCD message center screen shall be capable of custom configuration by the users for displaying certain vehicle status and diagnostic functions.

The instrument panel shall contain the following gauges:

One (1) three-movement gauge displaying vehicle speed, fuel level, and Diesel Exhaust Fluid (DEF) level.

The primary scale on the speedometer shall read from 0 to 100 MPH, and the secondary scale on the speedometer shall read from 0 to 160 KM/H.

The scale on the fuel and DEF level gauges shall read from empty to full as a fraction of full tank capacity.

Red indicator lights in the gauge and an audible alarm shall indicate low fuel or low DEF at 1/8th tank level.

One (1) three-movement gauge displaying engine RPM, and primary and secondary air system pressures shall be included.

The scale on the tachometer shall read from 0 to 3000 RPM.

The scale on the air pressure gauges shall read from 0 to 150 pounds per square inch (PSI) with a red line zone indicating critical levels of air pressure.

Red indicator lights in the gauge and an audible alarm shall indicate low air pressure.

One (1) four-movement gauge displaying engine oil pressure, coolant temperature, voltmeter, and transmission temperature shall be included.

The scale on the engine oil pressure gauge shall read from 0 to 100 pounds PSI with a red line zone indicating critical levels of oil pressure.

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A red indicator light in the gauge and audible alarm shall indicate low engine oil pressure.

The scale on the coolant temperature gauge shall read from 100 to 250 degrees Fahrenheit (°F) with a red line zone indicating critical coolant temperatures.

A red indicator light in the gauge and audible alarm shall indicate high coolant temperature.

The scale on the voltmeter shall read from 9 to 18 volts with a red line zone indicating critical levels of battery voltage.

A red indicator light in the gauge and an audible alarm shall indicate high or low system voltage.

The low voltage alarm shall indicate when the system voltage has dropped below 11.8 volts for more than 120 seconds in accordance with the requirements of NFPA 1901.

The scale on the transmission temperature gauge shall read from 100 to 300 degrees °F with a red line zone indicating critical temperatures.

A red indicator light in the gauge and an audible alarm shall indicate a high transmission temperature.

The light bar portion of the message center shall include twenty-eight (28) LED backlit indicators. The lightbar shall be split with fourteen (14) indicators on each side of the LCD message screen. The lightbar shall contain the following indicators and produce the following audible alarms when supplied in conjunction with applicable configurations:

RED INDICATORS

Stop Engine - indicates critical engine fault
Air Filter Restricted - indicates excessive engine air intake restriction
Park Brake - indicates parking brake is set
Seat Belt - indicates a seat is occupied and corresponding seat belt remains unfastened
Low Coolant - indicates critically low engine coolant
Cab Tilt Lock - indicates the cab tilt system locks are not engaged.

AMBER INDICATORS

Malfunction Indicator Lamp (MIL) - indicates an engine emission control system fault
Check Engine - indicates engine fault
Check Transmission - indicates transmission fault
Anti-Lock Brake System (ABS) - indicates anti-lock brake system fault
High exhaust system temperature – indicates elevated exhaust temperatures
Water in Fuel - indicates presence of water in fuel filter
Wait to Start - indicates active engine air preheat cycle
Windshield Washer Fluid – indicates washer fluid is low
DPF restriction - indicates a restriction of the diesel particulate filter
Regen Inhibit - indicates regeneration of the DPF has been inhibited by the operator
Range Inhibit - indicates a transmission operation is prevented and requested shift request may not occur.
SRS - indicates a problem in the supplemental restraint system
Check Message - indicates a vehicle status or diagnostic message on the LCD display requiring attention.

GREEN INDICATORS

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Left and Right turn signal indicators

ATC - indicates low wheel traction for automatic traction control equipped vehicles, also indicates mud/snow mode is active for ATC system

High Idle - indicates engine high idle is active.

Cruise Control - indicates cruise control is enabled

OK to Pump - indicates the pump is engaged and conditions have been met for pump operations

Pump Engaged - indicates the pump transmission is currently in pump gear

Auxiliary Brake - indicates secondary braking device is active

BLUE INDICATORS

High Beam indicator

AUDIBLE ALARMS

Air Filter Restriction

Cab Tilt Lock

Check Engine

Check Transmission

Open Door/Compartment

High Coolant Temperature

High or Low System Voltage

High Transmission Temperature

Low Air Pressure

Low Coolant Level

Low DEF Level

Low Engine Oil Pressure

Low Fuel

Seatbelt Indicator

Stop Engine

Water in Fuel

Extended Left/Right Turn Signal On

ABS System Fault

BACKLIGHTING COLOR

The instrumentation gauges and the switch panel legends shall be backlit using red LED backlighting.

CAB EXTERIOR PROTECTION

The cab face shall have a removable plastic film installed over the painted surfaces to protect the paint finish during transport to the body manufacturer. The rear wall shall also include a removable plastic film installed on the exterior surface of the cab to protect the finish during transport.

FIRE EXTINGUISHER

A 2.50 pound D.O.T approved fire extinguisher with BC rating shall be shipped loose with the cab.

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ROAD SAFETY KIT

The cab and chassis shall include one (1) emergency road safety triangle kit.

DOOR KEYS

The cab and chassis shall include a total of four (4) door keys for the manual door locks.

DIAGNOSTIC SOFTWARE OCCUPANT PROTECTION

Diagnostic software for the Spartan Advanced Protection System shall be available for free download from the Spartan Chassis website to Spartan authorized OEMs, dealers and service centers, as well as the vehicle owner.

The software has been validated to be compatible with the following RP1210 interface adapters:

- Dearborn Group DPA4 Plus
- Noregon Systems JPRO[®] DLA+
- Cummins INLINE5
- Cummins INLINE6
- NexIQ[™] USB-Link[™]

The software and adapter utilize the SAE J1939-13 heavy duty nine (9) pin connector which is located below the driver's side dash to the left of the steering column.

WARRANTY

Summary of Warranty Terms:

THE FOLLOWING IS SUMMARY OF WARRANTY TERMS FOR INFORMATION ONLY. THE ACTUAL LIMITED WARRANTY DOCUMENT, WHICH IS ATTACHED TO THIS OPTION, CONTAINS THE COMPLETE STATEMENT OF THE SPARTAN MOTORS USA LIMITED WARRANTY. SPARTAN'S RESPONSIBILITY IS TO BE ACCORDING TO THE TERMS OF THE COMPLETE LIMITED WARRANTY DOCUMENT.

The chassis manufacturer shall provide a limited parts and labor warranty to the original purchaser of the custom built cab and chassis for a period of twenty-four (24) months, or the first 36,000 miles, whichever occurs first. The warranty period shall commence on the date the vehicle is delivered to the first end user.

CHASSIS OPERATION MANUAL

There shall be two (2) digital copies of the chassis operation manual provided with the chassis. The digital data shall include a parts list specific to the chassis model.

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ENGINE AND TRANSMISSION OPERATION MANUALS

The following manuals specific to the engine and transmission models ordered will be included with the chassis in the ship loose items:

- (1) Hard copy of the Engine Operation and Maintenance manual with CD
- (1) Digital copy of the Transmission Operator's manual
- (1) Digital copy of the Engine Owner's manual

CAB/CHASSIS AS BUILT WIRING DIAGRAMS

The cab and chassis shall include two (2) digital copies of wiring schematics and option wiring diagrams.

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HALE MODEL Q-MAX 1500 GPM SINGLE STAGE PUMP

The fire pump shall be a Hale Fire Pump Company Q-MAX that complies with all applicable requirements of the latest edition of the "Standard for Automotive Fire Apparatus" published by the National Fire Protection Association and printed in Pamphlet 1901.

PUMP PERFORMANCE - 1,500 U.S. GPM.

The pump shall be a single stage centrifugal with a class "A" rated capacity of 1,500 United States gallons per minute. The pump shall deliver the percentage of rated discharge pressures as indicated below:

- 100 percent of rated capacity at 150 pounds net pressure.
- 70 percent of rated capacity at 200 pounds net pressure.
- 50 percent of rated capacity at 250 pounds net pressure.
- 100 percent of rated capacity at 165 pounds net pressure.

PUMP CONSTRUCTION

The entire pump shall be manufactured and tested at the pump manufacturer's factory.

The pump shall be driven by a drive line from the truck transmission. The pump shall be free from objectionable pulsation and vibration under all normal operating conditions. The engine shall provide sufficient horsepower and revolutions per minute to allow the pump to meet or exceed its rated performance.

The entire pump including both suction and discharge passages, shall be hydrostatically tested to a pressure of 500 psi. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by NFPA 1901.

The pump body and related parts shall be of fine grain alloy cast iron with a minimum tensile strength of 30,000 PSI. All moving parts in contact with water shall be of high quality bronze or stainless steel. Pumps utilizing castings made of lower tensile strength cast iron are not acceptable.

The pump body shall be horizontally split, on a single plane, in two (2) sections, for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump on the chassis.

The pump shaft shall be rigidly supported by three (3) bearings for minimum deflection. The bearings shall be heavy-duty, deep groove style bearings in the gearbox and they shall be splash lubricated.

The pump impeller shall be of hard, fine grain bronze with a mixed flow design; accurately machined, hand ground, and individually balanced. The vanes of the impeller intake eyes shall be hand ground and polished to a sharp edge, and shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

The pump shaft shall be fabricated of heat-treated, electric furnace, corrosion resistant stainless steel, and shall be super finished under the shaft seal. The pump shaft must be sealed with double lip oil seal to keep road dirt and water out of gearbox.

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GEAR BOX

The gear box shall be completely manufactured and tested at the pump manufacturer's factory.

The pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of torque of the engine in both road and pump operating conditions. The gearbox shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

The gearbox drive shafts shall be of heat-treated chrome nickel steel and shall be a minimum of 2.75 inches in diameter, on both the input and the output drives shafts. The gearbox shall withstand the full torque of the engine in both road and pump operating conditions.

