

BID OPENING DATE AND TIME**On: AUGUST 28, 2008****AT: 10:30 A.M.**

BID NO. S9XT6560	PAGE 1 OF 18	INVITATION AND BID ADVERTISED	BIDDER MUST COMPLETE BELOW <small>BIDDER AGREES TO COMPLY WITH ALL CONDITIONS OF THIS BID. UNSIGNED BIDS WILL NOT BE ACCEPTED.</small>
This Invitation to Bid with your quotations must be received prior to the above cited bid opening date and time.		 CITY OF PHILADELPHIA PROCUREMENT DEPARTMENT MUNICIPAL SERVICES BLDG. 1401 JFK BLVD, ROOM 170A PHILADELPHIA, PA 19102-1685	NAME AND ADDRESS OF FIRM
DEPARTMENT OFFICE OF FLEET MGMT.	DIVISION VEHICLE PURCHASE		
AWARDED			Federal EIN/Social Security Number
DATE FOR THE PROCUREMENT COMMISSIONER			BUYER: R. SAYLOR J. WASHINGTON

TITLE OF BID 4 X 2 ADVANCED LIFE SUPPORT MEDIC UNIT, GMC, CHASSIS**GENERAL INFORMATION**

This Invitation to Bid is issued under the Anti-Discrimination Policy described in the Mayor's Executive Order 02-05.

While there are no Participation Ranges projected for this Bid, bidders are prohibited from discriminating in their selection of subcontractors and are encouraged to solicit quotes from businesses on an equitable basis with other firms.

For informational purposes only, please describe any such commitments on a separate sheet and identify the subcontractor's name, MBEC Certification Number, and dollar amount/ percentage of work.

BID QUESTIONS

All questions concerning this Invitation to Bid, including specifications and conditions, must be presented prior to the bid opening date and time. Contact the Procurement Department, Public Information Center by calling (215) 686-4721, 686-4720, or 686-4719 with questions.

BID SECURITY

When applicable, BIDDERS MUST SUBMIT BID SECURITY.

BID SIGNATURE

**BIDDERS MUST SIGN
PAGE 8 OF THE
"TERMS AND CONDITIONS".**

For City Use Only

BID SECURITY See Conditions of Bidding	MASTER BID SECURITY		CERTIFIED CHECK SUBMITTED WITH BID	
	<input type="checkbox"/> YES	<input type="checkbox"/> NO	AMOUNT	CHECK NUMBER

VOLUNTARY PARTICIPATION AND COMMITMENT FORM (BID)

Please list any MBEC Certified and SBA vendors that will participate in this bid, including the Primary Bidder.

Minority (MBE), Women (WBE), and Disabled (DSBE) Owned Business Enterprises¹

Bid Number		Name of Bidder			
Primary Bidder	MBE <input type="checkbox"/>	WBE <input type="checkbox"/>	DSBE <input type="checkbox"/>	N/A <input type="checkbox"/>	SBA <input type="checkbox"/>
Federal Tax Identification #					
Amount Committed		Type of Work or Materials			
Dollar Amount	\$				
Percent of Total Bid	%				
Sub Contractor	MBE <input type="checkbox"/>	WBE <input type="checkbox"/>	DSBE <input type="checkbox"/>		
Vendor Name					
Federal Tax Identification #					
Amount Committed		Type of Work or Materials			
Dollar Amount	\$				
Percent of Total Bid	%				
Sub Contractor	MBE <input type="checkbox"/>	WBE <input type="checkbox"/>	DS-DBE <input type="checkbox"/>		
Vendor Name					
Federal Tax Identification #					
Amount Committed		Type of Work or Materials			
Dollar Amount	\$				
Percent of Total Bid	%				
Sub Contractor	MBE <input type="checkbox"/>	WBE <input type="checkbox"/>	DSBE <input type="checkbox"/>		
Vendor Name					
Federal Tax Identification #					
Amount Committed		Type of Work or Materials			
Dollar Amount	\$				
Percent of Total Bid	%				

REVISED 4-2007

¹ MBE/WBE/DSBES listed above **MUST** be certified by the MBEC prior to Bid Opening Date.

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SECTION 1: GENERAL BID SUBMISSION

1.1 TITLE: **4X2 ADVANCED LIFE SUPPORT MEDIC UNIT, GMC, CHASSIS**

1.2 CONTRACT TERM: **DATE OF AWARD THRU TWELVE (12) MONTHS** ("Initial Term"), with an option to renew for up to **THREE (3)** additional **ONE (1)** year periods, ("the Renewal Term") exercisable, at the City's sole discretion, as of the expiration of the Initial Term or then current Renewal term. The City may, at its sole discretion, renew the contract for up to three (3) months at the beginning of each renewal period(s) (the "Additional Performance Period"), if a decision has been made not to renew the contract for an entire year.

1.2.1 The City shall exercise such sole option to renew the Contract Term by issuing a letter (the "Renewal Notice") notifying the Contractor that the Contract is renewed for the Renewal Term or Additional Performance Period (identified by commencement and termination dates) that is specified in the Renewal Notice. The Contract shall be deemed to be renewed for such Renewal Term or Additional Performance Period, and Contractor shall be obligated to perform all terms and conditions of the Contract throughout such Renewal Term or Additional Performance Period, as of the effective date indicated on the City's Renewal Notice, whether or not Contractor has agreed, verbally or in writing, to such renewal of the Contract term.

1.2.2 If an individual Performance Bond and/or Labor and Payment Bond is required under this Invitation and Bid, such bond(s) shall be and remain in full force and effect throughout the Initial Term, all Renewal Terms, any Additional Performance Period, and the period of any unexpired warranty provided or required under the Contract, without notice of Contract renewal by the City to the surety or the consent of the surety thereto. It is the sole responsibility of the Contractor to ensure that such bond(s) remain in full force and effect as provided in this Section 1.2.2, and failure to do so shall be an event of default pursuant to Section 19, Default, of the attached Terms and Conditions Of Bidding And Contract.

If participation in the City's Master Performance Security Program is required under this Invitation and Bid, Contractor shall pay the required annual fee for such participation for each Renewal Term upon the issuance of the Renewal Notice.

1.3 CONTRACT TYPE: **REQUIREMENTS**

1.3.1 The following items are required in the operation of various City agencies as ordered. Exact quantities cannot now be determined but estimates thereof are listed herein. Quantities listed may be increased or decreased to meet the requirements of the City during the period of this contract. A minimum is not guaranteed. Purchase orders issued as a result of this bid will be for equipment to be delivered generally on an as-needed basis.

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Successful bidders are cautioned not to deliver any equipment without first being advised to do so by the ordering agency.

- 1.3.2 It is the intent of the Procurement Department to make an award for the period as stated above subject to the appropriation of funds in succeeding fiscal year/years by City Council. The City's fiscal year is from July 1st to June 30th inclusive.

Vehicles on the bid to be ordered after the end of the fiscal year are subject to the issuance of purchase orders for the following fiscal years. The City is not liable for the award involving following fiscal years' funds until such orders are issued.

The successful bidder(s) obligation to deliver on such purchase orders shall not take effect until the orders are issued. To simplify the contract procedure, however, the successful vendor will be required to furnish a Performance Bond or Performance Security Fee to cover units awarded to him.

- 1.4 METHODOLOGY OF ACQUISITION: **Purchase** only.

- 1.5 STATEMENT OF DIRECTION:

- 1.5.1 It is the intent of the City of Philadelphia to make an award for 4X2 Advanced Life Support Medic Unit, GMC, Chassis for the Office of Fleet Management Department as specified herein during the contract period.

- 1.6 BID SECURITY

- 1.6.1 Bid security shall be based upon **cumulative bid amount per Section 5.**

All bids submitted with a total greater than \$25,000.00 must be accompanied by the proper Bid Security.

Bidders already enrolled in the City's Master Bid Security Program for Fiscal Years 2009 (July 1, 2008 to June 30, 2010) are not required to provide Bid Security if their bid total is \$500,000.00 or less (per paragraph 2 of "Terms and Conditions of Bidding and Contract").

The Master Bid Security Program allows bidders to qualify for bid security for individual bids submitted during the covered bidding period provided the individual bid total is \$500,000.00 or less.

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The check should be submitted, under separate cover, to the Bid Unit Supervisor at least one day prior to the first bid that the bidder wants covered under the program and is *non-refundable*. Or if, and only if, the bidder chooses to submit the check for the Master Bid Security Program with their bid, the check **MUST** be in the form of a Certified, Treasurer's or Cashier's Check, Bank or United States Postal Money Order and is non-refundable.

If the bidder is not enrolled and does not intend to enroll; or if the total value of the bid submitted exceeds \$500,000.00, the Master Bid Security Program is not applicable. Bidders instead **MUST** submit with their bid a refundable Certified, Treasurer's or Cashier's Check, Bank Money Order or United States Postal Money Order in the amount as specified in Paragraph 2 entitled "Bid Security", of the "Terms and Conditions of Bidding and Contract".

1.7 BID INFORMATION:

- 1.7.1 All information concerning this bid will be contained in this bid document as issued or amended.
- 1.7.2 Information provided verbally by any City official shall not be binding or relevant.

1.8 BID SUBMISSION:

- 1.8.1 Bid information must be submitted to the City of Philadelphia no later than the time and date for the bid opening.
- 1.8.2 Advertised sealed bids will be received and read publicly at 10:30 AM in Room #170A, 1st Floor, Municipal Services Building, 1401 JFK Boulevard.
- 1.8.3 Bid should be complete and include ALL information required as described in the various paragraphs of the bid specifications.
- 1.8.4 COPIES OF BID SPECIFICATIONS

This bid makes reference to Procurement Department Specifications and/or Purchase Descriptions.

Bidders are requested to retain Procurement Department Specifications for future reference.

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- 1.8.5 All pricing must be completed on the forms provided; be complete; and be in ink or typed.
- 1.8.6 The bid must be complete as to required bid signatures and corporate seal, and fully accept the terms and conditions contained in the bid.
- 1.8.7 **LOCAL BIDDING PREFERENCE**

In accordance with the City of Philadelphia's Regulations Relating to Local Bidding Preferences for Procurement Contracts, this bid may be subject to a 5% local bid preference. In order to determine eligibility to receive the 5% preference, if applicable, bidder or subcontractor **must be certified at the time of the bid opening and must submit with the bid, the Local Business Entity Certification number** as issued by the Procurement Department for the prime contractor or the applicable subcontractor. If the prime relies upon its subcontractor's LBE status in order to be eligible for the preference, the name and certification number of the subcontractor **must** be submitted with the bid. **Failure to submit the prime's LBE certification number or the subcontractor's name and LBE certification number with the bid will deem bidder ineligible for the 5% preference.**

Further, by submission of this bid, bidder makes the following certification in connection with the grant of any local bidding preference:

"I certify, that if awarded this contract on the basis of application of the LBE preference, my company or my subcontractor, throughout the entirety of this contract, will perform the majority of the work under this contract within the geographic limits of the City of Philadelphia, and I will, or cause my subcontractor to, maintain within the City a majority of the inventory or equipment that will be used on this contract or the amount of inventory that is customary for this industry."

Prime or subcontractor's LBE Certification Number_____

If applicable:

Subcontractor's Name_____

***NOTE:** If you wish to apply for Local Business Entity (LBE) certification, go to www.phila.gov/bids. Please provide sufficient time prior to bidding for processing of the LBE application.

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1.8.8

BID PROCESSING FEE:

All bids submitted where the bid total is greater than \$25,000 must be accompanied by the proper Bid Processing Fee. The fee shall be in the form of a separate check or money order in accordance with Paragraph 3 of the "Terms and Conditions of Bidding and Contract".

1.8.9

CONTACT PERSON:

PRE-AWARD:

Indicate below to whom in your firm questions concerning this Invitation and Bid should be directed:

Name: _____

Address: _____

City/State/ZC: _____

Telephone No. (_____) _____ Ext.: _____

Fax No. (_____) _____

E-mail address _____

POST-AWARD:

Indicate below to whom in your firm questions concerning the Contract resulting from this Invitation and Bid should be directed:

Name: _____

Address: _____

City/State/ZC: _____

Telephone No. (_____) _____ Ext.: _____

Fax No. (_____) _____

E-mail address _____

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1.8.10 PRODUCT INFORMATION

Any other product information submitted by bidder in connection with this bid is for purposes of product description, information and specification only. Bidder agrees that any additional terms or conditions contained therein, including, but not limited to, disclaimers or limitations of liability, do not become part of the bid.