All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and the gear teeth shall be crown shaven, and hardened for smooth, quiet running, and a higher load carrying capability. An accurately cut spur design shall be provided to eliminate all possible end thrust.

The pump gear ratio shall be selected by the apparatus manufacturer to give the maximum performance with the engine and transmission selected.

NFPA 2016 INTERLOCK MOULE

An interlock module shall be provided on the pump shift to comply with NFPA shift safety requirements.

GEARCASE COOLING LINE

A cooling line shall be provided in the pump gear case. A line shall be routed from the discharge side of the pump to the gear case, through the gear case then back into the intake side of the pump.

FRC PUMP BOSS PRESSURE GOVERNOR SYSTEM

Fire Research Pump Boss pressure governor and monitoring display kit shall be installed. The kit shall include a control module, pressure sensor, and cables.

The following continuous displays shall be provided:

- Check engine/stop engine warning lights
- Engine rpm shown with four daylight bright LED digits more than 1/2" high
- Engine oil pressure; shown on an LED bar graph display in 10 psi increments
- Engine temperature shown on an LED bar graph display in 10 degree increments
- Battery voltage shown on an LED bar graph display in 0.5 volt increments
- PSI / RPM setting; shown on a dot matrix message display
- PSI and RPM mode LEDs
- Throttle ready LED.

A dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator.

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The program shall store the accumulated operating hours for the pump and engine, previous incident hours, and current incident hours in a non-volatile memory. Stored elapsed hours shall be displayed at the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

- High Engine RPM
- Pump Overheat
- High Transmission Temperature
- Low Battery Voltage (Engine Off)
- Low Battery Voltage (Engine Running)
- High Battery Voltage
- Low Engine Oil Pressure
- High Engine Coolant Temperature

The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A control knob that uses optical technology shall adjust pressure or RPM settings. It shall be 2" in diameter with no mechanical stops, a serrated grip, and have a red idle push button in the center.

A throttle ready LED shall light when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

ICI MASTER PUMP DISCHARGE PRESSURE GAUGE

An ICI 4" diameter master pressure gauge shall be provided to indicate the main pump discharge pressure. The gauge shall read from 30" hg vacuum to 400 psi and shall be accurate within +/- 1%. The gauge shall be glycerin filled (-40F to +150F) and have a high impact resistant clear acrylic lens.

ICI MASTER PUMP INTAKE PRESSURE GAUGE

An ICI 4" diameter master pressure gauge shall be provided to indicate the pump intake pressure. The gauge shall read from 30" hg vacuum to 400 psi and shall be accurate within +/- 1%. The gauge shall be glycerin filled (-40F to +150F), read up to 400 psi, be accurate within +/- 1% and have a high impact resistant clear acrylic lens.

The master intake and discharge gauges shall have bright finish stainless steel bezels.

The master gauge dials shall be white with black markings. The needle shall match the color of the markings.

The master intake gauge shall be clearly labeled "PUMP INTAKE" and shall be located to the left of the master discharge pressure gauge. The label shall be burgundy color.

The master discharge gauge shall be clearly labeled "PUMP DISCHARGE" and shall be located to the right of the intake pressure gauge. The label shall be black color.

The master intake/discharge pressure gauges shall have a lifetime non-yellowing and freeze warranty. The gauges shall also be warrantied for 4 years for defects in materials and workmanship, including fluid leakage. The warranty will not cover labor costs and/or transportation costs.

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PUMP WARRANTY

The pump shall be covered by the Hale Pro-Tech 5-year pump warranty against workmanship and materials. Both parts and labor shall be covered for the first 2 years and years 3-5 shall have parts only coverage.

UNDERWRITER'S LABORATORY CERTIFICATION

The completed apparatus shall be tested and approved by the independent testing company Underwriter's Laboratories, Inc. The manufacturer of the apparatus shall be responsible for all costs involved in this test. The certification of inspection and approval shall be presented to the Fire Chief of the Department upon delivery of the completed apparatus.

MECHANICAL SEAL

The pump shaft shall be equipped with a single mechanical type seal on the suction (inboard) side of the pump. The mechanical seal shall be a minimum of two inches in diameter and shall be spring loaded, maintenance free and self-adjusting. The mechanical seal shall be constructed of a carbon sealing ring, stainless steel coil spring, Viton rubber cup, and a tungsten carbide seat with Teflon backup seal.

PUMP SHIFT MECHANISM -AIR/ELECTRIC

The pump shall be shifted from road to pump by means of a cab mounted air over electric pump shift switch. The switch shall have a built in positive locking mechanism to prevent accidental movement of the switch. The locking mechanism shall require the operator to manually lift up on the switch lever to disengage the lock.

The switch shall have three positions:

- Position 1 = road position
- Position 2 = neutral position
- Position 3 = pump position

A green indicator light shall be provided in the driving compartment and shall be energized when the pump shift has been completed. This light shall be labeled "PUMP ENGAGED".

When the apparatus is equipped with an automatic transmission, a green indicator light shall be provided in the driver's compartment. It shall be energized when both the pump shift has been completed and the chassis transmission is in pump gear. This light shall be labeled "OK TO PUMP".

TRIDENT PRIMING SYSTEM

A Trident air priming system shall be provided.

6" LEFT (DRIVER) SIDE MASTER INTAKE

A 6" master intake shall be provided on the left (driver) side of the apparatus. The intake shall have a 6" male NST connection. The intake shall have a removable screen to prevent the entry of large objects into the pump. The screen shall be constructed of a material that will provide cathodic protection to the pump. A label shall be provided above the intake that states "DRIVER SIDE MASTER INTAKE". The label shall be color coded burgundy.

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LEFT SIDE MASTER INTAKE CAP

A 6" female NST long handle chrome cap shall be provided on the left side master intake.

6" RIGHT (PASSENGER) SIDE MASTER INTAKE

A 6" master intake shall be provided on the right (passenger) side of the apparatus. The intake shall have a 6" male NST connection. The intake shall have a removable screen to prevent the entry of large objects into the pump. The screen shall be constructed of a material that will provide cathodic protection to the pump. A label shall be provided above the intake that states "PASSENGER SIDE MASTER INTAKE". The label shall be color coded burgundy.

RIGHT SIDE MASTER INTAKE CAP

A 6" female NST long handle chrome cap shall be provided on the right side master intake.

3/8" PUMP COOLING/BYPASS LINE

A 3/8" pump cooling/bypass line shall be provided from the pump discharge manifold directly into the tank.

This discharge shall implement an all brass ball type 1/4 turn valve with chrome plated handle control located on the pump panel.

The valve control handle shall indicate the open/closed position of the valve. The handle shall have a recessed area for mounting of the identification label which shall clearly state "PUMP COOLER".

LEFT SIDE FORWARD AUXILIARY INTAKE

An auxiliary intake shall be provided on the left side of the pump compartment in the forward position.

The intake valve and piping shall be 2 1/2".

The intake shall have a 2 1/2" chrome plated female NST swivel connection with screen and a male NST chrome plated intake plug and chain.

The valve control shall be manually controlled at the intake location.

A 3/4" bleeder/drain valve shall be provided.

RIGHT SIDE DISCHARGES

One 2 1/2" discharge and one 3" discharge shall be provided on the right side pump panel. The 3" discharge shall be located forward of the intake and the 2 1/2" shall be located rear of the intake.

One (1) right side 2 1/2" discharge(s):

The right side 2 1/2" discharge shall be manually controlled on the pump panel.

The discharge shall be equipped with a chrome plated brass or bright finish stainless steel discharge elbow with 2 1/2" MNST thread.

A 2 1/2" chrome plated NST cap and chain shall be provided.

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One (1) right side 3" discharge(s):

The right side 3" discharge shall be manually controlled on the pump panel. The control shall have an integrated slow closing mechanism to comply with NFPA 1901.

The discharge shall extend straight out of the apparatus with no elbow.

A 3" chrome plated NST cap with chain shall be provided.

LEFT SIDE DISCHARGES

Two 2 1/2" discharges shall be provided on the left side pump panel. The discharges shall be located one forward of the intake and one located rear of the intake.

Two (2) left side 2 1/2" discharge(s):

The left side 2 1/2" discharge shall be manually controlled on the pump panel.

The discharge shall be equipped with a chrome plated brass or bright finish stainless steel discharge elbow with MNST thread.

A 2 1/2" chrome plated NST cap and chain shall be provided.

PUMP CERTIFICATIONS

Where applicable, the following documents shall be provided with the completed apparatus:

- Pump manufacturer's certification of suction capability.
- Special condition certifications, if any.
- Pump manufacturer's approval for stationary pumping.
- Engine manufacturer's certified brake horsepower curve showing maximum governed speed.
- Pump manufacturer's certification of hydrostatic test.
- Pump manufacturer's certification of hydrodynamic test, if required. Certification of inspection and tests for the fire pump.

FIRE PUMP FAMILIARIZATION

Familiarization of the apparatus shall include the following items related to the fire pump system:

- Setting the parking brake, proper transmission gear and the fire pump engagement operations.
- Throttle control.
- Primer and tank-to-pump operation.
- Use of pressure control device.
- Tank refilling operations.
- Proper operation of discharge controls.
- Proper shutdown and draining of the system.

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TFT A-18 INTAKE RELIEF VALVE

A TFT model A-18 intake relief/dump valve shall be provided on the intake side of the pump to relieve excess incoming pressure. The system shall be designed to automatically restore to a non-relieving position when excessive pressure is no longer present. The pressure adjustment range shall be from 50 psi to 200 psi. The relief system shall be adjustable with a common type box end wrench.

The intake relief valve shall be pre-set to 125 psi.

MANIFOLD DRAIN VALVE

The pump shall have a manifold type drain valve assembly consisting of a stainless steel plunger in a bronze body with multiple ports. The control for the valve shall be on the left side along the bottom of the panel and above the side running board. The valve shall be a rotary type with a large easy to grip handle. The valve shall be labeled "PUMP DRAIN".