1.8.11 FORMS TO BE RETURNED WITH BID:

Form #80-247B (one for each type of vehicle offered) is to be completed and returned with bid.

The Temporary Certificate shall be forwarded to the Office of Fleet Management, Attention: James Muller, 100 S. Broad St., 3rd floor, Philadelphia, PA 19102. Bidder shall state year, make, model, body model, manufacturer's cut off date, and delivery after receipt of order.

YEAR: _____

MAKE: _____

MODEL: _____

BODY MODEL: _____

MANUFACTURER'S CUT OFF DATE: _____

DELIVERY ARO: _____

1.8.12 BID QUESTIONS OR PROBLEMS

In preparing the bid response, should any bidder need clarification on the bid requirements, identify a discrepancy in the specifications, determine that a specified product has been discontinued or an alternate procedure is advised, etc.; then the bidder is STRONGLY encouraged to bring these issues to the attention of the Procurement Department's Public Information Unit prior to the bid opening by calling (215) 686-4720 or 4721, or by faxing (215) 686-4716. Questions, whether phoned or faxed, should be received no later than seven (7) calendar days prior to the scheduled opening date of the bid. The City reserves the right to only respond to those questions submitted prior to the stated deadline. If it is in the City's best interest to do so, the bid MAY be amended to reflect the proposed changes/modifications. Exceptions taken DO NOT obligate the City to change the specifications.

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The City of Philadelphia, Procurement Department will notify all bidders in writing, by addendum duly issued, of any interpretations/changes made to specifications or instructions. The City will not accept responsibility for oral instructions, suggestions or changes by any City agency.

Otherwise the successful bidder will have to provide the product or service exactly as defined in this bid, and in accordance with the directions in Section 2.

1.9 BIDDER QUALIFICATION:

- 1.9.1 All bidders must be a bona fide manufacturer of, or dealer in, the article specified within the bid. To demonstrate this, bidders should submit the following reference information with their bid. References provided should be pertinent to the commodity requested in this Invitation and Bid and demonstrate the bidders ability to perform on a contract of this size and scope.

Please note that reference information in each section must be completed. Failure to submit this information may result in the bidder's disqualification.

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SECTION 1:

Customer Reference other than an employee or department of the City of Philadelphia, (excluding suppliers or financial institutions).

Firm Name: _____

Contact Name: _____

Phone No.: _____

Type Work: _____

Years dealing w/your firm: _____

SECTION 2:

Previous purchase order(s)/contract(s) with the City of Philadelphia; (State "None" if applicable).

Dept. Name: _____

Contact Name: _____

Phone No.: _____

PO#/Contract#: _____

Items: _____

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1.10 **NON-MANDATORY PRE-BID MEETING**

A **NON-MANDATORY PRE-BID MEETING** for all interested parties will be held on **Friday, August 8, 2008 at 12:00 P.M. (Noon)** at 1401 JFK Blvd., Municipal Services Bldg., Room 170 A, Bid Room, Philadelphia, PA 19102.

The purpose of this meeting is to respond to questions from prospective bidders. Bidders are encouraged to submit questions in writing at this time. All questions that materially impact upon the bid process will be answered, in writing, in a formal addendum issued by the City. Oral responses by City employees or their representatives are not binding and shall not in any way be a commitment by the City.

Attendance at this Pre-Bid Meeting is not a requirement for bidding.

SECTION 2: SPECIFICATIONS

- 2.1 Successful vendor(s) shall be required to supply the City of Philadelphia's Office of Fleet Management with as listed in Sections 2 and 5 of this Invitation and Bid.
- 2.2 Submit pricing for each item listed below in Section 5: Pricing. Pricing shall be for the unit of measure(s) as indicated in parenthesis () and all prices shall remain firm for the life of the contract. Bidder shall submit pricing on item(s) indicated plus all options.
- 2.2.1 **42853 011 045**
4 X 2 Advance Life Support Medic Unit, GMC, Chassis per Spec code 22313D.13
- OMIT Section - 19.0
Pre-production Inspection
19.1 Pre-construction conference
19.2 Prototype Inspection
19.3 Delivery Inspection
- 2.2.2 **42853 001 049**
19.0 Pre-Production Inspections EA
- 2.2.3 **42853 011 046**
19.1 Pre-construction conference EA
- 2.2.4 **42853 011 047**
19.2 Prototype Inspection EA
- 2.2.5 **42853 011 048**
19.3 Delivery Inspection EA
- 2.3 DELIVERY INSTRUCTIONS:

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Department will contact vendor with delivery instructions.

All Invoices Against This Purchase Order Should Be Mailed To:
Office of Fleet Management
Accounting Unit, 3rd Floor
100 South Broad Street
Philadelphia, PA 19110

- 2.4 All motor vehicles, which are furnished by the awarded vendor, must be manufactured in the United States, Canada or Mexico. Motor vehicles consist of passenger cars and trucks in accordance with 75 Pa. C.S. §102, known as the Vehicle Code. A motor vehicle is manufactured in the United States, Canada or Mexico if a substantial majority of the principal components are assembled into the final products in an assembly plant in the United States, Canada or Mexico. The awarded contractor shall be prepared to prove that the motor vehicles which will be or have been furnished to the City of Philadelphia are, or were, in fact, manufactured in the United States, Canada or Mexico in accordance with Sections 3731-3736 of the Commonwealth Procurement Code (62 Pa. C.S. §§3731-3736, with applicability to the City of Philadelphia at 62 Pa.C.S. §3102), known as the Motor Vehicle Procurement Act. No payment shall be made to the awarded contractor unless the City of Philadelphia is satisfied that the contractor has complied with these provisions and the Motor Vehicle Procurement Act. Any payments made to the contractor, which should have not been made, shall be recoverable directly from the contractor. In addition to the withholding of payments, any person who willfully violates any of the provisions of the Motor Vehicle Procurement Act, may be prohibited by the City of Philadelphia from participation in contracts awarded by the City of Philadelphia for a period of three years from the date of the determination that a violation has occurred.

Bidder To Complete Section "Estimated Delivery Time".

SECTION 3: BID EVALUATION AND AWARD

3.1 EVALUATION

- 3.1.1 Bid will be evaluated by the Procurement Department.
- 3.1.2 Bids will be evaluated for responsiveness to the bid specifications and for responsibility of the bidders.
- 3.1.3 Bids which are determined to be non-responsive for reasons of:
- (i) improper bid security
 - (ii) improper bid execution
 - (iii) incompleteness
 - (iv) offering counter terms and conditions
 - (V) improper or incomplete execution of MBEC documents (if applicable)

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may be disqualified by the City without notice to the bidder. The decision of the City is final.

3.1.4 Bidders whose bids are determined to be non-responsible for reasons of bidder qualification shall be notified by the City of the reasons for the determination and may contest the finding of non-responsibility through the prescribed procedures described in paragraph 9 of "Terms and Conditions of Bidding and Contract".

3.2 AWARD

3.2.1 This Invitation and Bid shall be awarded to the lowest responsive and responsible bidder(s).

3.2.2 This Invitation and Bid shall be awarded as a whole.

3.2.3 BASIS OF AWARD

Only 5.1 Unit Price X Quantity of 3

The prices used for the calculation of the Basis of Award must be the same prices as quoted in Section 5 - Pricing. In the event of a conflict between the prices quoted in Section 5, "Pricing", of the bid and those used in the Basis of Award, the prices quoted in the Pricing Section will prevail and will be used for calculations.

3.2.4 The contract award will be in the amount of the total amount bid for the items plus a 5% contingency amount to allow and provide for technological changes, improvements or amplifications as the result of the pilot inspection, etc.

3.2.5 LBE Regulations

If the 5 % local bid preference is applicable, the total bid price or total section price of the certified Local Business Entity (LBE) will be multiplied by .95 and rounded to the second decimal place. The adjusted bid price of the LBE will then be used in determining the lowest responsive and responsible bidder.

Unless the Procurement Commissioner determines not to grant a preference for the reasons stated in subsection b., of the LBE Regulation, an LBE, whose bid is otherwise responsive and responsible and who has submitted the information required above, shall be granted a five percent bid preference on competitive bid(s) awards that are over \$25,000.00 and awarded as a whole or by section.

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3.2.6 Performance Security

If the total award amount is \$500,000 or less, bidders attention is directed to paragraph 14 of "Terms and Conditions of Bidding and Contract", for the required Performance Security.

Please note however, that all awards as a result of this bid will have a minimum contract amount of \$25,001.00. All awards at the \$25,001.00 amount will be subject to a \$50.00 Master Performance Security Fee.

If the total award amount exceeds \$500,000, the Master Performance Security Program does not apply. Upon notification of award, the City will require the successful vendor to provide an individual Performance Bond in the amount of 100% of the contract award as specified in the Letter of Award. For any subsequent renewal periods, sections 1.2.1 and 1.2.2 shall apply.

3.2.7 City of Philadelphia-Business,Corporate and Slavery Era Insurance Disclosure

In accordance with Section 17-104 of The Philadelphia Code, the Bidder, after execution of this Contract, will complete an affidavit certifying and representing that the Bidder (including any parent company, subsidiary, exclusive distributor or company affiliated with Bidder) has searched any and all records of the Bidder or any predecessor business entity regarding records of investments or profits from slavery or slaveholder insurance policies during the slavery era. The names of any slaves or slaveholders described in those records must be disclosed in the affidavit.

The Bidder expressly understands and agrees that any false certification or representation in connection with this Paragraph and/or any failure to comply with the provisions of this Paragraph shall constitute a substantial breach of this Contract entitling the City to all rights and remedies provided in this Contract or otherwise available in law (including, but not limited to, Section 17-104 of the Philadelphia Code) or equity and the contract will be deemed voidable. In addition, it is understood that false certification or representation is subject to prosecution under Title 18 Pa.C.S.A. Section 4904.

3.2.8 Insurance

Insurance is a requirement for this bid in accordance with Paragraph 15 of the "Terms and Conditions of Bidding and Contract". No contract will be executed nor purchase order issued unless and until all required insurance certificates, in the required amount, are received. **All insurance MUST meet the following requirements:**

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- Insured must be in the same name and address as the Bidder
- The insurance carrier must be rated "A" or better by AM Best
- The certificate holder must be the City of Philadelphia, and specifically named as an additional insured on the certificate the "Description of Operations section".
- Certificate must be signed by an authorized representative of the insurance company/carrier

All certificates are to be sent to the Office of Risk Management, One Parkway, 1515 Arch Street, 14th Floor, Philadelphia, PA 19102, Attn. Debbie Lawton or FAX to (215) 683-1705.

SECTION 4: CONTRACT MANAGEMENT

4.1 CITY OF PHILADELPHIA RESPONSIBILITY

4.1.1 Order Against Contracts

Subsequent to contract conformance of a Requirements bid, purchase orders will be issued at such time that the product is needed. Such purchase orders will show if delivery is to be made upon receipt of order, or only after notification by the using department.

4.1.1.1 The purchase order will be issued for unit and price not including contingency.

4.1.1.2 If during the production process the City identifies a need, the City will issue a change order. The total of the original purchase order and the change orders cannot exceed the contract total.

4.1.2 Invoices submitted shall be processed for payment upon the City's acceptance of the subject vehicle or equipment.

4.1.3 The using agencies and departments are responsible for monitoring the products delivered as described in the contract. If any problems arise, a letter should be sent to the vendor requesting resolution by a specified date. A copy should be sent to the buyer. If vendor does not resolve the breach of contract by the requested date the matter should be turned over to the buyer.

4.1.4 ADD-ONS

The City reserves the right to add, delete or change locations; or to acquire other types of options that the vendor can supply that are similar to, but not specifically called for in this bid. The procedure for such acquisitions shall be as follows:

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Procurement or the using department will obtain from the Vendor a letter (on his/her letterhead) verifying the items to be added. The letter shall include the complete description of the item, the location (if applicable), the bid number, bid scheduled number, the price to the City and the applicable contract period; and upon receipt and approval by the Procurement Department shall automatically become part of the contract.

4.2 VENDOR RESPONSIBILITY

- 4.2.1 Contractor may deliver only vehicle(s) or equipment as authorized in the contract and only after receipt of a purchase order or other authorized document from the Procurement Department. All orders must be in writing. Contractor shall not accept verbal delivery requests until after receipt of purchase order or other authorizing document from Procurement.
- 4.2.2 Contractor may deliver only vehicle(s) or equipment at the prices quoted and the quantities reflected in the contract
- 4.2.3 In the event that the contractor receives an order for vehicle(s) or equipment not specifically priced and incorporated into the contract, they must:
- (i) bring this to the immediate attention of the Procurement Dept., and
 - (ii) notify the ordering agency in writing and refuse to deliver.
- 4.2.4 Should vehicle(s) or equipment be delivered that are not specifically incorporated and priced into the contract, and/or be delivered without purchase order, the City shall have no obligation for payment.
- 4.2.5 For delivery of vehicle(s) or equipment, contractor shall honor and be paid for orders placed until the close of business of the date of purchase order expiration. Delivery of vehicle(s) or equipment may occur following purchase expiration, so long as the order was placed prior to the purchase order expiration date.

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4.2.5.1 Liquidated Damages For Late Deliveries

These specifications shall be subject to the following contractual provisions:

- (1) Time is an essential element of this agreement and Seller agrees that deliveries of items in condition satisfactory to the Procurement Commissioner shall be completed as provided on the day(s) specified pursuant to the delivery schedule contained in specifications.
- (2) For each and every day that a vehicle is late, in accordance with the delivery schedule, the Procurement Commissioner may deduct from the monies due or becoming due Seller the sum per day per undelivered vehicle specified in the bid as liquidated damages to compensate Buyer for its damages arising out of delay in delivery. The number of days of default shall be computed as including the day of default through to but not inclusive of the day when delivery is made. Provided, however, as to item delivered but rejected, the item shall be considered as non-delivered from the date on which the vendor is notified of rejection until the date the item is re-delivered.
- (3) The term "vehicle" as used above shall refer to each vehicle, vehicle body, chassis, or other unit of equipment awarded to the bidder.
- (4) Notwithstanding the above provisions Seller shall not be liable for liquidated damages for delays in delivery caused by Acts of God, acts of public enemy, acts of government, quarantine restrictions and general strikes throughout the industry or freight embargoes not caused by or participated in by Seller.
- (5) Resort to liquidated damages provision by Buyer shall not preclude by Buyer from resorting to other available remedies for subsequent or continuing breaches by Seller.
- (6) Liquidated damages will be in the amount of \$75.00 per calendar day per vehicle that delivery of each vehicle exceeds the delivery schedule stated.

4.2.6 Successful bidder(s) will invoice after delivery and acceptance of

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vehicle(s) or equipment by the City to the address shown on purchase order.

4.2.7 Escalation Price

Vendor shall provide current model year vehicles at the prices set forth in Section 5. For subsequent model years, the vendor may increase or decrease the price provided that:

Next model year vehicle and optional pricing will be based on the percentage difference between the new dealer cost sheet and pricing level and the dealer cost sheet and pricing level effective on the date of the bid opening. This proportional (percentage) increase or decrease will be applicable to the contract price for the current model year vehicle and/or option, thus establishing the new price next model year vehicle and options.

Notice of any price changes in the dealer cost sheet and pricing level established by the Manufacturer shall be given in writing to the Procurement Department, Department of Finance and the Controller Office. This notice must be accompanied by the notice from the manufacturer to the vendor showing the price changes. The City reserve the right to review the propriety of the price rise and cancel the contract at its discretion.

In no event shall the increased prices exceed the dealer's cost sheet and pricing level for vehicles under similar terms and conditions.

4.2.8 At the conclusion of this contract, Contractor agrees to cooperate with any incoming vendor on a transition plan to ensure an orderly changeover of responsibilities.

4.3 VENDOR ACCEPTANCES - IN SUBMITTING AN EXECUTED BID, THE BIDDER AGREES TO THE CONTRACT MANAGEMENT PROCEDURES IN THIS SECTION.

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SECTION 5: PRICING

(PRICES QUOTED MAY NOT EXCEED THREE (3) DECIMAL PLACES)

PROJECTED NUMBER OF VEHICLES TO BE PURCHASED DURING THE FIRST YEAR THREE (3) UNITS

	UNIT	QTY	UNIT COST	TOTAL COST
5.1	4 X 2 Advance Life Support Medic Unit, GMC, Chassis per Spec code			22313D.13
	EA	(3)	\$_____	\$_____
OMIT Sections - 19.0 Pre-Production Inspection 19.1 Pre-Construction Conference 19.2 Prototype Inspection 19.3 Delivery Inspection				
5.2	42853 001 049 19.0 Pre-Production Inspections			
	EA	(1)	\$_____	\$_____
5.3	42853 011 046 19.1 Pre-Construction Conference			
	EA	(1)	\$_____	\$_____
5.4	42853 011 047 19.2 Prototype Inspection			
	EA	(1)	\$_____	\$_____
5.5	42853 011 048 19.3 Delivery Inspection			
	EA	(1)	\$_____	\$_____

Extended Total Bid Amount \$_____
 (Unit Price X Quantity for
 all items bid).

BIDDER SPECIFY ESTIMATED DELIVERY TIME: _____

Type: 4 X 2 Advanced Life Support Medic Unit

GVWR: Approximately 16,500 lb.

Spec Code: 22313D.13

Reference Purchase Description: 41V20M:86

Vocation: Type III Medic Squad

MODIFICATIONS TO SPECIFICATION AND STANDARD SPECIFICATIONS 41V20M:86

Intent Section

It is the intent of this specification to cover the basic requirements of a well designed Advanced Life Support (ALS) medic unit, complete in every detail, employing the best workmanship and material to insure ample sturdiness, flexibility and economy of operation. This equipment must be fully operational, in every detail and function, upon delivery to the City.

City requires all vendors to provide the Government Pricing Concession (GPC) offered by General Motor Company / International Harvester Corporation at the time of the actual purchase. The concession is available to all governments and municipalities. The City FIN number will be supplied to the awarded vendor.

The following paragraphs cover all equipment, attachments and superstructures included in the modification to the standard specification(s).

Appurtenances and/or accessories not herein mentioned but necessary to furnish a complete unit ready for immediate use upon delivery shall be included and conform to the best practices known in strength, quality, material and workmanship and be subject to these specifications in full. All equipment/accessories standard for the model bid, or any option package required to meet any portion of the specification shall be provided. Delete credit option(s) or dealer piece-mealing of items normally supplied in an option package shall not occur without the expressed written consent of the City. Should the manufacturer's current published data or specifications exceed these, they shall be considered minimum and be furnished.

All specified items shall be factory/manufacturing original equipment and factory installed. Instances where specified items are not available through the manufacturer, the dealer may install "after market". However, these items and installation must be of the best known for the particular industry.

Dealer must furnish at time of delivery, for each piece of equipment being delivered, a line sheet pertaining to all components of the vehicle. This unit must supply as a minimum all standard equipment of the referenced model(s) in this specification.

All wiring shall be color or number coded. Circuit breakers or fuses shall protect all electrical circuits. All chassis-to-body wiring shall be of the **DIN / WEATHERPACK** type connections.

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All wiring connections exposed to the elements shall be crimped and soldered and covered with heat shrink tube.

All wiring and non-hydraulic hoses and tubing throughout shall be protected by convoluted plastic split loom in all chafe areas. A nylon abrasion sleeve covering and HYCON clamps shall protect, in chafe areas all hydraulic hoses and tubing. Rubber grommets shall be supplied on all wiring, hoses, and tubing when passing through any bulkheads, body panels, etc.

It should be noted that the specific requirements, as outlined below, supersede and/or modify the corresponding paragraphs in the standard reference purchase description specification. It also should be noted that any deviation of a line item should be addressed in letterform and included in the bid package.

This specification is not meant to be restrictive. It is recognized that manufacturers may have used different methods to insure integrity of their system. Bidders may substitute, for evaluation, alternate systems and the testing programs or protocols they have conducted to demonstrate compliance of their product. (Or Approved Equal Clause)

"OR APPROVED EQUAL"

The mention in the specifications of apparatus, equipment or material by brand name or by such specified description of the same as is hereby made, is intended to convey to the bidder's understanding, the degree of excellence required. Any article, equipment, or material, which will conform to the standards and excellence so established, and is of equal merit, strength, durability and appearance to perform the desired function, and are in service with other major municipalities in the United States. The Bidder is deemed eligible for offer as a substitute. The qualifications of the offering will be judged as to their conformance with these specifications. Any equipment offered other than herein specified will be subject to a competitive demonstration and evaluation by the using department. This demonstration is to be provided on request within ten (10) working days after the receipt of bids. The result of that demonstration and evaluation will be of prime importance in the recommendation to the governing body for the final contract award.

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2. Service Ability Form

Service Center Location:

Distance in miles (one way) from Service Center Location to the Purchaser's Location is:

Please answer the following questions:

Is this shop an authorized warranty center for the apparatus builder? Yes No

Is the Service Center enclosed and heated? Yes No

Number of full time Service Center Employees: _____

Number of fully equipped service vans: _____

Is your shop equipped to handle, without subletting, the following:

Body Repairs Yes No

Paint Work Yes No

Welding Yes No

Frame & Spring Repairs Yes No

Power Train Repairs Yes No

This form was completed and submitted by: _____
(Please print or type full name)

Title of Individual: _____

Signature of Individual: _____

Subscribed and sworn before me Notary's Stamp

this __ day of _____, 19

Notary Public
Commission

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Bidder's Questionnaire

- | | <u>YES</u> | <u>NO</u> |
|---|-------------------|------------------|
| 1. The unit offered is manufactured entirely in the United States? | () | () |
| 2. The equipment offered is not a prototype; and there are at least ten (10) units of similar design in service in the United States? | () | () |
| 3. The capacity and performance tests will be satisfactorily performed in compliance with the information contained in this package? | () | () |
| 4. The manufacturer fabricates and assembles the medic body at the same factory complex? | () | () |
| 5. A full-time local representative of the manufacturer is maintained:

Name: _____
Address : _____
Phone: _____ | () | () |
| 6. Said representative maintains factory trained and certified mechanics? | () | () |
| 7. The manufacturer maintains a Factory Service School at the factory? | () | () |
| 8. All pages of the General Instructions, Requirements, and Specifications have been received and reviewed? | () | () |
| 9. Has the Bidder completed all the questions and filled in the blanks in the specifications? | () | () |
| 10. Is the Bid Security attached? | () | () |
| 11. Does the Bidder comply with Purchaser's specifications without exception? | () | () |

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- | | | | |
|-----|--|-----|-----|
| 12. | Are all requested engineering diagrams and drawings included with the proposal? | () | () |
| 13. | Does the proposed unit comply with dimensional requirements of the specifications? | () | () |
| 14. | Does the manufacturer maintain a Service Center and Parts Depot? | () | () |
| 15. | Does the manufacturer provide a program of factory training for the technicians? | () | () |
| 16. | Are all specified warranties in compliance with the specifications? | () | () |
| 17. | Are all proposed warranties in compliance with the specifications? | () | () |
| 18. | Will the medic body be covered by a 15 year transferable warranty? | () | () |
| 19. | Will the entire unit be manufactured in the United States? | () | () |
| 20. | Has a list of ten (10) in-service vehicle of similar design been included with the proposal? | () | () |
| 21. | Are the proposed medic and equipment new in all respects? | () | () |
| 22. | Have you provided an accurate statement of medic dimensions? | () | () |
| 23. | Have you included a copy of your own detailed Bidder's specifications? | () | () |
| 24. | Have you included a separate list of exceptions? | () | () |
| 25. | Are you taking total exception? | () | () |
| 26. | Are you proposing component substitutions which you feel exceed the specification? | () | () |
| 27. | Does weight distribution comply with the recommendations of the KKK1822"F"? | () | () |

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- 28. Does the unit comply with the appropriate requirements of the Federal Motor Vehicle Safety Standards? () ()
- 29. Will the unit have a certified GVWR sticker? () ()
- 30. Does the manufacturer meet all specified criteria and code conformance? () ()
- 31. Will the local representative's Field Service Technician deliver the apparatus? () ()
- 32. Will the local representative's Field Service Technician train the Fire Department in the use and maintenance of the chassis, and body, for a three (3) day period? () ()
- 33. State the dimensions of your proposed unit?
 - a. Overall Height: _____
 - b. Overall Length: _____
 - c. Overall Width: _____
- 34. Delivery of the apparatus shall take place within _____calendar days after the execution of the contract.

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Performance Tests and Requirements

(BIDDER MUST PROVIDE INFORMATION FOR BOTH UNITS)

A road test will be conducted with the ambulance fully loaded and a continuous run of ten (10) miles will be made under all driving conditions, during which time the ambulance will show no loss of power or overheating. The transmission drive shaft or shafts, and rear axles will run quietly and be free from abnormal vibration or noise throughout the operating range of the ambulance.