ICI "LEVER LIFT" BLEEDER/DRAIN VALVES

ICI 3/4" quarter turn ball type bleeder/drain valve shall be provided for each discharge and auxiliary intake. A hose shall be connected to the valve that will direct water below the apparatus and away from the immediate pump operator's location.

The control handle shall be "lever lift" style for easy actuation. The handle for the control shall have a recessed area for the color coded identification label.

LOW POINT AUTO-DRAINS

Automatic drains shall be provided in low points of any discharge piping. The drain shall drain to the ground below its location. This drain shall be a supplementary drain and will not be considered the required 3/4" bleeder drain.

TANK REFILL/RECIRCULATION DISCHARGE

A discharge shall be provided from the pump discharge manifold to allow pump cooling when necessary as well as to refill the booster tank.

The water tank fill gauge shall be directly in line with this discharge control.

The valve and piping shall be 1 1/2".

The refill/recirculation discharge shall be manually controlled on the pump panel.

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STAINLESS STEEL PIPING

All piping for discharges shall be stainless steel using stainless steel fittings. High pressure helix wire reinforced flexible piping with a minimum burst pressure of 1200 psi may be used in some areas to minimize friction losses. All flexible piping couplings shall be high tensile strength stainless steel.

All piping shall be properly supported and braced to prevent movement of piping other than what is allowed by the flexible couplings to compensate for apparatus flexing.

Any discharge manifolds provided on the apparatus must be fabricated of a minimum of schedule 10 304 marine grade piping. Use of any welded light gauge (less than Schedule 10) manifolding or plumbing will not be acceptable.

The stainless steel piping shall be warranted to be free from corrosion perforation for a period of 10 years following the delivery of the apparatus.

VICTAULIC COUPLINGS

Victaulic style couplings shall be used in the assembly of the pump piping system. The couplings shall allow flex in the piping and provide for a disassembly point for maintenance and repairs.

VENTED LUG CAPS AND PLUGS

All intake and discharge plugs and caps and plugs shall be vented lug type designed to relieve trapped pressure and help reduce possible operator injuries.

PRESSURE/VACUUM TEST PLUGS

Underwriter's test plug adapters shall be provided for connection of pump test gauges.

INNOVATIVE CONTROLS SL PLUS TANK GAUGE - PUMP PANEL

An Innovative Controls model SL Plus tank gauge shall be provided on the pump panel. The gauge shall feature a 180 degree highly visible wide view ultra-bright LED display showing the level of the booster tank.

TANK GAUGE PARK BRAKE DISABLE

The tank gauge(s) shall be disabled when the park brake is released so that the lights are not a distraction when the vehicle is in motion.

ICI DISCHARGE PRESSURE GAUGES

Unless otherwise specified, each 1 1/2" or larger discharge shall have an ICI pressure gauge. The gauge shall be glycerin filled (-40F to +150F), read from 0 - 400 psi, be accurate within +/- 1% and have a high impact resistant clear acrylic lens.

The individual discharge pressure gauges shall have a 2 3/4" diameter.

The discharge pressure gauge dials shall be white with black markings. The needle shall match the color of the markings.

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The pressure gauge shall be directly in line with the discharge control handle for the discharge that they provide pressure readout for. **For ease of operation, this requirement must be strictly adhered to. There shall be no exception to this requirement.**

The gauges shall be clearly labeled with permanent color coded labels.

The discharge pressure gauges shall have a lifetime non-yellowing and freeze warranty. The gauge shall also be warranted for four years for defects in materials and workmanship including fluid leakage. Warranty will not cover labor costs and/or transportation costs.

IDENTIFICATION LABELS FOR PUMP PANEL

Innovative Controls verbiage label bezels shall be installed. The bezel assemblies will be used to identify apparatus components. These labels shall be designed and manufactured to withstand the specified apparatus service environment.

Where required, the verbiage label bezel assemblies shall include a chrome plated panel mount bezel with durable easy to read UV resistant polycarbonate inserts featuring the specified verbiage and color coding. The UV resistant polycarbonate verbiage and color inserts shall be sub-surface screen printed to eliminate the possibility of wear and protect the inks from fading. Both the insert labels and bezel shall be backed with 3M permanent adhesive (200MP), which meets UL969 and NFPA standards.

The color scheme for the discharge and intake labels shall be per NFPA A.16.9.1.

AKRON HD-8800 SERIES VALVES

All discharge and small diameter auxiliary intakes shall have heavy duty Akron 8800 series brass ball valves with stainless steel ball. This shall include the tank to pump and tank fill valve.

FUTURE FOAM CAPABILITIES

The apparatus shall be pre-piped for future installation of a foam system. The manifold shall be stainless steel. This manifold shall be fed from the main pump discharge manifold and shall have a spacer pipe installed between the two manifolds with Victaulic couplings on each end. The spacer pipe shall be the length required for future installation of an electronic foam system.

To minimize the future costs of installing foam on the apparatus, there shall be no exception to this requirement.

RIGHT REAR 2 1/2" DISCHARGE

One (1) 2 1/2" discharge shall be provided on the right rear of the apparatus.

The valve shall be manually controlled on the pump panel.

A chrome discharge elbow shall be provided with 2 1/2" NST threads.

The discharge shall be used as a pre-connected line and shall not require any cap or chain.

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3" MONITOR DISCHARGE

A 3" monitor discharge shall be provided above the pump compartment. The discharge piping shall extend above the pump compartment a sufficient distance to allow use of the deck gun.

The valve shall be manually controlled on the pump panel. The control shall have an integrated slow closing mechanism to comply with NFPA 1901.

1 3/4" FRONT BUMPER DISCHARGE(S)

There shall be one (1) 1 3/4" discharge(s) provided on the front of the apparatus. Piping and valve shall be 2".

The valve shall be manually controlled on the pump panel.

The front bumper 1 3/4" discharge shall be pre-piped for future foam system installation.

The front bumper discharge shall have a 1 1/2" MNST thread connection.

BUMPER EXTENSION HOSE WELL WITH COVER

A hose well shall be provided in the bumper extension. The hose well shall be designed to fit between the front bumper frame rail extensions shall have a "raised lip" to help prevent water entry into the compartment. The hose well shall be maximum size using all useable space between the frame rails. An aluminum treadbrite hinged cover shall be provided to enclose the hose well.

The floor of the hose well shall be covered with Turtle Tile.

HOSE WELL COVER NOTCH

A hose well cover shall be notched to allow for the hose to be pre-connected to the discharge located on the front bumper extension.

FRONT HOSE WELL CAPACITY

The front bumper hose well shall have the capacity of 150 feet of 1 3/4" fire hose.

FRONT DISCHARGE HOSE CONNECTION - CHROME SWIVEL

The hose connection for the discharge shall be located immediately adjacent to the hosewell. A **chrome plated or polished stainless steel** swivel shall be provided. The lid for the hosewell shall be notched to allow for the hose to be preconnected.

FRONT BUMPER DISCHARGE HOSE CONNECTION - DRIVER'S SIDE

The hose connection for the front bumper discharge shall be on the driver's side.

FRONT BUMPER EXTENSION WARNING LABEL - FAMA26

A permanent label shall be provided on the front bumper extension warning that the area is not designed, constructed or intended to be a stepping, standing or walking surface. The label shall state that the surface is not intended for this purpose and indicate potential injury or death in doing so.

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1 3/4" CROSSLAY PRECONNECTS

Two 1 3/4" preconnected crosslays shall be provided and located above the side mount pump panel.

The crosslay compartment shall be constructed of 5052 smooth aluminum sheet material with a random brushed finish applied after fabrication. Each crosslay shall be piped using 2" piping or high pressure hose incorporating a 2" ball valve with the control on the side mount pump operator's panel.

The #1 - hand line crosslay shall have the capacity to hold 200 feet of 1 3/4" or 2" fire hose and nozzle.

The #2 - hand line crosslay shall have the capacity to hold 200 feet of 1 3/4" or 2" fire hose and nozzle.

The valve(s) shall be manually controlled on the pump panel.

There shall be two (2) 2" swivel elbows with 1 1/2" male NST hose thread connections provided on the cross lay hose beds. The swivels shall be mounted in a position to prevent hose "pinching" at the hose thread connection.

3/4" manual drain valves shall be provided for all 1 3/4" crosslays. The valves shall have an all brass body with heavy duty neoprene seal.

The #1 hand line crosslay shall be pre-piped for future foam system installation.

The #2 hand line crosslay shall be pre-piped for future foam system installation.

2 1/2" CROSSLAY PRECONNECT(S)

One (1) 2 1/2" pre-connected crosslay(s) shall be provided and located above the side mount pump panel.

The crosslay compartment shall be constructed of 5052 smooth aluminum sheet material with a random brushed finish applied after fabrication. Each crosslay shall be piped using 2 1/2" piping or high pressure hose incorporating a 2 1/2" ball valve with the control on the side mount pump operator's panel.

The #1 - 2 1/2" crosslay shall have the capacity to hold 150 feet of 2 1/2" or 3" fire hose and nozzle.

The valve(s) shall be manually controlled on the pump panel.

There shall be one (1) 2 1/2" swivel elbow with a 2 1/2" male NST hose thread connection provided on the 2 1/2" cross lay hose bed. The swivel shall be mounted in a position to prevent hose "pinching" at the hose thread connection.

3/4" manual drain valves shall be provided for all 2 1/2" crosslays. The valves shall have an all brass body with heavy duty neoprene seal.

The #1 2 1/2" crosslay shall be pre-piped for future foam system installation.

VINYL CROSSLAY COVERS - BLACK

Black vinyl coated nylon end covers shall be provided to cover the ends of the crosslays.