The ambulance will meet the following requirements:

1. The angle of approach shall be 20 degrees, with a breakover angle of 10 degrees and departure angles not less than 10 degrees in the rear.
2. The ambulance must be capable of accelerating to 50 MPH from a standing start within 30 seconds on a level concrete highway without exceeding the maximum governed speed of the engine.
3. The service brakes will be capable of stopping the fully loaded vehicle in 30 feet from a speed of 20 MPH on a level concrete highway.
4. The ambulance, fully loaded, will be capable of obtaining a speed of 55 MPH on a level concrete highway with the engine not exceeding its full load governed RPM within 25 seconds.
5. Performance on a grade of not less than 9%, on a hard surfaced road, must meet the following criteria. Twenty (20) mph will be the minimum acceptable speed for the uphill performance with the vehicle transmission in the normal "drive" position. Twenty (20) mph will be the maximum acceptable speed for the downhill performance test
6. The Manufacturer will furnish copies of the engine manufacturer's current Certified Brake Horsepower curve, and the Manufacturer's Record of Construction Details when delivered.

Failure to Meet Tests

In the event the ambulance fails to meet the test requirements of these specifications on the first trials, second trials may be made at the option of the Bidder within 30 days of the date of the first trials. Such trials will be final and conclusive, and failure to comply with these requirements will be cause for rejection. Failure to comply with changes, as the Purchaser may consider necessary to conform to any clause of the specifications, within 30 days after notice is given to the Bidder of such changes will also be cause for the rejection of the ambulance.

Permission to keep or store the ambulance in any building owned or occupied by the Purchaser or its use by the Fire Department during the above specified period with the permission of the Bidder will not constitute acceptance.

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Service Center and Parts Depot

Each Bidder must be able to display that they have in recent times and are currently maintaining a local service center that has been established for at least five (5) years and a parts depot capable of satisfying the warranty service requirements and parts requirements for the model and quantity of vehicles bid. Service Center must have supplied parts to at least ten (10) emergency medical services providers and serviced at least twenty (20) ambulances within the past year.

The Bidder must state the location of a local authorized service center, with a staff of factory-trained mechanics, well versed in all aspects of service for all major components of the ambulance. This service center must be not more than 60 (sixty) miles away from the delivery point. In addition, the successful Bidder must maintain a separate service facility at the manufacturing site, in order to satisfy the need for possible major emergency service work.

Local Representation

In order to assure the Purchaser that prompt, knowledgeable, professional representation is made on behalf of the manufacturer, the manufacturer must maintain a representative within a reasonable distance from the Purchaser. This representative must be competent and knowledgeable with respect to the sale and service of ambulances and emergency vehicles. The representative must make available factory-trained mechanics that are completely trained in the servicing and maintenance of the product offered and must be equipped to offer prompt service on the product in the Purchaser's in-service location. These mechanics must hold current and valid certifications from the manufacturer.

Technical Evaluation

Technical evaluation will be based upon the ability of the Bidder to meet or exceed the minimum requirements set forth in the specifications during the expected life of the apparatus bid. The City accordingly will make estimates concerning the ability of the fire apparatus to perform.

1. Quality of workmanship, materials, and components that are used in construction of the ambulance.
2. Functional design of the ambulance.
3. Warranties.
4. Any other factors the City deems to be relevant.

Addenda and Interpretations

No interpretation of the meaning of the specifications or other contract documents will be made to any Bidder verbally. Every request for such interpretation will be in writing and addressed to the Procurement Department, and must be received at least ten (10) days prior to the date fixed for the opening of the bids to be given consideration. Any and all such interpretations and any supplemental instructions will be in the form of written addenda to the specifications which, if issued, will be mailed by certified mail to all prospective bidders not later than five (5) days prior to the date fixed for the opening of bids.

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Failure of any Bidder to receive any such addendum or interpretation will not relieve any Bidder from any obligation under his bid as submitted. All addenda so issued will become a part of the contract documents.

User's List

The Bidder will provide the name, address, telephone number and date of delivery of at least fifteen (15) similar units that have been manufactured and delivered to emergency medical service providers in the United States. The Bidder will also indicate the full name of a responsible person to contact at each emergency medical service provider.

3.0 CAB

3.1 The cab shall be of the forward control type.

REF: GMC TC 45000, Commercial Cutaway, or approved equal, with Ambulance Prep Package.

3.2 GVWR 16,500 lbs

Wheelbase 166 to 171 inches, approx

CA 100 inches, approx

The ambulance will not exceed the following maximum dimensions:

Overall Height: 110"

Overall Length: 283.5" Inclusive of rear step

Overall Width: 100"

3.3 CHASSIS AND BODY COLORS,

A chip-resistant acrylic urethane paint process is required on the module body and shall extend to the chassis if the vehicle converter must perform paint or body work to the chassis. The final application will be free of any material application imperfections and a high gloss will be attained on all painted cab and module sections. All body hardware must be removed prior to any wash, prime or final paint application. All material impurities and oil build-ups must be removed from the bare aluminum body. To provide a good base for paint and primer adhesion, all exterior sides, including the module roof and all exterior compartments, must be washed with a phosphoric high-pressure wash. The entire module shell, excluding the underside, will have all visible welds ground down and material imperfections filled in. The body will then be coated with a Chromium-free titanium composite coating so that the final paint can properly adhere. The entire module shell, excluding the underside, will finally be sanded to a near smooth finish. All areas that are sanded to bare metal must be finished with a self-etching primer. The body shall be baked dried prior to the application of three coats of Sikkens Color Build primer then the final coat applied.

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The vehicle will be painted with Dupont Imron Polyurethane Enamel or equal, color: white (paint code: 817U).

The bottom of the vehicle from the standard belt line down will be painted with Sikkens FLNA3050 Acrylic urethane or equal, color: **vermillion red**

The manufacturer's paint and base colors require prior approval by the Office of Fleet Management, and the submittal of an approx. 4-inch x 6-inch sample of the base coat/final coat to be used.

Do not paint the rear of the vehicle two tone. This area is to remain white for custom installation of conspicuity sheeting.

3.3.1 Striping

The following Scotchlite striping will be installed on the chassis fenders, doors, module sides and rear, stopping at the entry doors. The stripes will abut each other. Leave a gap on the cab doors for Dealer installation of Maltese emblems.

1" White Scotchlite stripe.

3" GoldScotchlite stripe.

1" Blue Scotchlite stripe.

Provide the rear of the module body with installation of Scotchlite Diamond grade, Series 981, conspicuity sheeting.

3.3.2 Lettering

The bidder will provide and install the current Philadelphia lettering package to meet current fleet scheme

Special lettering shall be installed per the following guidelines:

LETTERING MATERIAL: GOLD SCOTCHLITE

LETTERING SIZE: TO MATCH EXISTING PHILADELPHIA UNITS

LETTERING QUANTITY: TO MATCH EXISTING PHILADELPHIA UNIT

4.0 AMBULANCE BODY

Since it is the Purchaser's desire to eliminate divided responsibility on the part of the manufacturers, only manufacturers who build their own bodies will be considered.

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At least fifteen (15) similar units must have been sold and delivered of the type described herein. The ambulance body structure MUST be manufactured in the United States of America.

The design of the ambulance must embody the latest approved automotive engineering practices. The workmanship must be of the highest quality in its respective field. Special consideration will be given to the following points: accessibility of the various components, which require periodic maintenance operations; ease of operation, driving, turning radius; all wiring will be soldered, heat-shrink covered ends, terminals at all connectors, where exposed to the elements, braided, bundled as necessary, and grommited to prevent wear and deterioration; and symmetrical proportions.

Construction must be rugged, and ample safety factors must be provided to carry loads as specified and to meet both on and off road requirements and speed conditions as set forth under "Performance Tests and Requirements."

Welding will not be employed in the assembly of the ambulance in a manner that will prevent the ready removal of any component part for service and/or repair.

The complete ambulance, assemblies, subassemblies, component parts, etc., will be designed and constructed with the due consideration to the nature and distribution of the load to be sustained and to the general character of the service to which the ambulance is to be subjected when placed in service. All parts of the ambulance will be designed with a factor of safety, which is equal to or greater than that which is considered standard and acceptable for this class of equipment in emergency medical service. All parts of the ambulance will be strong enough to withstand general service under full loads. The ambulance will be so designed that the various parts are readily accessible for lubrication, inspection, adjustment and repair.

Bidder's specifications must meet minimum requirements of all current mandated or voluntary ambulance design standards in effect at the date of the proposal submission. All current Federal Motor Vehicle Safety Standards (FMVSS) must be met. In addition, all current Federal Ambulance Design Standards (KKK-A-1822F) must be met. If certification programs are offered to the ambulance manufacturer being proposed, by any chassis manufacturer utilized by the ambulance manufacturer, those certification standards must also be met.

The ambulance will be designed and constructed, and the equipment so mounted, with due consideration to distribution of the load between front and rear axles, so that all specified equipment for Advanced Life Support, including a full complement of loose equipment, two emergency medical technicians and two patients, can be carried without overloading or damaging the ambulance.

Criteria and Code Conformance

The ambulance shall be built to the Standards and Regulations in effect on the date of the contract award in strict accordance with section 2 in its entirety of the KKK-A-1822F.

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Engineering Drawings

An approximate scale drawing of the proposed ambulance will be submitted with each bid. The scaled drawing submitted with the bid will include the following:

- a. Overall height to the top of the vehicle from the ground.
- b. Sizes of all compartments, width, height and depth.
- c. Overhang front and rear.
- d. Wheelbase, Overall Length and Overall Width of ambulance.

Drawing must show, but not be limited to, such items as the chassis being utilized, lights, horns, sirens, all compartment locations and dimensions, etc. In actuality, this blueprint will be a visual interpretation of the unit as it is to be supplied.

A blueprint must be approved by the Purchaser prior to any metal being sheared or cut for the unit. The Purchaser, the Manufacturer's Representative and the Apparatus Manufacturer will each have a copy of this blueprint. This blueprint will then become a part of the total contract.

4.1 MODULE FEATURES

4.1.1 Configuration

A 169" long modular body will be designed so that the full load being carried by the chassis will be properly distributed over both axles. The ambulance must be properly balanced when it is fully loaded and equipped.

4.1.2 Dimensions

Cab to axle: 100 inches

Minimum exterior body dimensions:

Height: 88"

Width: 96"

Length: 169"

Interior body dimensions:

Height: 68"

Aisle Width: 20" (from edge of cot in wall position to squad bench riser)

Length: 165"

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4.2 MODULE FRAME TO CHASSIS FRAME ATTACHMENT

The purchaser requires a mounting system that provides a stable and durable attachment of the module body to the chassis frame. To accomplish this requirement the following body attachment methods shall be used:

A minimum of five (5) mounting platforms shall be attached along the outside of each chassis frame rail for a total of ten (10). Each platform shall consist of one top plate of .375" thick steel and two side reinforcement plates made of .25" steel. There shall be a .375" full backing plate where the mount attaches to the frame rail. The plates shall be welded along all seams with a heavy continuous weld. The body substructure shall include a 1" by 3" solid aluminum tie down bar welded to each sub structure cross member. To complete the body to chassis attachment, a tuned mounting system shall be used. The elastomer mount shall be custom tuned to the specific chassis type for vibration reduction, structure borne noise attenuation and to provide low profile, low frequency isolation for best patient compartment conditions. Standard chassis furnished mounting donuts will not meet the requirements of this specification. The mount shall be attached to the chassis frame rail with three .625" diameter Grade 8 bolts with washers and locking nuts. The fail safe elastomer isolation mount shall then attach to the aluminum body tie down bar with a .75" diameter grade 8 bolt, washer and locking nut.

To ensure patient and attendant safety in the event of a collision, the bidder must have dynamically tested the integrity of the mounting system up to an applied force of 30 G'S. The test documentation must be signed by a registered professional engineer and must accompany the bid.

4.3 STRUCTURAL REQUIREMENTS

The construction of the module body shall be designed and fabricated to provide a minimum 15 Year Body Life and the greatest load carrying capabilities that are safely possible and the most up to date patient safety features that are economically available. In addition, the body shall be constructed so that it can be easily retrofitted to a new chassis if the occasion ever arises. The ability of this retrofit process shall be demonstrated per the Bid Preamble requirements. All module body frame and skin materials, unless otherwise specified, shall be fabricated from alumarine metal so that weight reduction will be enhanced and material life increased. To support the 15 Year Body Life the converter shall warranty the material and workmanship in the construction of the module body for 15 years or more. The coverage shall apply to structural deterioration. The following areas shall also be specifically warranted per the manufacturer's standard structural warranty policy:

- The continued and correct alignment of compartment and access doors for 15 years.
- Seam or joint separation in the compartment or access door construction for 15 years.
- Transferability of the warranty to a new owner if the vehicle is ever sold.