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HINGED ALUMINUM TREADBRITE CROSSLAY COVER

An aluminum treadbrite hinged cover shall be provided to cover the crosslay compartment. The cover shall have a full length polished stainless steel hinge. A chrome plated lift handle shall be provided on each end of the cover. Rubber protection blocks shall be provided in any area where the cover may come into contact with a painted surface.

PUMP COMPARTMENT

A modular pump compartment with side mounted pump operator's panel shall be provided. The modular design of the pump compartment shall allow the compartment to be fully independent of the apparatus body. A 1" flex joint shall be provided between the pump compartment and the apparatus body.

The modular design of the pump compartment shall allow the entire pump system, including the pump itself, to be removed from the apparatus in a one-piece assembly while leaving the body intact and without having to cut any sheet metal or welds.

STAINLESS STEEL PUMP COMPARTMENT CONSTRUCTION

The entire pump compartment shall be constructed using only 304 marine grade stainless steel fabricated sheeting with a #4 annealed and polished finish on all exterior surfaces. The pump compartment shall not require any finish painting. Due to the extreme twisting and flexing that all fire apparatus are subjected to, aluminum shall not be used in any portion of the pump compartment structural support. The use of any type of enclosed tubing that requires the use of self tapping or any other type of machine screw shall not be acceptable.

PUMP COMPARTMENT RUNNING BOARDS

The pump compartment side running boards shall be constructed of NFPA compliant slip resistant aluminum treadbrite.

PUMP COMPARTMENT FRONT WALL

The front wall of the pump compartment shall be constructed of aluminum treadbrite which is bolted to the pump compartment assembly and removable.

PUMP COMPARTMENT RIGHT SIDE ACCESS DOOR - SIDE MOUNT

A brushed stainless steel hinged access door shall be provided on the right side of the pump compartment. The doors shall have pneumatic hold open devices and push button type flush latches.

SIDE MOUNT BRUSHED STAINLESS STEEL PUMP PANEL

All controls and instruments shall be located on the left side of the apparatus. All discharge and intake valve controls shall be located on the left side pump panel.

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BRUSHED STAINLESS STEEL PUMP PANELS

The left and right side pump panels shall be constructed of 304 2B marine grade brushed stainless steel with a #4 brushed and polished finish. The panels shall be held into place with two latches on the top to allow for easy removal of the panels.

The upper section of the left side pump panel shall be constructed of the same 304 2B marine grade stainless steel. The upper section shall be vertically hinged and have a chrome plated latch to secure the panel when closed.

LED SIDE MOUNT PUMP PANEL LIGHTS

The side mount pump panel shall be illuminated using a track type LED light assembly.

The light shall be constructed of an unbreakable type clear poly flexible material housed in an aluminum extrusion mounted behind a brushed stainless steel light shield provided across the top of the gauge panel.

AUTOMATIC PUMP PANEL LIGHT ACTIVATION

The pump panel lights above the pump control panel shall function automatically with the pump shift activation.

LED RIGHT SIDE DISCHARGE/INTAKE PANEL LIGHTS

The right side discharge and intake panels shall be illuminated using a track type LED light assembly.

The light shall be constructed of an unbreakable type clear poly type flexible material housed in an aluminum extrusion mounted behind a brushed stainless steel light shield provided across the top of the hinged access door.

PUSH/PULL VALVE CONTROL HANDLES

The apparatus pump panel shall be equipped with Innovative Controls side mount valve controls to open/close the manually operated discharge valves.

The ergonomically designed ¼ turn push-pull T-handle shall be chrome plated zinc with recessed labels for color coding and verbiage. The control rod shall provide a true positive lock to eliminate valve drift. Bronze and Teflon impregnated stainless steel bushings in both ends of rod housing shall minimize rod deflection, never need lubrication, and ensure consistent long term operation.

The control assembly shall include a decorative chrome plated zinc panel mounting bezel.

DISCHARGE VALVE CONTROL HANDLE LAYOUT

All discharge valve control handles shall be located in one or two horizontal lines across the mid-section of the pump panel. The control handles shall be located immediately below their corresponding pressure gauge for ease of pump operation.

STAINLESS STEEL VALVE CONTROL LINKAGES

All manual valve controls shall have control rod linkages constructed of 1/2" stainless steel rod or pipe and shall implement heavy ball swivel joints and clevises for smooth valve operation.

Steel, painted or coated control rods are not acceptable. (No Exception).

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BOOSTER TANK- UNITED PLASTIC FABRICATING, INC.

The tank shall have a LIFETIME warranty provided by United Plastic Fabricating, Inc.

The tank exterior shell shall be constructed of minimum 1/2" thick PT3 polypropylene sheet stock. This material shall be non-corrosive stress relieved thermoplastic which is U.V. stabilized for maximum protection. The booster tank shall be of a specific configuration and is designed to be completely independent of the body and compartments. All joints and seams shall be nitrogen welded and tested for maximum strength and integrity. The tank construction shall include Poly Pro Seal technology. A sealant shall be installed between the plastic components prior to being fusion welded. This sealing method will provide a liquid barrier offering leak protection in the event of a weld compromise.

The transverse swash partitions shall be manufactured of 3/8" PT3 polypropylene material. The longitudinal swash partitions shall be constructed of 3/8" PT3 polypropylene and extend through the cover to allow for positive welding and maximum integrity. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All swash partitions shall interlock with one another and are welded to each other as well as to the walls of the tank. All partition spacing shall be compliant with NFPA 1091 recommendations.

The top of the booster tank shall be fitted with removable lifting eyes.

The tank cradle assembly shall be designed to provide support to the tank. The assembly shall be approved by the manufacturer of the tank.

BOOSTER TANK CAPACITY 1,000 GALLONS

The poly booster tank shall have a capacity of 1,000 U.S. gallons.

BOOSTER TANK FILL TOWER - LEFT SIDE FRONT

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" polypropylene and shall be a minimum of **10" x 10"** outer dimension. The tower shall be located in the left front corner of the hose bed. The tower shall have a 1/4" thick removable polypropylene screen and polypropylene hinged type cover.

4" TANK OVERFLOW

A 4" diameter tank vent/overflow shall be provided and integrated into the tank. The piping shall be a minimum of schedule 40 polypropylene designed to run through the tank and discharge behind the rear wheels.

1" TANK SUMP DRAIN

A 1" drain shall be provided in the bottom of the tank sump to fully drain the tank. The drain shall use 1" stainless steel piping with a 1" valve. The control for the valve shall be remoted to the driver's side of the apparatus just under and behind the side rub rail. The drain control handle shall be labeled "TANK DRAIN".

3" TANK SUMP CLEAN OUT PLUG

A 3" tank sump clean out plug drain shall be provided in the bottom of the tank sump.

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BOOSTER TANK CAPACITY CERTIFICATION

The manufacturer shall certify the capacity of the booster tank. Certification shall be documented on the Manufacturer's Record of Construction document.

BOOSTER TANK TOP FILL TOWER BLUE COLOR CODE

The top fill for the booster tank shall be color coded blue and shall have the tank capacity engraved into the hinged cover.

3" TANK TO PUMP

One 3" tank to pump line(s) and valve(s) shall be provided between the tank and the pump. The piping from the sump to the valve shall be 4".

The tank to pump valve shall be manually controlled on the pump panel.

TANK TO PUMP CHECK VALVE

A check valve assembly shall be provided on the pump. The valve shall prevent unintentional back filling of the tank through the tank to pump line. Connection from the valve to the tank shall be made by using a non-collapsible flexible rubber hose.

STAINLESS STEEL APPARATUS BODY CONSTRUCTION

The entire apparatus body shall be formed by shearing and bending fire apparatus quality stainless steel sheet metal. Metal tubular structures or extrusions shall not be used in the construction of the apparatus body. All edges of the sheared metal shall be sanded to remove any sharp shear edges prior to bending the metal. After shearing and bending, the body shall be assembled on a jig table that is designed to hold all apparatus body parts securely in place to insure an accurately built apparatus body. After the fabricated body parts are secured on the jig, the body shall be welded together using a wire welder to insure proper weld penetration.

The entire apparatus body shall be welded together using only unexposed welding methods. No welds shall be visible on the exterior of the apparatus body. All welds on the exterior of the body shall be ground flush and filled with automotive body filler. Metal or rubber trims shall not be used to hide welds or seams.

COMPARTMENT FLOORS

All compartment floors shall be constructed of fire apparatus quality stainless sheet steel. The floors shall have a minimum 1" upward flange on the rear wall of the compartment to prevent any possible moisture accumulation in this area. The sides of the floor must be welded the full depth of the compartment to eliminate moisture accumulation. These welds must be placed on the bottom exterior of the compartment so that they are not visible on the interior of the compartment. The front edge of the compartment shall consist of a minimum of four bends to provide additional strength in the compartment floor and shall then form the lower door jamb.

All compartment floors shall be sweep out design. This shall include the lower side compartments, any upper compartments, and the rear face compartment. Any exception to this requirement will cause immediate rejection of bid.

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COMPARTMENT REAR WALLS/BODY SIDES

The compartment rear walls and the apparatus body sides shall be constructed of fire apparatus quality stainless sheet steel. The corners shall be one piece construction from top to bottom and from the inner body panel to the outer face of the compartment to provide maximum strength. Corners using structural support channels or extrusions that require two or more pieces to be welded together shall not be implemented.

SIDE/REAR COMPARTMENT TOPS AND CEILINGS

The side and rear compartment tops and ceilings shall be constructed of fire apparatus quality stainless sheet steel. The ceiling of the lower side compartments in the extended depth section shall also be constructed of this material.

FENDERWELLS

The left and right side rear fender wells shall be constructed of fire apparatus quality stainless steel sheet steel. A 1" gap shall be provided on the bottom of each side of the circular liner to allow drainage of water and for easy cleanout. Sufficient clearance shall be provided for tire chains. The fender wells shall be thoroughly cleaned and sealed.

PAINTED FENDERWELLS

The fender wells shall be finish painted the primary exterior color of the apparatus.

Two prevent potential corrosion points, aluminum treadbrite or bolted on overlapping panels shall not be implemented in the construction of the apparatus body.

REMOVABLE INNER FENDER LINER

The fender wells shall be radius cut and shall have a circular inner liner to prevent rust pockets and for ease of cleaning. The inner liner shall be constructed of high impact polyethylene material and shall be fully removable for chassis suspension access.

REMOVABLE INNER FENDER LINER - NO EXCEPTION

To prevent the accumulation of potential corrosive materials in the fender well area, there shall be no exception to the removable inner fender liner.

STAINLESS STEEL FENDERETTE

The fender wells shall be trimmed with a polished stainless steel fenderette. The stainless steel fenderette shall be secured into place with stainless steel fasteners and shall be easily removable for replacement. A black rubber fender welting shall be provided between the fenderette and the inner liner surface. The fenderettes shall protrude from the apparatus body a maximum of 1".

REPLACEABLE FENDERETTE

The stainless steel fenderette shall be secured to the apparatus body with stainless steel fasteners and shall be easily removable for replacement.

Fenderettes that are welded to the apparatus body are not acceptable.

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COMPARTMENT TOP OVERLAY

The compartment tops shall be overlaid with fire apparatus quality aluminum treadbrite. The aluminum treadbrite shall be an overlay only and shall not form any structural part of the apparatus. It shall be fitted on the apparatus body with all holes drilled prior to painting. **Aluminum treadbrite that is welded or bolted to the top of the compartments and masked off during the paint process is not acceptable.** The back side of the aluminum treadbrite shall be fully covered with a high temperature polyurethane based sealer.

COMPARTMENT TOP WARNING LABEL - FAMA26

A permanent label shall be provided on the front and rear of the compartment tops on both sides warning that the area is not designed, constructed or intended to be a stepping, standing or walking surface. The label shall state that the surface is not intended for this purpose and indicate potential injury or death in doing so.

PAINT PROCEDURE - PPG DELFLEET BASE COAT/CLEAR COAT

After the apparatus body has been fully assembled and all mounting holes, etc. have been either punched, machined, or drilled, the apparatus shall be fully disassembled for the paint process.

Masking or taping off of any portion of the apparatus during the paint process shall not be acceptable. All compartment doors shall be painted separate from the apparatus body.

All seams or flanges on the apparatus body shall be caulked or properly sealed to prevent moisture accumulation in flanged areas.

PAINT PROCESS:

The apparatus body paint procedure shall consist of an eight (8) step finishing process as follows:

1. Surface Preparation: All exposed metal surfaces on the apparatus exterior shall be thoroughly cleaned as per SSPC-SP1. All imperfections on the exterior metal surface shall be removed or filled prior to the priming process. All exposed metal shall be thoroughly abraded using a dual orbital air power sander as per SSPC-SP3.
2. Cleaning and Treatment: All surfaces shall be chemically cleaned using PPG DX436 wash and grease remover cleaning agent to remove all dirt, oil, grease and metal oxides to ensure proper adhesion as per SSPC-SP1.
3. Primer Application: PPG F3993 primer shall be applied to the bare metal as per bulletin DFT-041.
4. Primer/Surfacer Application: PPG F3975 primer/surfacer shall be applied to the primer.
5. Dual Orbital Sanding: The primer/surfacer shall be thoroughly sanded to a superior smooth surface.
6. Cleaning: After sanding in step #5, all surfaces shall be chemically cleaned again using PPG DX394 wash and grease remover to remove all oil and dirt. The surface to be painted shall be clean of all oil, grease, and dirt to ensure proper adhesion as per SSPC-SP1.
7. Primer Sealer Application: PPG Delfleet F3975 two component urethane primer sealer shall be applied over the thoroughly sanded and cleaned primer/surfacer as per bulletin DFT-054.
8. Topcoat Application: Two coats of PPG Delfleet FBCH basecoat color two component polyurethane

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paint shall be applied to the primer sealer as per bulletin DFT-001. The base color shall be followed by two coats of PPG Delfleet F3906 two component polyurethane clear coat finish as per bulletin DFT-055.

DRY FILM PAINT TESTS

The apparatus manufacturer shall perform dry film readings on the painted apparatus to insure adequate paint thickness. The total dry film readings shall be a minimum of 6.4 mils average. These readings must be measured with an ETG ferrous/nonferrous digital dry film thickness measurement instrument. Readings must be taken from a minimum of 12 separate locations on the apparatus body. The apparatus manufacturer shall record these tests and make them available to the purchaser upon request.

PAINT PROCESS SYSTEM AUDIT

The apparatus manufacturer shall strictly follow the documented paint application procedure as provided by the paint manufacturer. The paint manufacturer shall also perform an annual audit of the paint process.

APPARATUS BODY PAINTED OFF CHASSIS

The apparatus body shall be painted prior to being mounted on the chassis. Painting of the body off the chassis will prevent primer and paint overspray on the cab, frame rails and other critical components of the apparatus and drivetrain.

There shall be no exception to this requirement.

PPG CERTIFIED 10 YEAR LIMITED PAINT WARRANTY

The apparatus body exterior finish paint shall have a 10 year limited warranty. The warranty shall be certified by the manufacturer of the paint. Documentation of this shall be provided to the end user. Any warranty that is extended by the apparatus manufacturer and not backed by the paint manufacturer will not be acceptable.

PPG COMMERCIAL OEM PRODUCT WARRANTY COVERAGE:

Warranty Inclusions:

- Delamination of the topcoat and/or other layers of paint.
- Cracking or checking due to failure of the product.
- Excessive loss of gloss caused by cracking, checking and hazing.

Warranty Exclusions:

- Paint deterioration caused by blisters, bubbles, flaking or other degradation due to rust or corrosion originating from the substrate.
- Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavy-duty pressure washing, or aggressive mechanical wash systems.
- Paint deterioration caused by abuse, scratches, chips, gloss reduction, accidents, acid rain, chemical fallout, road treatment materials/chemicals or acts of nature.
- Any paint that was not applied by Toyne, Inc.
- Claims presented without proper Warranty documentation.

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- Failure on finishes performed by Non-PPG Commercial Certified Technicians.
- Failure on finishes due to inadequate film builds.
- Failures due to improper cleaning or surface preparation or failure to follow the product use instructions.

THESE ARE THE ONLY WARRANTIES THAT PPG MAKES, AND ALL OTHER EXPRESSED OR IMPLIED WARRANTIES, INCLUDING WITHOUT LIMITATIONS, ANY WARRANTY OF FITNESS FOR PARTICULAR PURPOSE OR USE, ARE DISCLAIMED BY PPG.

APPARATUS BODY COMPARTMENT INTERIOR FINISH

The interior of all apparatus body compartments shall be finished with a gray textured coating.

NPFA SLIP RESISTANCE CERTIFICATION

Any materials used as a stepping, standing or walking surface shall be certified to be compliant with NFPA 1901 15.7.4. Documentation shall be provided with the completed apparatus.

100" BODY WIDTH

The apparatus body shall be 100" wide from side to side measuring from the rub rail mounting surface.

HOSE BED - 68" WIDE

The hose bed shall be 68" wide from side to side.

DRIVER'S SIDE COMPARTMENT IN FRONT OF THE REAR WHEELS

A compartment shall be provided in front of the rear wheels. The compartment interior dimensions shall be 67" high x 47.75" wide with the lower 28" of the compartment being 26" usable depth and the remaining upper section being 14" usable depth.

The compartment shall have a roll up door with a satin finish.

DRIVER'S SIDE ABOVE WHEEL COMPARTMENT

A compartment shall be provided above the rear wheels. The compartment interior dimensions shall be 37" high x 63.75" wide x 14" usable depth.

The compartment shall have roll up door with a satin finish.

DRIVER'S SIDE COMPARTMENT BEHIND REAR WHEELS

A compartment shall be provided behind the rear wheels. The compartment interior dimensions shall be 67" high x 44" wide x 26" useable depth in a portion of the lower section and the remaining upper section being 14" usable depth.

The compartment shall have a roll up door with a satin finish.

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PASSENGER'S SIDE COMPARTMENT IN FRONT OF THE REAR WHEELS

A compartment shall be provided in front of the rear wheels. The compartment interior dimensions shall be 67" high x 47.75" wide with the lower 28" of the compartment being 26" usable depth and the remaining upper section being 14" usable depth.

The compartment shall have a roll up door with a satin finish.

PASSENGER'S SIDE ABOVE WHEEL COMPARTMENT

A compartment shall be provided above the rear wheels. The compartment interior dimensions shall be 37" high x 63.75" wide x 14" usable depth.

The compartment shall have a roll up door with a satin finish.

PASSENGER'S SIDE COMPARTMENT BEHIND REAR WHEELS

A compartment shall be provided behind the rear wheels. The compartment interior dimensions shall be 67" high x 44" wide x 26" useable depth in a portion of the lower section and the remaining upper section being 14" usable depth.

The compartment shall have a roll up door with a satin finish.

LOW MOUNT ENCLOSED LADDER COMPARTMENT

A ladder storage compartment shall be provided on the right side of the apparatus with an access door on the rear. The compartment shall be located below the hose bed level and shall not be located above or through the booster tank. The compartment shall be located between the booster tank and the right side compartments.

For ease of removal and replacement with limited staffing, the compartment shall be designed to carry all portable ladders vertically on their beams. Ladder racks that carry the ladders horizontally shall not be acceptable.

The compartment shall be constructed of 5052 1/8" aluminum with a brushed finish. Individual slides fabricated of 5052 H32 alloy aluminum shall be provided in the compartment on both sides to allow individual storage for all ladders. The slides shall be provided with permanently attached Rodex poly slip blocks with tapered front and rear edges allow easier loading/unloading of the ladders.

All ladders shall be capable of being removed individually without disturbing the remaining ladders.