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4.3.1 Corner Post Supports:

A body structure is desired that will support the loaded weight of the ambulance in the unlikely event of a rollover. In addition, a structure is required that will enhance patient and attendant safety in the event of an accidental collision. The foundation for a solidly built module is the utilization of strong corner posts on both the sidewalls and roof. A 90 degree, pie shaped radius extrusion post is required. The extrusion shall include a full length-reinforcing member that extends from the vertex of the 90-degree angle to the mid point of the outer arc. It is preferred that the continuous gusset be extruded into the corner radius. Corner posts that are part of the exterior body skin material (e.g. rolled corner posts) are not desired. The extrusions shall have a minimum tensile strength of at least 29,000 psi (6061T6). All horizontal roof extrusions shall have the same structure and shall include an extruded drip rail. No seams shall be apparent between the drip rail and the corner extrusion.

NOTE: Both the vertical and horizontal wall corners shall include integral 'we' supports that run the full length of the rail. The outer tips of the 'we' shall be attached to the inner skin of the radius through continuous flat metal stock that is part of the one-piece extruded frame member. The entire rail shall therefore be a fully encased web. Rails that do not include this continuous web will not be considered because of their weaker structural characteristics.

4.3.2 Wall and Roof Skin Supports

The exterior wall and roof skins will be supported on the inside by 2" square tubing strategically located at the load bearing points of the module body.

The ceiling tubes will be spaced on minimum 12" centers for adequate load support. In addition to the vertical ribs on the street side and curbside wall, a horizontal rib will be installed. The rib will be located at approximately the belt line of the body. The rib will provide additional protection in the event of a side body impact.

4.3.3 Gusset Enhancement:

To provide added strength to the module shell at all door openings, at all body corners and above all wheel wells, gussets will be installed. The gussets will be made from 2" square tubing and will total no less than twenty-four (24), with a minimum length of 5" each.

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4.3.4 Floor Construction

Floors that are uneven or are incapable of adequately supporting the load being carried on the vehicle are unacceptable. For that reason thin floor panels and/or a lack of floor supports are not desirable. To prevent buckling, sagging, oil canning or any other structural breakdown of the flooring system a detailed description of the required construction process is provided.

The body subfloor shall be constructed of .090" 5052-H34 aluminum. The floor, from the front to the rear and from curbside to street side shall be supported by a minimum 2" x 3" tubular beams with a .25" wall. The floor just behind the axle shall be supported by a minimum 1.5" x 3" tubular beam with a .25" wall. All beams shall be strategically located at the load bearing points of the floor and welded into place. The interior of this vehicle shall contain no wood or wood products of any kind. The subfloor, above the aluminum sheet shall be specially constructed to provide both acoustic and thermal protection for the patient interior. It shall consist of the .090" aluminum with tubular understructure as noted above. The underside of this area is to be sprayed with a sound reduction coating. In addition, a .125" damping pad, a .125" sound barrier sheet, and a .625" composite floor panel shall be installed prior to installation of the vinyl floor covering. The purchaser reserves the right to inspect the process proposed by the bidder and to make determinations regarding the acceptability of that process. The resultant subfloor shall have no organic, wood, or wood products and shall be guaranteed against rotting or water absorption for a minimum of fifteen years. It shall not support or attract mold or fungus

4.3.5 Exterior Skin:

A minimum tensile strength of 38,000 psi (5052H34 alloy) is requested for all .125" thick material and a tensile strength of 33,000 psi (5052H34 alloy) is requested for a .090" thick material. The minimum skin thickness will be as follows:

Side, Front and Rear Walls: .125"

Ceiling and Floor Panels: .090"

4.3.6 Skin To Support Attachment

All exterior aluminum body panels shall be attached to the underlying structural supports via high performance polyurethane two sided tape. The tape shall have a polyurethane foam core for environmental resistance and an acrylic adhesive for a durable bond. The tape will be used as an insulating agent to hold the panels tightly

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against the structural supports, thus eliminating vibration and oil-canning. In addition to the tape attachment system, all panels shall be welded to structural members at the perimeters only. Welding in the center of the panels is not desired as the process will cause heat distortion of the body panels and lessen the overall quality of the finished appearance. Use of the tape, as described here, will eliminate heat distortion without damaging the structural integrity of the module body.

4.3.7 Outer Door Skin

The outer face of the door and the door edges will be formed from one sheet of metal. All doors will be flush with the body side. The outer skin will be .125" thick and will include a minimum tensile strength of 38,000 psi (5052H34 alloy).

4.3.8 Inner Door Reinforcement

The doors will include an internal extrusion for added reinforcement. The extrusions will extend around the entire perimeter of the door. In addition to the extrusions reinforcing each outer door pan, the extrusions themselves will be reinforced through a dual joining method. First, each mitered corner, where the frame corners join, will be fitted with a one-way insert able key that prevents the corner from pulling apart. Secondly, each corner where the frame joins will be welded to further prevent pulling apart.

4.3.9 Door Pan

An inner door pan will fit flush with the inner edge of the door. Inner door pans that have exposed, ragged edges will not be acceptable.

Door Seal

All doors shall incorporate an extruded rubber seal located on the perimeter of the door. The seal shall insert into an appropriate groove in the inner door extrusion. Glued on seals or seals that are mounted to the compartment openings are unacceptable, as they will easily be torn by loading or unloading of equipment stored in the compartment.

4.3.11 Door Jamb

To ensure continued door alignment and successful latching capabilities, all access doors will be encased by a door jamb that is separate from the body skin and welded to the 2"x 2" tubular body frame members.

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In addition, the compartment frame will be designed in such a manner as to provide extra protection around the openings of the compartment.

Prior to installing the doors on the module body, the doors will be true fit to the doorjamb, and then later installed on the body. The fining, prior to installing shall further ensure the correct alignment of the door to the doorframe.

4.3.12 Door Hinges

All doors will have full-length stainless steel hinges, .070" thick and incorporating a .25" diameter pin. All hinges will have un-slotted mounting holes for an exact and permanent installation. All door hinge screws will be installed using "Lock-Tight". All doors will close on hollow air cell, extruded rubber seals that insert into grooves on the doors (glued on seals are unacceptable because of lengthy replacement times). The hinges are to be installed so the module doors will remain in their correct alignment for a minimum of 15 years.

4.3.13 Hold-Open Hardware

The following door hold-open devices will be provided:

Compartment Doors: Gas filled, 100-degree extension actuator.

Side Access Door: Gas filled, 110-degree extension actuator.

Rear Doors: **Cast Products** grabber type hold open devices with rubber type inserts.

4.3.14 Door Handles and Latching System

A latching system is required that provides safety to all onboard personnel and patients and security to all stored equipment. The patient area must be capable of being quickly secured. The following minimum characteristics are to be incorporated into the module door latching system:

All door handles shall be rugged, automotive style handles that are near flush with the door skin. Each handle shall actuate a Nader rotary safety latch. The handle and latching system shall be designed by the handle manufacturer to accommodate electromagnet activation.

Handles such as paddle style or 'D' ring style that must be retrofitted are unacceptable. The entire exterior handle assembly shall be a Tri/Mark Series 2100-cast metal handle or equal, that is chrome plated and buffed to a high luster. All doors shall have an exterior key lock.

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All three patient area access doors shall also include both interior and exterior latch activators.

The interior activator shall be located in a recessed pan located on the door. A manual locking/unlocking device shall be located in the pan. Exterior, double door compartments shall include two latching devices. The primary door shall include an automotive style handle as described above. The free door shall also include an automotive style handle, located on the outside of the door.

The latching system shall be a proven system that has been subjected to a sled barrier test of at least 20 g's for installation and retention characteristics.

4.3.15 ELECTRIC LOCKS (patient doors)

All module access doors shall have electro magnetically activated power door locks that are operated from a switch panel located in the cab and at each patient access door. This system shall also be connected to the OEM electric door switches for chassis cab

ELECTRIC LOCKS (compartment)

All compartment doors shall have electro magnetically activated power door locks that are operated from a switch panel located in the cab and at each patient access door.

PROGRAMMABLE TOUCH PAD LOCKS

The patient area power door locks shall be operable from an exterior programmable touch pad system located near the body side access door.

Locations: install two (2) touch pads as follows; one (1) on curbside of vehicle just to the rear of the side entry door, one (1) on the right rear body panel 4" below the red flashing light at window level. These touch pads are to operate all chassis locks as well. Program unlock code to 911**

4.3.16 Insulation Requirements

The patient area, including the doors, shall be insulated with 2" Technicon polyfiber for both thermal and acoustic insulation. The headliner area of the vehicle shall also include a barrier insulation of Reflectix material for increased protection.

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To insure good working conditions and to create a stable patient environment, the vehicle shall be manufactured with particular attention paid to sound control.

The following process must be performed throughout the manufacturing cycle of the vehicle:

4.3.16.1. Underbody shall be completely sprayed with sprayable, non-flammable latex sound control coating

4.3.16.2. Body Interior walls, roofs and interior compartment walls shall be sprayed with sprayable non-flammable latex sound control coating

4.3.16.3. The interiors of all access and compartment doors shall be sprayed with sprayable non-flammable latex coating

4.3.16.4 The backs of all interior cabinets shall be wrapped in antiphon damping material

4.3.16.5. Door interiors are to be lined with polydamp intefoam extensional damping pad

4.3.16.6. The body structural tubes shall filled with non-resonating dampening material

4.3.16.7. Side stepwell areas are to be backed with PT Damping Pad

4.3.16.8. All walls shall be insulated with 2" Technicon polyfiber acoustic insulation. Headliners shall be double insulated with 2" Technicon Polyfiber and a Reflectix barrier.

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4.3.16.9. Constrained layer technology, often called "Quiet Metal" will be utilized to create the body subfloor. Stratoflex II, a sound suppressing/insulating composite must be applied beneath the patient area vinyl flooring material

4.3.16.10. A chassis tuned VI-Tech mounting system shall be used to provide vibration reduction and structure borne noise attenuation.

4.3.17 Diamond Tread Plate

Diamond plate trim used in the construction process of the vehicle will be a minimum of .125" thick and shall be brightly polished. The material will possess a minimum strength of 3003 alloy. All trim must be attached by screws for ease of replacement or repair. The tread plate will be provided and installed at the following locations.

4.3.17.1 Rear Kick Plate

A 14" high, full width kick plate will be located on the rear of the module body, above the rear step. The riser shall provide clearance to allow auxiliary rear step to pass under rear of module and riser in the event of a rear collision. Drill holes for license plate mount. Place as close to step as possible install tag light.

4.3.17.2 Side Step Well

A 10" high liner will fully encase the side doorstep well.

4.3.17.3 Door Panel Covers

Full, protective covers will line the inside of all exterior compartment doors. The liners shall fit flush with the inner edge of the door panel so that rough, exposed material edges will be eliminated. The panel will be made of polished aluminum diamond tread plate.

4.3.17.4 Front and Rear Corner Guards

Radius guards will be installed at all body comers, both front and rear and be an extended height from bottom of blue scotchlite strip to bottom of module.

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4.3.18 Miscellaneous Trim Features and Fixtures

The following trim shall be provided and shall be attached by screws for ease of replacement or repair by this purchaser:

4.3.18.1 Fuel Fill Guard

A cast aluminum protective guard will be installed around the fuel fill location

4.3.18.2 Door Reflectors & Lighting

Red reflectors will be installed on the inside of the interior access door panels and on the inside of the compartment doors, in order to warn oncoming traffic of opened doors. All compartment doors shall have silhouette lighting installed at a height approved by the Office of Fleet Management

4.3.18.3 ICC Light Bezels

Bright metal protectors will be located on each ICC light.

4.3.18.4 Lower Rub Rails

Lower Rub rails shall be made of solid dense black rubber with track (New York Style), with tapered ends Shall be located at the bottom of the module body side, forward and rear of the wheel well.

4.3.18.5 Upper Rub Rails

No Upper Rub rails shall be installed.

4.3.18.6 Drip Rails

Aluminum drip rails will be located above all exterior compartments.

4.3.18.7 Stone Guards

Stainless steel stone guards will be located on the front of the module body, inboard of the lower corner guards. These guards shall be the same height as the corner guards in 4.3.17.4.

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4.3.18.8 Rear Step Bumper

The rear of the vehicle shall be equipped with a step bumper assembly to be fabricated from .125" polished Aluminum diamond tread plate. The assembly shall be spaced out from the rear kick plate a minimum of 1.5". The center section of the assembly shall pivot up and over center on two (2) .5" bolts to stay in up position. This section is also a stepping surface to provide better footing. The center section of the step will be made from open grip-strut. The step will be a minimum of 9.5" deep, and shall be spaced out from the rear kick plate a minimum of 3". The outer corners of the step will include fixed diamond tread plate corner guards. The outer face of the hinged step will be reinforced with 1/4" thick bar stock to prevent flexing.

The ground clearance from the top of the step to the ground will be no less than 16".

Two (2) pin and socket holders will hold the fold-up step firmly in the down position. Two dock bumpers, 2.5" high X 15" long X 2" deep will be installed on either side of the back edge of the rear step. The rear bumper step will be easily removable for serviceability.

This rear step assembly shall be mounted into two receivers, Reese style trailer hitch tubing at each step hanger design, to allow quick removal and replacement in the case of damage to step. Pulling a pin at each receiver shall perform removal.

4.3.19 Exterior Compartments

All shelving that is adjustable in height and placed in a painted exterior compartment shall be made of .125" thick, polished aluminum diamond tread plate. If shelving is placed in a carpeted compartment, the shelving shall be made from .125" thick carpeted aluminum. Slide out shelving, when specified, shall be made of .125" thick aluminum and shall be primed and painted with Dupont Imron paint. The following standard shelves shall be installed:

- | | |
|--------------------------------|--------------------------------------|
| Street Side Front | (1) Adjustable shelf above O2 system |
| Street Side Intermediate (#2): | (1) Adjustable shelf |
| Street Side Rear (#4): | (1) Adjustable shelf |
| Curb Side Front (#6): | (2) Adjustable shelves |

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Curb Side Rear (5)

(3) Adjustable shelves

Compartments A, B and C shall be fabricated from .100" thick bright polished diamond tread plate. Compartments D and E refer to compartment description below. Areas that have seams shall be sealed the entire length of the seam. The compartments shall be arranged as follows, with minimum dimensions as noted Interior Dimensions Clear door opening. All non-roll out shelves shall be installed in full compartment height 'C' channel.

4.3.19.1 Compartment "A". STREET SIDE, FRONT (#1):

Clear Door Opening: 18" wide x 78" high
Actual Compartment Dimension: 22" wide x 81" high x 20" deep

This area shall be accessed through a single outside hinged door. The compartment shall house the vehicle's primary O2 cylinder. There shall be one Streamlight Litebox, Orange in color, mounted in this cabinet. Provisions to mount "M" or "H" style tank on forward wall shall be provided.

4.3.19.2 Compartment "B". STREET SIDE, INTERMEDIATE (#2):

Clear Door Opening: 49" wide x 29.3" high
Actual Compartment Dimension: 51.5" wide x 32.5" high x 20" deep

This area shall be accessed through double, outside hinged doors. Both doors shall have exterior door handles and latching devices. Install a fixed divider in center of compartment. Right hand door to be keyed so only Fleet service can access right side of compartment. Do not wire the keyless entry to this door. Install all electrical equipment in this right hand compartment.

The left side compartment shall include one adjustable aluminum shelf.

4.3.19.3 Compartment "C". STREET SIDE, REAR (#4):

Clear Door Opening: 32" wide x 29.3" high
Actual Compartment Dimension: 37.4" wide x 32.5" high x 20" deep

4.3.19.4 Compartment "D". CURB SIDE, REAR (#5):

Clear Door Opening: 25" wide x 78" high
Actual Compartment Dimension: 30" wide x 81" high x 20" deep

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This area shall be accessed through both inside and outside access for three shelves. Customer furnished backboards shall be housed in a vertical position in this area.

Install a 16.00" deep vertical divider centered in the curbside rear vertical compartment. Install adjustable shelf track on the right side of the divider and right compartment wall. Install (3) adjustable shelves with lights in this area. Install light on ceiling centered above divider to illuminate both portions of compartment. The adjustable shelves are to be diamond plate and be 18" deep. Both sides of divider and compartment walls are to be flat aluminum and be covered with gray rubber matting.

NOTE: This compartment shall be sweep out style, for ease of cleaning.

4.3.19.5 Compartment "E". CURB SIDE, FRONT (#6 & #7):

Clear Door Opening: 18" wide x 81.1" high

Actual Compartment Dimension: 23.3" wide x 84.1" high x 30" deep

This area shall be accessed through a single outside hinged door and from an opening located on the curb side forward wall. The area shall be primarily used for storage of customer furnished jump kits.

Delete door and frame for access to front wall cabinet. Include lower door for exterior access to battery compartment. Fabricate a rollout stainless steel tray to fit three (3) heavy duty type 31S-7G batteries.

The inside of this compartment shall be gray spatter paint. This compartment shall include two adjustable aluminum shelves.

4.3.20 PATIENT AREA DOOR OPENINGS:

4.3.20.1 REAR DOORS:

Two (2) doors shall be provided at the rear of the module body. The overall opening of the access shall be a minimum of 58.3" in height x 48.75" in width. Both inside and outside door handles shall be installed on each rear door. Left rear doors that can only be activated from the inside are not acceptable.

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4.3.20.2 SIDE DOOR:

One (1) side door shall be provided on the curbside of the module body. The opening shall have minimum overall dimensions of 85.1" in height x 30" in width.

4.3.21 RUBBER FENDER FLARES:

Rubber fender flares shall be located above each wheel well opening.

4.3.22 Compartment Matting

Black rubber and Mateflex flooring will be installed in each exterior compartment shelf and bottom. The squad bench interior compartment shall have a stick on matting installed to the inside walls and stop ½" from the floor, the rubber mat will be installed on the floor of the compartment.

4.4. PAINT, FINISH AND STRIPE REQUIREMENTS

See Section 3.3.1

4.5 INTERIOR APPOINTMENT STANDARDS

The materials required for the interior appointment must be light in weight, yet rugged in design. Solid, color coordinated panels are required in lieu of padded vinyl surfaces because of the tendency of padded vinyl to tear and gouge. In addition the padding when exposed will potentially absorb infectious liquids.

4.6 MATERIAL SELECTION:

Heavy duty and durable materials are required for the interior trim of the vehicle. The following materials and trim features represent minimum acceptable requirements for this purchaser. The following materials and trim shall be installed:

4.6.1 INTERIOR SURFACE

STREET SIDE AND SQUAD BENCH CABINET Interior finish shall be washable and non-absorbant with anti-microbial coating

4.6.2 UPHOLSTERY: 32 OZ. Naugahyde, FLINT GRAY

4.6.3 WALL COVERING: .050" thick Formica Covered

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4.6.4 UPPER DOOR PANELS: .050" thick Formica laminated to .090" thick aluminum panels

NOTE: All Formica specified throughout this specification shall be standard construction grade Formica- not less than .050" thick.

4.6.5 LOWER DOOR PANELS: Stainless Steel

Install stainless steel angles on the inner edges of both doors to protect from damage while loading or unloading cot.

4.6.6 STREET SIDE RISER: Formica Covered

4.6.7 CURB SIDE RISER: Formica

4.6.8 HINGED FRONT WALL DOORS:

Clear Plexiglas (Quantity, two (2))
Latch Style: SOUTHCO Flush Stainless Steel

Location: Upper section of the front wall cabinet Install a 2.00" x 2.00" stainless steel plate on each side of all hinged Plexiglas doors where slam latches are installed to prevent doors from cracking.

4.6.9 HINGED FRONT WALL DOORS:

FORMICA COVERED (Quantity two (2))

Latch style: SOUTHCO Flush Stainless Steel

Location: Lower section of the front wall cabinet
Type: Solid, Formica Covered

4.6.11 COUNTERTOPS, AVONITE:

The patient area countertops shall be constructed of a Poly Acrylic Surface material. Reference Corian, Color: Stormy Gray

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4.6.12 CEILING:

The patient area ceiling shall be constructed of a bright white Alcopla aluminum composite material consisting of a polyethylene core laminated between two sheets of coated aluminum. The headliner shall be smooth, impervious to moisture, easy to clean and durable. It shall have the same rate of expansion and contraction as the aluminum body. Headliner that is padded or upholstered in any way shall not be acceptable, nor will any headliner made of wood or wood products due to the lower degree of durability and the risk of contamination inherent materials in such materials. Plastic or ABS type headliners is also not acceptable. Lastly the headliner shall be coated with a antimicrobial agent. The bidder shall supply with their bid proof of the application along with a detailed description of the agent used and the type of organisms that it effects.

4.7 PAINTED INTERIOR STORAGE CABINETS AND SQUAD BENCH:

All interior storage cabinets shall be painted for ease of cleaning. No carpet shall be installed.

Paint Color: GRAY ALUMINUM with anti microbial coating

4.7.1 INTERIOR COLOR SCHEME :

Floor: Altro Storm
Riser: Gray Gloss Formica
Wall: Gray Gloss Formica
Cabinet: Gray Aluminum
Upholestry: Flint Gray Vinyl (Buttons on Closeouts Only)
Piping: None
Button: None
Accent Stripe: None
Counter top: Stormey Gray

4.8 INTERIOR TONE, SPECIAL COLOR W/WATERFALL UPHOLSTERY:

Interior seat cushions shall not have piping.

4.9 FLOOR.INSTALLATION:

See section 4.34

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4.10 UPHOLSTERY:

All upholstery specified throughout shall be not less than 32 oz. Naugahyde. To enhance cleaning and disinfecting, the material shall be manufactured with an antimicrobial agent embedded into the fabric.

4.11 PLEXIGLAS DOORS: Clear

FULL HEIGHT PULL HANDLES ON SLIDING PLEXIGLAS DOORS:

All sliding Plexiglas doors to have full height extruded handles.

4.12 ALUMINUM INTERIOR CONSTRUCTION STANDARDS INTERIOR MATERIAL REQUIREMENTS:

The design requirements listed in the following specifications are intended to fulfill the storage needs of this purchaser. Specific locations for equipment placement are listed because prior experience has shown that strategic location of equipment will enhance patient care. In addition, many of the design requirements listed in the following specifications are intended to focus on weight reduction, particularly on the front axle, while at the same time increasing overall payload capabilities. To facilitate the above requirements, all interior cabinets are to be constructed of aluminum.

The cabinet construction shall carry a minimum 15-year warranty against any structural defects, such as material separation due to liquid or engine coolant leakage. This specification does not recognize wood or wood based products for cabinets; no wood may be supplied.

NOTE: Because of the above rationale, wooden cabinets as described below will not be considered in the construction process. Bidder submitting a quotation that utilizes wooden cabinetry will be considered non-responsive and will therefore be rejected.

DESIGN, STANDARDS

To fulfill the needs of this purchaser, the minimum acceptable interior cabinet construction and design requirements shall be as follows and designed per the attached diagram(s). Dimensions where noted represent outside to outside dimensions and not actual openings.

The City also requires on all door lock mechanisms the rod and clip connection, the rod shall be drilled and a cotter pins be installed to prevent connection from coming apart.

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4.12.1 STREET SIDE CABINET WALL:

Each module in the street side cabinet wall shall be fabricated from welded aluminum. Aluminum is preferred over other materials because of its weight savings and long-term durability. Each unit in the street side cabinet wall shall be built as individual boxes, so that if the cabinets need to be updated at a later time to accommodate new equipment, the task can be easily performed. In addition, the outer sides of each box shall be insulated for noise and resonance reduction. All boxes shall then be bolted together to form the main cabinet wall. The wall shall then be bolted to the module structure. Cabinets that are permanently affixed or welded to the module structure will not be considered, because they offer no flexibility in terms of design update at a later time.

4.12.2 ADDITIONAL CABINETS REQUIRED:

All additional storage cabinets shall also be built as boxes and shall be built from aluminum. The additional cabinets shall also be bolted to the module structure. The additional storage cabinets that are required by this purchaser are listed as follows:

4.12.3 CABINET BEHIND ATTENDANT SEAT:

A vertical storage cabinet shall be located behind the attendant seat. The storage area, known as linen closet shall have two large doors not three as standard. The electrical system has been relocated to outer compartment. No locks shall be installed.

The entire cabinet shall be fabricated from aluminum and shall then be painted, unless other wise specified.