LADDER COMPARTMENT DOOR

A smooth aluminum vertically hinged door with a slam-type latch shall be provided on the compartment. The latch shall be activated by a large "D" ring control. The use of lift-and-turn or small snap type latches on this door shall not be acceptable.

The door shall be covered with Chevron material.

PIKE POLE STORAGE

Storage for two straight handle pike poles shall be provided in the ladder storage compartment.

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LADDER COMPARTMENT LIGHT

An LED light shall be provided in the ladder storage compartment. The light shall be mounted just inside the ladder compartment access door and activated with an automatic door switch.

The light switch shall be incorporated into the door ajar warning system in the cab.

DUO SAFETY 24' 2-SECTION ALUMINUM LADDER

One (1) Duo Safety 900A 24' NFPA compliant two section aluminum extension ladder provided and mounted.

DUO SAFETY 14' ALUMINUM ROOF LADDER

One (1) Duo Safety model 775A 14' NFPA compliant aluminum roof ladder with folding hooks shall be provided and mounted.

DUO SAFETY 10' ALUMINUM FOLDING ATTIC LADDER

One (1) Duo Safety 585A 10' NFPA compliant aluminum folding attic ladder shall be provided and mounted.

ENCLOSED HARD SUCTION COMPARTMENT

A compartment for hard suction shall be provided on the left side of the apparatus with an access door with 12" wide x 23 1/2" high opening on the rear. The compartment shall be located below the hose bed level and between the booster tank and the left side compartments.

The compartment shall be constructed of 5052 1/8" aluminum with individual tubular slides constructed of PVC for storage of two lengths of hard suction. Each hard suction shall be capable of being removed individually without having to disturb the remaining hard suction.

The compartment shall have a small LED light mounted just inside the door with an automatic door switch. The light shall be incorporated into the door ajar warning system in the cab.

HARD SUCTION COMPARTMENT DOOR

A smooth aluminum vertically hinged door with a slam-type latch shall be provided on the compartment. The latch shall be activated by a large "D" ring control. The use of lift-and-turn or small snap type latches on this door shall not be acceptable.

The door shall be covered with Chevron material.

PIKE POLE STORAGE

Storage for two straight handle pike poles shall be provided in the hard suction storage compartment.

REAR FACE COMPARTMENT

A rear compartment shall be provided on the apparatus just ahead of the rear step. The compartment shall be a minimum of 30" useable depth.

REAR COMPARTMENT HEIGHT

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The rear facing compartment shall extend upward and shall be flush with the top of the booster tank to maximize the height of the rear compartment.

There shall not be a void area between the top of the rear facing compartment and the bottom of the hose bed nor shall the booster tank extend over the rear compartment.

REAR FACE COMPARTMENT DOOR - ROLL UP

The rear compartment shall have a roll up door. The door shall have a satin finish.

DRIVER'S SIDE REAR COMPARTMENT - TRANSVERSE

The driver's side compartment behind the rear wheels shall be open into the rear facing compartment (transverse).

PASSENGER'S SIDE REAR COMPARTMENT - TRANSVERSE

The passenger's side compartment behind the rear wheels shall open into the rear facing compartment (transverse).

REAR PULLING EYES

Two rear 3/4" CRS pulling eyes shall be provided under the rear tailboard. The eyes shall have a minimum of a 3" clear opening for passing chains through the eye.

REAR STEP MATERIAL - NFPA ALUMINUM TREADBRITE

The rear step shall be constructed of NFPA complaint bright finish aluminum treadbrite.

18" REAR TAILBOARD STEP

An 18" depth rear tailboard step shall be provided on the apparatus. The step shall be spaced from the rear face of the apparatus body a minimum of 3/4" for easy wash out.

DO NOT RIDE ON REAR STEP WARNING LABEL - FAMA24

A permanent label shall be provided at the rear step area stating that riding in this area while the vehicle is in motion is prohibited and shall warn of the potential dangers, including injury or death, in doing so.

HOT DIPPED GALVANIZED SUB FRAME

The tank cradle and body substructure shall be constructed of high strength ASTM A-36 structural steel with a 36,000 psi minimum yield strength. The entire substructure shall be framed and jig welded together to insure a truly square assembly. The substructure shall be fastened to the chassis rails so that it may be easily removed from the chassis for repair, replacement or mounting to a new chassis.

After complete assembly of the tank cradle substructure, the entire assembly shall be hot dipped galvanized for superior corrosion protection.

Due to the extreme duty that this apparatus will experience during its intended service life and to prevent rusting and corrosion from shortening the service life of this apparatus, sub frames fabricated of painted/undercoated steel or aluminum tubing shall not be acceptable.

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20 YEAR SUB-STRUCTURE WARRANTY

The tank cradle and body substructure shall have a 20 warranty covering failure due to corrosion perforation or structural design error.

This warranty shall be in effect for 20 years after delivery of the apparatus to the customer. **NO EXCEPTION.**

HYPER-FLEX BODY MOUNTING

The body module assembly shall be mounted to the chassis frame rails with "*Hyper-Flex*" vibration and shock isolators using a forward mounting system. Flexible neoprene pads, or U-springs especially developed for the expected weight and torsional flexing of the apparatus body, shall be incorporated into the system to eliminate chassis frame rail flex from transmitting harmful loads and twisting onto the body.

COMPARTMENT VENTILATION

Each compartment shall have a removable metal ventilation plate to allow for air movement in the compartment. A cleanable filter material shall be provided behind the plate.

Plastic cover plates will not be acceptable.

ROM SERIES IV ROLL UP COMPARTMENT DOORS

For all compartments requiring roll up doors, Robinson (ROM) Series IV roll up doors shall be installed.

Each shutter slat, track, bottom rail, and drip rail shall be constructed from anodized 6063 T6 aluminum.

The shutter slats shall feature a double wall extrusion 0.315" thick with a concave interior surface to minimize loose equipment jamming the shutter door closed. Shutter slats shall feature an interlocking end shoe to prevent side to side binding of the shutter door during operation. Slat must have interlocking joints with an inverted locking flange. The slat inner seal shall be a one piece PVC extrusion designed to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

The shutter door tracks shall be one piece design with integral overlapping flange to provide a clean finished look without the need of caulk. Door tracks shall feature an extruded Santoprene rubber double lip low profile side seal with a silicone co-extruded back to reduce friction during shutter operation.

The shutter bottom rail shall be a one piece double wall extrusion with integrated finger pull. The finger pull shall be curved upward with a linear striated surface to improve operator grip while operating the shutter door. The bottom rail shall have a smooth contoured interior surface to prevent loose equipment from jamming the shutter door. Bottom rail seal shall be made from Santoprene and shall be a double "V" seal to prevent water and debris from entering compartment. The bottom rail lift bar shall be a one piece "D" shaped aluminum extrusion with linear striations to improve operator grip during operation. The lift bar shall have a wall thickness of 0.125" and be supported by no less than two pivot blocks constructed from Type 66 Glass filled reinforced nylon for superior strength. The bottom rail end blocks shall have incorporated drain holes which will allow any moisture that collects inside the extrusion to drain out.

Shutter door shall have an enclosed counter balance system. The system shall be 4" in diameter and held in place by 2 heavy duty 18 gauge zinc plated plates. The counter balance system shall have 2 over-molded rubber guide wheels to provide a smooth transition from vertical track to counter balance system; no foam material of any kind shall be permitted or used in this area.

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STAINLESS STEEL DOOR SILL PROTECTION

Stainless steel door sill covers shall be provided on all side compartment lower door sills to protect the painted finish of the apparatus body when storing equipment in the compartment or when removing equipment for use on the emergency scene.

STAINLESS STEEL COATED FASTENERS

All fasteners used in the finish construction of the apparatus body shall be marine grade stainless steel. Fasteners that pass through a dissimilar metal panel shall be Magna-Gard, or equal, coated to help prevent metal reaction and corrosion.

As the Magna-Gard, or equal, coating is a "baked on" type coating providing for excellent adhesion to the fastener, spray on type coatings may be used in conjunction with the Magna-Gard, or equal, but not in place of it.

Because dissimilar metal corrosion is a common occurrence on all apparatus and the Magna-Gard (or similar "baked on" coatings) fasteners are commercially available to all manufacturers and is not a proprietary product, there shall be no exception to this requirement.

ELECTROLYSIS CORROSION CONTROL

The apparatus shall be assembled using ECK or electrolysis corrosion control, on all high corrosion potential areas, such as door latches, door hinges, trim plates, fenderettes, etc. This coating is a high zinc compound that shall act as a sacrificial barrier to help minimize electrolysis and corrosion between dissimilar metals. This shall be in addition to any other barrier material that may be used.

RUBRAILS - BRIGHT ANODIZED ALUMINUM

Extruded aluminum rub rails shall be provided on the apparatus body sides. The rub rails shall have a bright finish with anodized coating to protect the finish. The rub rails shall be spaced from the apparatus body a minimum of 1/4" with poly spacers.

The rub rails must be bolted on to the apparatus body to allow easy replacement if damaged. Rub rails that are permanently fastened to the apparatus body by welding or any other permanent method will not be acceptable. **NO EXCEPTION WILL BE ALLOWED TO THIS REQUIREMENT.**

RUB RAIL ENDS

The rub rail ends shall be 'capped' with a high impact resistant black EPDM contoured block.

HOSE BED FLOORING

The floor of the hose bed shall be constructed of fiber reinforced Dura-Dek, or equal, material.

The top portion of each "T" cross section shall measure 1 5/8" wide x 3/16" thick with beaded ends. The vertical portion shall be 3/16" thick tapering out at the bottom to a thickness of 1/2" and have an overall height of 1". The "T" sections shall be spaced 3/4" apart to allow for drainage and ventilation.

The flooring shall then be protected with a polyurethane coating to screen out ultraviolet rays. The gray colored coating shall be baked on and include a slip resistant material.

HOSE BED CAPACITY

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The hose bed shall have the capacity to carry the following hose load:

HOSE BED DIVIDER(S) WITH HANDHOLDS

There shall be one (1) hose bed divider(s) to partition off hose. The divider(s) shall be constructed of 3/16" thick aluminum plate material. The lower edge of the divider(s) shall have a two inch, 90-degree bend toward one side and a 2" x 2" x 3/16" aluminum angle welded to the other side.

The divider(s) shall be adjustable by sliding in tracks which are recessed flush into the hose bed flooring, one on front and one on rear. The divider shall be held in place by two bolts on each end.

The upper rear corner of the divider(s) shall have a minimum of a 3" radius cut with 1" aluminum rub plate. **he rear of the divider shall have handhold cutout.**

HOSE BED BULKHEAD

A bulkhead divider shall be provided in the front area of the hose bed separating the hose bed from the tank fill tower(s). The balance of this area that is not occupied by fill tower or other mounted equipment shall be used as a dunnage compartment.

HOSE BED COVER WITH VELCRO FASTENERS

A heavy duty vinyl coated nylon hose bed cover shall be provided to protect the hose load from the weather. The cover shall extend from the front of the hose bed to the rear and then extend downward to cover the exposed rear of the bed.

The cover shall have a double reinforced area where the cover comes into contact with the upper rear corners of the hose bed dividers. The cover shall be secured to the apparatus using Velcro on the sides and lift dots on front.

The rear of the cover shall be secured to the apparatus using positive mechanical latches.

HOSE BED COVER - BLACK

The hose bed cover shall be black.

DRIVER'S SIDE FRONT OF WHEELWELL SPARE CYLINDER COMPARTMENT

A compartment shall be provided in the wheel area in front of the rear axle on the driver's side to hold a total of two (2) spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

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DRIVER'S SIDE REAR OF WHEELWELL SPARE CYLINDER COMPARTMENT

A compartment shall be provided in the wheel area behind the rear axle on the driver's side to hold a total of two (2) spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

PASSENGER'S SIDE FRONT OF WHEELWELL SPARE CYLINDER COMPARTMENT

A compartment shall be provided in the wheel area in front of the rear axle on the passenger's side to hold a total of two (2) spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

PASSENGER'S SIDE REAR OF WHEELWELL SPARE CYLINDER COMPARTMENT

A compartment shall be provided in the wheel area behind the rear axle on the passenger's side to hold a total of two (2) spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

WHEELWELL STORAGE COMPARTMENT DOORS – BRUSHED FINISH STAINLESS

Brushed finish stainless steel access doors shall be provided on each wheel well storage compartment in the wheel well.

WHEELWELL SCBA CYLINDER COMPARTMENT RETENTION STRAPS

One 1" wide loop of high visibility yellow webbing shall be installed in each wheel well spare cylinder compartment for each cylinder to be stored in the compartment. The loop(s) shall be designed to loop around the cylinder valve and help prevent the cylinder from sliding out of the compartment if the door is not latched or fails.

FOLDING ACCESS STEPS - LIGHTED

Austin Hardware MBH-1132-A01-CHR folding access steps shall be provided in areas listed in these specifications. All access steps provided on the apparatus shall support a minimum static load of 500 lbs. and be mounted in accordance to recommended mounting procedures as outlined by NFPA 1901. The steps shall be attached to the apparatus using stainless steel bolts with locking type nuts.

The steps shall each have an LED light above the step area. The lights shall be activated by the park brake.

Any step that is mounted on a non-permanent surface will not be lighted.

Four NFPA compliant folding steps shall be provided on the right side front compartment face.

RIGHT FRONT GRAB RAIL

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A 12" NFPA compliant horizontal handrail shall be provided on the right front of the apparatus towards the front of the hose bed.

Four NFPA compliant folding steps shall be provided on the left side front compartment face.

LEFT FRONT GRAB RAIL

A 12" NFPA compliant horizontal handrail shall be provided on the left front of the apparatus towards the front of the hose bed.

Three NFPA compliant folding steps shall be provided on the rear of the apparatus on the right side.

RIGHT REAR GRAB RAIL

A 12" NFPA compliant horizontal handrail shall be provided on the right rear of the apparatus towards the rear of the hose bed.

8" DEPTH REAR INTERMEDIATE STEP

An 8" depth aluminum treadbrite step shall be provided on the rear face of the apparatus. The step assembly shall be bolted into place using stainless steel fasteners.

Three NFPA compliant folding steps shall be provided on the rear of the apparatus on the left side.

LEFT REAR GRAB RAIL

A 12" NFPA compliant horizontal handrail shall be provided on the left rear of the apparatus towards the rear of the hose bed.

NFPA KNURLED FINISH HANDRAILS

All handrails shall be 1 1/4" diameter extruded aluminum "knurled finish" with chrome plated stanchions. Rubber gaskets shall be provided between the stanchions and any painted surfaces.

LEFT REAR VERTICAL HAND RAILS

An NFPA compliant handrail shall be provided on the left rear of the apparatus for boarding the rear step and using the left rear hose bed access steps.

RIGHT REAR VERTICAL HAND RAILS

An NFPA compliant handrail shall be provided on the right rear of the apparatus for boarding the rear step and using the right rear hose bed access steps.

INTERMEDIATE REAR HORIZONTAL HAND RAIL

An intermediate horizontal handrail shall be provided on the rear of the apparatus.

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APPARATUS BODY UNDERCOATING

The apparatus body shall be undercoated after assembly is completed. A bituminous based automotive type undercoat shall be used. Care shall be taken to avoid undercoat application to items that would hinder normal maintenance.

COMPARTMENT SHELF TRACKS - ALUMINUM

Two (2) sets consisting of two heavy duty aluminum adjustable tracks shall be provided in specified compartments, one for each end of shelf.

The tracks shall not be welded to the apparatus body.

DUAL COMPARTMENT SHELF TRACKS - ALUMINUM

Five (5) sets consisting of four heavy duty aluminum adjustable tracks shall be provided in specified compartments, two for each end of shelf.

The tracks shall not be welded to the apparatus body.

FULL DEPTH COMPARTMENT SHELVING – 3/16”

There shall be four (4) full depth shelves provided. The shelves shall be constructed of 3/16" smooth aluminum with a 2" upward bend on the front and rear edges.

The shelves shall have a random orbit sanded finish.

COMPARTMENT SCBA TRACKS - HORIZONTAL

One (1) sets consisting of two heavy duty horizontally mounted adjustable tracks shall be provided and mounted to the rear walls of the specified compartment(s).

The tracks shall not be welded to the apparatus body.

COMPARTMENT INTERIOR FEATURES

(4) Full depth shelves installed as follows:
DFW, DRW, PFW, PRW,

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NFPA 1901 CERTIFIED 12 VOLT ELECTRICAL SYSTEM

The 12-volt apparatus body electrical system shall be provided and shall be in compliance with NFPA 1901 testing and certification procedures as follows:

NFPA MINIMUM ELECTRICAL LOAD DEFINITION

The NFPA 1901 defined minimum electrical load shall consist of the total amperage required to simultaneously operate the following in a stationary mode:

- Propulsion engine and transmission.
- The clearance and marker lights.
- Communication equipment (5 amp default).
- Illumination of all walking surfaces, the ground at all egress points, control and instrumentation panels and 50% of total compartment lighting.
- Minimum warning lights required for "blocking right of way" mode.
- The current to simultaneously operate fire pump and all specified electrical devices.
- Anything defined by the purchaser, in the advertised specifications, to be critical to the mission of the apparatus.

RESERVE CAPACITY TEST

The first electrical test to be performed will be the Reserve Capacity Test. All items listed in NFPA Minimum Load Definition shall be activated with the engine shut off. After 10 minutes of operation, those items shall be deactivated. After deactivation, the battery system shall have ample reserve to start the engine.

ALTERNATOR PERFORMANCE TEST AT IDLE

An "alternator performance test at idle" test shall be completed. The minimum continuous electrical load shall be activated with the engine running at idle speed. When the engine temperature has been stabilized at idle speed, the battery system shall be tested to detect any battery discharge current.

ALTERNATOR PERFORMANCE TEST AT FULL LOAD

An "alternator performance test at full load" test shall be completed. The minimum continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed for a 2 hour period.

TEST CONDITIONS

All electrical testing shall be performed with the engine compartment at approximately 200 degrees.

12-VOLT WIRING SYSTEM

All 12-volt electrical wiring shall be SXL cross link rated to carry 125% of the maximum current for which the circuit is protected. The wire shall be of sufficient size so that voltage drop in any electrical device does not exceed 10%. All wiring shall be color, number, and function coded with the number and function being printed every 3" along the entire length of all apparatus body wires (as required by NFPA 1901). All wiring shall be routed through heavy duty PVC split loom securely attached and protected against heat, oil, and physical damage. All locations where the wire passes through a body panel shall be protected with electrical grommets.

All connections shall be made using mechanical connectors and be screwed to terminal or junction box with

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machine screws. Wire nut, insulation displacement, or piercing connections shall not be used.

All circuits shall be provided with properly rated low voltage over current protective devices of the automatic reset type.

Removable access panels shall be provided to provide access to the wire and electrical components.

MULTI-PLEXED ELECTRICAL SYSTEM

The apparatus body electrical system shall incorporate a Multiplexed Electrical System. The multiplex system shall consist of all solid-state components contained inside aluminum extrusions referred to as nodes. Each node shall consist of (24) output channels and (24) input channels. All inputs and outputs will be configured into an electrical harness utilizing Deutsch connectors. The nodes must be waterproof and not require special mounting requirements.

The system, at a minimum, shall be capable of performing the following functions: load management sequencing, switch loads, receive digital and analog signals, perform and report diagnostics, continuously report vehicle status and the system is expandable.