4.12.4 SQUAD BENCH STORAGE:

Storage shall be provided under the bench cushions. The area shall be approximately 6 inches deep and shall run where possible under the bench. The storage pan shall be fabricated from aluminum and shall be accessed by raising the split cushions. The head of the squad bench shall accommodate three “D” style bottles. They shall be in a horizontal position and secured in separate tubes with rubber matting installed. Forward to rearward movement shall not be permitted.

4.12.5 CABINET ABOVE SQUAD BENCH:

Storage shall be provided above the squad bench. The storage shall run the full length of the squad bench and shall be accessed through hinged Plexiglas doors that are held in the open position with gas-activated rods. The entire cabinet shall be fabricated from aluminum.

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Additional padding shall wrap around the bottom side and forward end of the bench ceiling cabinet across the vertical face of the cabinet trim.

4.12.6 CABINET INSIDE CURBSIDE DOOR:

Storage shall be provided on the front wall, inside of the curbside access door. The storage area shall house purchaser supplied bagged equipment and supplies. The area shall be accessed through either hinged doors or open cabinet faces. The entire cabinet shall be fabricated from aluminum.

NOTE: Lower section inside access only for drug storage with locking capability.

Install a 2.00" x 2.00" stainless steel plate on each side of all hinged Plexiglas doors where slam latches are installed to prevent doors from cracking.

4.12.7 Interior of cabinets

All interior storage cabinets including the squad bench shall be painted for ease of cleaning. Under no circumstances shall carpet be used within the storage cabinets as it is impossible to decontaminate. The paint color is listed within the Interior color section of this specification. The paint shall be treated with an antimicrobial agent.

4.12.8 SPECIAL CABINETRY IN ADDITION TO ABOVE REQUIREMENTS

Special cabinets are required in addition to the above-specified cabinets. The cabinets required shall be per the attached description and attached diagrams.

The back wall and the right hand of the inhalation area, CPR seat area, rear counter area and left hand wall of rear area with gray Formica.

4.13 ATTENDANT SEAT

A side attendant seat shall be located about the chest area of the cot with the cot in the center position.

4.14 INTERIOR SEATING STANDARDS

4.14.1 INTERIOR SEATING:

Seat belts shall be required on both the attendant seat and the squad bench. The squad bench shall be designed for one person lying in the prone position or three people in a sitting position. Indiana Mills belts or equal placed in protective housings shall be installed.

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All seat belt installation techniques shall meet current FMVSS standards. In addition, the installation techniques shall be tested through a SLED test of at least 30 g's.

The interior seating for the attendant and other personnel that may work from the squad bench shall be designed as follows:

4.14.2 SQUAD BENCH:

A 22" wide x 72" long, split bench cushion shall be provided on the curbside of the patient area. Cushions shall have a one inch overhang. The cushion shall be designed to accommodate the following stretcher:

STRETCHER: Stryker, Cot Model: 6080 MX-PRO

4.14.3 BENCH HARDWARE:

One (1) Gas spring hold open shall be installed on each split bench cushion.

4.14.4 HOLD DOWN LATCHES:

Hold down latches shall be installed on each bench cushion. They shall be positive in latching operation and require intended unlatching to open the squad bench lid. Install heavy-duty flush mounted paddle latches for each bench cushion.

4.14.5 BENCH RESTRAINT:

Install a vertical grab rail mounted at the forward end of the squad bench riser and extending to the patient compartment ceiling. A horizontal partition divider shall be installed fixed to the vertical rail and squad bench wall. Install elastic storage pockets on divider sides. Locate the horizontal section with pouch at shoulder height, add 12" special pouch in lieu of storage pouch, Install a cargo net from the top of the cross section top the ceiling, also, pad the rail from the cross section to the ceiling. Add reinforcement plates at installation points.

4.14.6 BENCH BACKREST:

A full backrest shall be installed on the wall above the bench. The cushion shall be the full width of the squad bench and shall be trimmed to match the interior upholstery.

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4.14.7 BENCH CUSHION PROTECTION:

An angled aluminum trim piece shall be installed at the bottom edge of the bench cushion. The trim shall protect the cushion against extensive wear.

4.14.8 SEAT, HIGHBACK WITH BUILT IN CHILD SEAT:

The patient area attendant seat shall be an EVS **Model** #1800 with built-in child seat. The seat shall be color coordinated to match the interior of the vehicle.

Make a custom seat base that is 4.00" wider than standard to allow the seat to be installed more in line with the cot in the centered position. Make the seat base as low as possible, approximately 10". Include charcoal air filters on intake grille in base.

4.15 MISCELLANEOUS FIXTURES & HARDWARE:

The following hardware shall be installed on the completed unit:

4.15.1 EQUIPMENT ENCLOSURE:

Keeping equipment in its designated storage area is a necessity. Sliding cabinet doors have to stay closed when the equipment is not needed. This purchaser requires that a door track be extruded with three (3) special slots for the installation of:

- A. Two (2) felt door tensioners, located one on each side of Plexiglas door
- B. One (1) Teflon sliding guide on the bottom side of track.

NOTE: The above-described material cannot be glued into place or just lie in place. The felt and Teflon must be keyed to slide into a slot. Glued on Felt or Teflon will not be acceptable.

The entire opening must be surrounded by a matching door track joined at each end by 45-degree miters. In addition, the track must be attached to the cabinet with recessed screws for long-term durability.

4.15.2 EDGE PROTECTION:

Each open cabinet and any cabinet with hinged doors (except Plexiglas doors where noted) shall be trimmed on all exposed sides with an extruded aluminum edge cap to reduce the likelihood of chipping. All comers must be joined by 45-degree miters to assure a tight fit. Doors that are self-edged with Formica do not provide the degree of protection required and will not be accepted as an alternative.

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In addition to cabinet edges, exposed Formica edges on the squad bench, partition door (when specified), attendant seat base or other high traffic area will not be allowed. An aluminum or stainless edge guard must protect these edges.

4.15.3 WINDOWS:

All windows in the patient area shall be glazed and tinted in accordance with FMVSS. The windows must be encased in extruded aluminum frames. Rubber gasket, RV style windows will not be accepted as equal alternative for this section of the specification.. The following areas in the patient area shall have windows:

Side Door: 16" x 16"

Rear Doors: 16" x 16"

4.16 ELECTRONIC PRIVACY WINDOWS IN PATIENT DOORS:

The patient area door windows shall include liquid crystal privacy control. When privacy is needed, a switch shall be activated to turn the windows solid so they cannot be seen through even at a very close distance. The windows shall return to clear with a second touch of the switch. All door windows to have fixed glass.

Switch locations: Install switch in the rear control panel and in front console.

Program these windows to operate as follows:

When the module disconnect switch is activated, the windows will default to the privacy mode. When the rear doors are opened, the windows will turn clear. Install a switch in the rear control panel and front console that will override the setting of the windows.

Cycling the module disconnect switch or opening the rear doors will return the windows to the default setting.

4.17 CEILING ACCESSORIES REQUIRED:

The patient area shall have the following hardware installed in the ceiling of the unit for this purchaser's use:

4.17.1 MOUNTING PLATES:

Any specified ceiling hardware shall be attached to .125" thick aluminum plates that are welded to the module roof under-structure. Hardware that is randomly attached to roof ribs or ceiling panels is not acceptable. The following hardware shall be installed:

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4.17.2 CEILING GRAB RAIL (S):

All specified grab rails should be 1 1/4" in diameter. The rails shall include rounded safety comers and shall have integral welded stanchions for attachment to the ceiling. All rails shall be of stainless steel construction provided with anti-microbial coating. Install along the aisle edge of bench. The following ceiling rail(s) shall be provided:

4.17.2.1 SPLIT RAILS FOR COT:

Two 2' Sections, located each side of CPR seat. One forward and one rear of the seat.

4.17.2.2 THE COT GRAB RAIL SHALL BE PADDED.

Padding shall be removable.

4.17.2.3 BENCH GRAB RAIL 6' (shall be padded)

Location: Over edge of squad bench

4.17.3 IV. HANGERS:

Cast Products swing down IV hangers with rubber arms shall be near flush mounted and shall be located at the following location(s).

Quantity: Two (2)

Location: One (1) over waist of cot in center mount position

Location: One (1) at head of squad bench

4.17.4 IV HANGERS:

Perko IV hangers shall be located at the following location(s).

Quantity two (2)

Location: Install one (1) in ceiling next to bench IV hanger. Install (1) on face of main wall cabinet trim, forward of the CPR seat approximately 4" from ceiling. Install spacer behind hook to allow flush mounting surface.

4.18 FLOOR ACCESSORIES REQUIRED:

The following accessories shall be installed on the floor of the patient area:

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4.18.1 COT MOUNT:

All cot mounts shall be fastened in accordance with Stryker mounting instructions and shall be tested by the converter to meet AMD standards as dictated by KKK. The mounts shall bolt through the floor or sidewall and fasten from behind with nuts. Do not provide stretcher cups and wells. The following cot mounts and accessories shall be installed:

4.18.1.1 One (1) STRYKER #6080 MX PRO mount

NOTE: Install side and center positions.

Install a full width stainless steel plate floor protection at rear doors. The plate is to be extended to 6 inches inward to protect floor. Install cot stop.

4.19 MISCELLANEOUS ACCESSORIES and EQUIPMENT

The following miscellaneous accessories and equipment shall be supplied and installed where noted:

4.19.1 SUPPLIED EQUIPMENT DELIVERED WITH VEHICLE:

The following equipment shall be supplied and delivered with delivery of the new vehicle.

ITEM # 1: Electrical manuals, each unit shall be delivered with (1) one complete electrical manuals to the "Office of Fleet Management".

ITEM #2: Sharps container/bracket each unit shall be delivered will a Sage Products 38981 wall bracket and a #8980 sharps container. The unit shall be located on a reinforced upper portion of the wall over the foot of the bench per drawing. Install with machine screws and nuts utilizing rubber coated clamps. No self tapping screws shall be used.

ITEM #3: Hand lights, install two (2) Philadelphia Fire Department provided Stinger hand lights complete with chargers, console area. (TBD)

ITEM #4: One (1) 10LB. CO2 cartridge type fire extinguisher with mounting bracket.

ITEM #5: Two (2) wheel chocks complete with mounting brackets.

ITEM #6: One (1) set of reflective triangles.

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ITEM #7 One (1) set of snow chains “Z” chains.

ITEM #8 Install Philadelphia Fire Department provided lifepak charger mount

4.19.2 WASTE BASKET

A wastebasket shall be flush mounted in any counter top located in the street side cabinet wall.

Location: See drawing

4.19.3 COVE MOLDING:

A radius cove molding shall be installed at non rolled areas of floor to protect areas of the floor.

4.19.4 PROTECTIVE EDGE TRIM:

The 90-degree edges of the squad bench, attendant seat riser and the front wall cabinet shall be protected by a chamfered trim angle.

4.19.5 RED REFLECTORS ON ENTRY DOORS:

Red reflectors shall be installed on the inside on the patient area doors. Also install on the inside of all compartment doors. LED strip lighting is also required on all doors.

4.19.6 DOORHANDLES:

Angled door handles shall be installed on the interior door panels of each access door. The handles shall be one-piece and shall be constructed in the same manner as the ceiling grab rails as described above.

4.20 OXYGEN & SUCTION SYSTEM STANDARDS

Providing a safe and responsive oxygen and vacuum system is essential to this purchaser in providing proper patient care. The oxygen system shall be responsive, in that the flow to the outlets must be activated without hesitation. The oxygen system must be safe, in that all oxygen lines must be protected against sudden, unexpected high pressures due to defective regulators. When bottle pressures drop below certain levels, reflecting that it's time to change the cylinder, operations personnel must be quickly advised.

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If an oxygen regulator fails out of calibration, causing pressures that are too high or low for proper and safe treatment, personnel should also be quickly advised. To reduce the levels of occurrence for improper oxygen delivery, the system shall be designed as follows:

4.20.1 OXYGEN DELIVERY SYSTEM:

The oxygen delivery system shall be designed around a single piece manifold assembly. The manifold assembly shall incorporate ports for installation of delivery lines to all specified outlets, installation of an electrically activated oxygen delivery solenoid and installation of a manual override valve for the electrical activation. The manifold shall be located behind the patient area switch panel for ease of access.

NOTE: Connectors used in any line between the O2 regulator located on the bottle and O2 manifold assembly located behind in the O2 inhalation area will not be acceptable as they represent areas for potential leakage. Systems utilizing fittings on the low-pressure O2 hose, other than at the bottle and at the manifold, shall not be acceptable.