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 multiplex system shall be field re-programmable and re-configurable by any authorized dealer or service center. This complete system shall eliminate the need for the following separate components or devices: load manager, load sequencer, warning lamp flasher, door open notification system, interlock modules, separate volt meter and ammeter.

The Base System Shall Include:

- Total Load Management
- Load Shedding Capabilities
- Load Sequencing Capabilities
- “On-Board” Diagnostics Readout
- Very Reliable, Solid-State Hardware
- Error Reporting
- Continuous system monitoring and reporting
- Emergency warning lamp flasher
- Door Ajar System
- Field Configurable
- Expandability Capabilities
- Advanced PC Diagnostics

As-built wiring harness drawings and a master circuit list of electrical circuits that the apparatus builder installs shall be furnished in the delivery manuals. These schematics must show the electrical system broken down into separate functions, or small groups of related functions. Schematics shall depict circuit numbers, electrical components, harnesses, and connectors from beginning to end. **A single drawing for all electrical circuits installed by the apparatus builder shall not be accepted.**

VMUX WARRANTY

The VMUX multiplexed electrical system shall be warranted, under normal use and service, for a period of four years. One year parts and labor and the remaining three years parts only.

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AUTOMATIC HIGH IDLE FUNCTION

An automatic high idle system shall be installed and will activate whenever the system voltage drops below a determined voltage. The high idle will remain on until adequate voltage is achieved.

REAR LICENSE PLATE LIGHT/BRACKET

A chrome plated LED license plate light shall be provided on the rear of the apparatus.

A license plate mounting bracket shall be provided that spaces the license plate away from the apparatus body.

CLEARANCE LIGHTS/REFLECTORS

All apparatus body clearance lights shall be LED style. All lower clearance lights and reflectors shall be mounted in a manner that provides protection from damage, and shall comply with FMVSS-108 regulations.

MID-MOUNTED SIDE TURN SIGNAL - LED

An amber LED side turn signal shall be provided in the mid-section area of the apparatus on both sides.

LED PUMP COMPARTMENT LIGHTS (2)

Two LED compartment lights shall be provided to illuminate the pump compartment. The lights shall function with the pump operators gauge panel lights.

DUAL TRACK TYPE LED COMPARTMENT LIGHTING

Each apparatus body compartment shall have two track type LED lights vertically mounted in the compartment. The lights shall be constructed of an unbreakable type clear poly type flexible material housed in an aluminum extrusion.

A compartment that is considered a 'full height' compartment shall each have two 48" long light sections and a 'low height' or above wheel compartment shall each have two 18" long sections.

The lights shall function automatically and independently of other compartments when the compartment door is opened. **Compartment lighting systems that are controlled by a single, dash mounted switch are not acceptable.**

COMPARTMENT LIGHT SWITCHES

Each hinged apparatus body door compartment shall have a magnetic style reed indicator switch.

Each roll up door shall have an integral door open indicator magnet in the lift bar. If the bar is not properly closed, it shall activate the "Door Open" light in the cab.

The compartment lights shall function automatically when the door is opened. A master compartment light switch shall not be acceptable.

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WHELEN TRI-CLUSTER TAILLIGHTS - LED

Whelen 60BTT 4" x 6" LED taillights and 60A00TAR 4" x 6" LED turn signals shall be provided. The backup lights shall be 4" x 6" clear LED's.

A PLAST4V trim housing shall be provided, one each side for mounting the tail lights, turn signal lights, backup lights and lower "C" warning lights.

BACKUP LIGHTS PARK FUNCTION

The backup lights shall automatically activate when the park brake is set to provide work lighting at the rear of the apparatus.

ZONE A UPPER WARNING LIGHTING

The lightbar shall be provided on the chassis. Specifications for the lightbar are listed in the chassis specifications.

ZONES C, B, & D UPPER WARNING LIGHTING

Zone C Rear Upper Lighting

Two Whelen model RB6 Series beacons shall be provided one on each side on the rear of the apparatus. One shall be a RB6TAP amber and one shall be a RB6TRP red.

Zone B Right Side Upper Lighting

This area shall be covered by the outboard rotator of the lightbar in Zone A upper lighting and the RB6 beacon in Zone C rear upper lighting.

Zone D Left Side Upper Lighting

This area shall be covered by the outboard rotator of the lightbar in Zone A upper lighting and the RB6 beacon in Zone C rear upper lighting.

MID-SECTION WARNING LIGHTS - SIDES

One Whelen LINZ6 red LED light shall be provided on each side in the mid-section of the apparatus. A chrome bezel shall be provided around the lights.

SIDE FACING LOWER REAR WARNING LIGHTS

One Whelen LINZ6 red LED light shall be provided on each side of the apparatus as low and as far rearward as possible on the apparatus. A chrome bezel shall be provided around the lights.

REAR FACING LOWER WARNING LIGHTS

Two Whelen 60R02FCR Series red LED lights with clear lenses shall be provided on the lower rear of the apparatus. A chrome bezel shall be provided around the lights.

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SIREN NOISE WARNING LABEL - FAMA42

A permanent label shall be provided inside the driver's door warning of potential injury that could be received from the noise of the siren. The label shall also state safety precautions that should be taken when the siren is in use.

UNITY AG-C DECK/HOSE BED LIGHTS

Two Unity model AG-C chrome plated lights shall be provided and mounted on the rear of the apparatus, one each side. The lights shall be controlled by light head mounted switches and shall be capable of 360 degrees of rotation and 90 degrees above and below horizontal tilt.

The lights shall be subject to load management shedding to comply with NFPA 1901.

OPTICAL WARNING LIGHT CERTIFICATION

The emergency warning light system shall be certified using one of the available methods provided for in NFPA 1901 13.8.16.

SIREN CERTIFICATION

The siren manufacturer shall certify the siren to NFPA 1901 13.9.1.1.

ELECTRICAL SYSTEM PERFORMANCE CERTIFICATION

A written load analysis and the results of the electrical system performance test shall be provided with the completed apparatus. The load analysis shall include the following:

- Nameplate rating of the alternator.
- The alternator rating under the conditions specified in NFPA 1901 13.3.2.
- Each of the component loads specified in NFPA 1901 13.3.3 that make up the minimum continuous electrical load.
- Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
- Each individual intermittent electrical load.

STATEMENT OF EXCEPTION - NFPA REQUIRED REFLECTIVE STRIPPING

As the dealer shall be installing the NFPA required reflective stripping to the apparatus, the dealer and the customer shall be responsible for insuring that the stripping and the layout is installed properly and complaint to NFPA 1901 15.9.3.

REAR CHEVRON STRIPING

A minimum of 50 percent of the rear vertical surface of the apparatus shall be covered with 6 inch alternating red and yellow retro-reflective striping. The striping shall slope downward away from the centerline of the apparatus at a 45-degree angle.

The retro-reflective material shall conform to the requirements of ASTM D 4956 "Standard Specification for Retro-Reflective Sheeting for Traffic Control", Type I or better.

"AS BUILT" APPARATUS BODY OWNERS MANUALS (2)

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Two "as built" apparatus body owner's manual USB drives shall be provided with the apparatus. All apparatus body electrical schematics shall be provided as well as all instructional and maintenance manuals on components provided and permanently mounted on the apparatus. A copy of the final apparatus body build specifications shall also be included on the drive. The USB shall be "read only" and shall not allow modification.

To eliminate component confusion, generic documentation with equipment that is not provided on the apparatus body shall not be acceptable.

FAMA FIRE APPARATUS SAFETY GUIDE

One (1) FAMA Fire Apparatus Safety Guide(s) shall be provided with the completed apparatus.

STATEMENT OF EXCEPTION - NFPA MISCELLANEOUS REQUIRED EQUIPMENT

The customer shall be responsible for providing all NFPA required miscellaneous equipment that is not contained within these specifications. All required equipment must be properly installed on the apparatus and in working condition prior to the apparatus being placed into service.

FAMILIARIZATION AND DEMONSTRATION

Upon completion of the new apparatus, an authorized properly trained representative of the manufacturer shall perform a "Familiarization and Demonstration" overview of the apparatus and related components.

The Department shall provide the representative with a written list, by full proper names, of the individual(s) that are to receive the overview. Upon completion of the overview, each person in attendance will be required to acknowledge, by signature, that they understand the operation of the apparatus and all related components.

CHASSIS FAMILIARIZATION

Familiarization of the apparatus shall include the following:

- How to locate gauges or indicators and check all fluid levels and operational use of the apparatus.
- How to tilt the chassis cab or hood assembly for access to the engine, fire pump (if applicable), or aerial control (if applicable), or any other device to allow access to fluids or for required maintenance.
- Interior cab controls, instruments, mirrors, safety devices or alarms, brake operations, transmission control, pump controls (if applicable) exhaust regeneration (if applicable), seat adjustments, warning light engagement and other operational equipment.

POST ACCEPTANCE TRAINING REQUIREMENTS

After apparatus acceptance, the Department shall be responsible for ongoing training of personnel. The Department shall not allow untrained or undertrained personnel to operate the apparatus or any included feature of the apparatus.

2 LB. BAG OF FASTENERS

A 2 lb. bag of fasteners used in the final assembly of the apparatus shall be provided. The bag shall contain a variety of fasteners and shall not be one single size.

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DEALER SUPPLIED EQUIPMENT

QTY	DESCRIPTION
2	10' PVC Suctions 6" LHFNH swivel x 6" RLMNH
1	6" Barrel Strainer - Chrome aluminum
2	Large Aluminum non folding wheel chocks
2	Aluminum wheel chock underbody brackets
1	# SKE43R 3" FNH swivel x elbow x 4" Storz adapter
1	# CC407 4" Storz blind cap & chain
	# 52-11-4106 Auto Charge 1200 (40 amp) Battery Charger, 110V Air
1	compressor, 20 Amp super auto eject shoreline
60	Sixty (60) 3" Gold Scotchcal style letters
1	4" NFPA Stripe - white - straight line style