4.20.2 OXYGEN DELIVERY LINES:

No high-pressure oxygen lines shall be plumbed into the patient area. A single, low pressure line from the regulator to the manifold assembly shall be installed. No connections shall be installed in the line, between the regulator and manifold. To prevent crimping of the exposed line located in the cylinder storage compartment, the line shall be protected with a flexible spring guard. In addition, a breakaway elbow protector shall be installed where the line makes any 90 degree bend (normally where the line passes from the O2 bottle storage cabinet, into the patient area interior).

4.20.3 OXYGEN ACTIVATION:

To quickly turn the system ON or OFF, the system shall be piped through an electrical solenoid that is activated by a switch located in the rear switch panel.

4.20.4 OXYGEN SYSTEM ELECTRICAL OVERRIDE VALVE:

In the event of an electrical failure, the O2 solenoid described above shall be equipped with a manual bypass. Both the solenoid and bypass shall be quickly accessed by being located behind the rear switch panel, located to the right of the rear attendant seat.

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4.20.5 DIGITAL OXYGEN MONITORING:

A monitoring device shall be installed within the oxygen system. This purchaser desires a system of this type so that all onboard personnel will be continually advised of the condition of the oxygen system. The primary digital display for the monitored readouts shall be located in the rear attendant console. A secondary digital display shall also be located in the cab console. The following readouts shall be provided:

4.20.5.1 CYLINDER CONTENTS

LINE PRESSURE between the oxygen regulator and outlets.

LOW BOTTLE OXYGEN WARNING (500 psi or below)

LOW LINE PRESSURE OXYGEN WARNING (below 40 psi) HIGH LINE PRESSURE OXYGEN WARNING (above 75 psi)

OXYGEN WARNINGS shall be accompanied by an audible chime located in the cab so that personnel will be advised of the condition prior to departure to a call.

ALL OXYGEN WARNINGS MUST BE BOTH AUDIBLE AND VISUAL and must be designed to require acknowledgment by the driver or attendant.

4.20.6 OXYGEN CYLINDER INSTALLATION:

The oxygen cylinder shall be installed in a location that is remote from the interior of the patient area. The cylinder shall be encased in an all aluminum exterior compartment. Vertical track for mounting of a QRM-V O2 bottle mount shall be welded on the back wall of the compartment in the right hand corner. The O2 bottle mount is adjustable for "M" or "H" size tanks.

A Zico QRM-V oxygen cylinder bracket shall be installed in the main O2 compartment.

4.20.7 BOTTLE INSTALLATION VERIFICATION PROCEDURE:

This test must be performed, under both side and frontal impact conditions, to a minimum force of 30 G's.

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4.20.8 SSCOR SUCTION SYSTEM: what is the forward position

To have SSCOR suction system including #107CDC20 vacuum pump, a #22002 wall mounted regulator and a #23002 canister holder.

4.20.9 PRIMARY OXYGEN OUTLETS:

STYLE: OHIO DIAMOND II

Two (2) oxygen outlets shall be installed one (1) in the rear attendant control center and one (1) in the ceiling area over head of cot.

4.20.10 ADDITIONAL OXYGEN OUTLET(S):

STYLE: OHIO DIAMOND II

Two additional oxygen outlets shall be installed per the following descriptions:

Location: Squad Bench (curbside) Wall at Head End of Bench

Location: Rear of the street side compartment riser. Install additional oxygen outlet recessed where flow meter will not protrude. Install switch to control O2 system in a recessed pocket beside the outlet. Install a closeout over the back of the outlet inside this compartment

4.20.11 MISCELLANEOUS OXYGEN/VACUUM SUPPLIES

The oxygen and suction systems shall be complete, except for the oxygen cylinder, which shall be supplied by the purchaser. The bidder shall also supply the following items:

4.20.11.1 One (1) KKK approved oxygen bottle regulator, with integral dial contents gauge.

4.20.11.2 One (1) cylinder wrench shall be chained in place near the bottle storage.

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4.21 CONVERTER ADDED, ELECTRICAL SYSTEM STANDARDS

The converter added electrical system must meet all current KKK ambulance design standards. The converter added electrical system has proven to sometimes be the most complex and troublesome system on this type of vehicle. A system is desired that must be simple in design, so that electrical problem diagnosis and repair time can be minimized. The electrical system must be thoroughly engineered and manufactured to allow simple personnel operation. Finally, the system must be designed so that the probability of experiencing dead batteries, shorted electrical components and engaging in lengthy troubleshooting procedures will be reduced. Past experience has shown that the electrical output provided by the chassis charging system can be marginal and under certain circumstances the electrical load can exceed the alternator output. In addition, some electrical systems have not provided proper circuit protection and at times have not provided adequate wiring for the load. To address the above objectives, the following minimum electrical system design is required:

4.21.1 SOLID STATE ELECTRONICS:

MULTIPLEXED ELECTRICAL COMMUNICATIONS SYSTEM:

Because most chassis manufacturers have chosen multiplex electrical communication technology to operate the chassis system, this purchaser requires the same technology for the converter-added systems. A standardized electrical control and wiring system is required. The central processing distribution board must be pre-printed and must be common in design and interchangeable between all similar models offered by the manufacturer. The vehicle manufacturer must own and control all rights to the electrical system. Standard systems controlled by outside vendors and modified for a specific vehicle or manufacturer will not be acceptable due to the unpredictability for future parts or service. Switch panels or main boards that are not standard in design and are not interchangeable from one unit to another will not be considered. The system must consist of logic-controlled solid state circuitry installed on a pre-printed circuit board. Since solid state logic-controlled technology is commonly available and not proprietary to any one manufacturer and has been proven to be more reliable with greater benefits, a blanket exception or clarification regarding the electrical specification is not acceptable and will be cause for automatic rejection of the bid.

In addition to the main distribution board, the system will consist of a series of input or output control modules to manage and feed information and to control the various circuits required by this specification.

All modules shall be pre-printed, solid state devices. Each output module must have 10 or more outputs and shall communicate with the central processing unit over a single wire. The output modules shall be capable of carrying 10 amps load per output or a total load of 50 amps per module. The total system must be capable of expanding to control at least 160 output circuits.

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Each input module must have 10 or more switch inputs. The total system shall be capable of expanding to handle at least 40 inputs. AMP Mate-Lock connectors shall be used for all load connections. Molex connectors shall be used for data transmission lines.

Under no circumstances will systems be acceptable that utilize screw type terminals or card connectors due to their susceptibility to working loose due to vibration normally encountered on a vehicle.

The system shall include as standard 16 analog inputs to manage information such as oxygen pressure, amperage, voltage etc. coming from an analog source. These analog inputs must be capable of being used in logic statements to enhance the operation and control of the vehicle.

Under no circumstances may the operation of the central processing unit or the input or output modules be based upon the operation of mechanical relays. Relay based systems require higher amperage operating current and rely on mechanical contact points designed to degrade with use, creating short duty cycles for the vehicle electrical system. Relay based systems, due to those limited short duty cycles, will not be acceptable for the requirements of this specification.

4.21.2 CONVERTER ADDED, CHASSIS CHARGING ENHANCEMENT:

The basic design for the chassis electrical output system must include equipment that provides adequate electrical needs to operate the vehicle's electrical components. In addition, a system is desired that continually monitors the chassis voltage and amperage outputs. The end result of the desired electrical output system is longer battery life, less down time associated with charging system repairs and the fulfillment of each and every emergency response. The following equipment shall be provided.

4.22 BATTERY SELECTOR SWITCH:

A two-position power selector, turning the batteries to the ambulance systems either 'ON' or 'OFF', shall be furnished. The switch shall be located on or near the driver's seat base. Unless otherwise specified, the battery switch shall not disconnect power to the OEM chassis systems.

4.23 THROTTLE ADVANCE:

In order to reduce the number of components and throttle linkages, the factory electronic throttle control shall be utilized to activate the throttle advance system. The controls shall be utilized to activate the throttle advance system.

The controls shall require that the chassis be placed in Park or Neutral with the module disconnect switch in the 'on' position and the parking brake engaged before activation of throttle advance.

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A digital display warning on the driver console, accompanied by an audible tone, must instruct the driver to Set the Park or Release Park brake to engage or disengage the automatic throttle control. NO EXCEPTIONS.

4.24 AUTOMATIC LOAD MANAGEMENT:

In order to insure that onboard personnel attention is focused on victim care rather than being occupied with monitoring vehicle systems, an automatic load management system is required. The bidder must provide a system that continually monitors the vehicles charging system while it is sitting on scene.

The system design shall have the ability to automatically shut down not less than ten pre-programmed electrical circuits to prevent a deficit charging condition while the vehicle is sitting at idle. The system shall be programmed to automatically scan the electrical system on one-minute intervals.

If a deficit charging condition continues for more than one minute, a pre-programmed circuit shall shut down, correspondingly reducing the electrical draw. If the deficit condition continues, a second circuit shall automatically shut down. This process shall continue to repeat at one-minute

intervals until at least ten circuits are shut down with corresponding load reductions. In the event any circuits are being controlled (disabled) by the load management system, the driver must be informed in two ways. First, a digital display warning shall appear on the driver information panel indicating

Load Management Active. At the same time, the L.E.D. switch indicator light shall begin to flash for each specific circuit that is being disabled. Systems that cannot indicate specific circuits being affected by the Load Management System are not acceptable.

Load management systems must be programmed through a microprocessor based logic and memory system rather than a series of mechanical relays. Systems that require manual activation of Load Management will not be acceptable. Once the deficit condition ceases to exist, the system must be capable of restarting any disabled circuit without any action required by the driver.

The bidder is required to furnish a system that permits the end user, if he so desires, to determine prior to production the order of priority for shedding loads. Although the entire system must function automatically, it must also be designed so that it can be set by the end user to a System Off mode for restocking, training, or maintenance convenience. The System Off setting shall not be merely a switch which would permit the operator to easily turn off Load Management. The intent is to keep the system active at all times when the vehicle is in operation.

4.25 LOW AMPERAGE SWITCHING:

Electrical devices that are not activated automatically shall be controlled from either the cab or patient area control panels through the use of manual switches.

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A low amperage switch that sends only an on/off signal to the central electrical distribution area is required. The switches provided shall have documented durability ratings at a minimum of fifty million (50,000,000) cycles. The switch design shall include magnetic technology to attain the required durability ratings. Membrane or rocker style switches will not be acceptable due to their tendency to degrade and fail in continued field use. To eliminate loose or poor contacts, it is unacceptable to have soldered or terminal type connections for the switches. The switches must be an inherent part of the panels.

4.26 SWITCH 'ON' INDICATOR LIGHT:

All switches (unless otherwise noted) on the panels described below shall include a red L.E.D. indicator light that will indicate when power is being applied to a circuit. Designs that have indicator lights that activate to indicate switch position only are not acceptable. In addition, the indicator lights shall be independently programmable to flash or steady burn as required to meet the end user specification.

4.27 SWITCH BOARD DESIGN:

Each console shall contain a combination of control switches as described above and also an integral digital vacuum florescent message center. The message center shall provide driver/attenda information as described below. The message center is required over the use of buttons, lights or gauges, because of the ease in acknowledging the specific information. The consoles shall be fabricated so that they can be removed for service in less than a one-minute time span. The removal shall be facilitated by the use of a single, quick connect plug. The plug shall be attached to a lightweight, multiple conductor cable that feeds into the primary electrical distribution center. The panels shall contain switches that control the following circuits and a digital message center that displays, the following information:

Both the cab and patient area switch panels shall be fabricated on a preprinted circuit board. The circuit boards must be common in design and must be interchangeable between all models offered by the manufacturer being proposed. Switch panels that are not standard in design and are not interchangeable from one unit to another will not be considered. In addition, all switches and digital displays shall be soldered to their respective boards. The board shall be constructed with an illumination layer sandwiched through the entire board. The illumination layer shall allow backlighting through the laser cut label identification logos, as well as switch/panel illumination. The use of the illumination layer provides accurate light distribution for greater light efficiency, and visibility.

The drivers display shall be capable of displaying at least four sets of 20 character messages at one time. The rear display shall be capable of displaying two sets of 20 character messages at the same time. Both the cab and patient area switch panels shall be fabricated on a pre-printed circuit board.

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The circuit boards must be common in design and must be interchangeable between all models offered by the manufacturer being proposed. Switch panels that are not standard in design and are not interchangeable from one unit to another will not be considered.

The switch panels shall be fabricated so that they can be removed for service in less than three minutes. The removal of each panel shall be facilitated by the use of a single four-wire connector for panel control and communication. An optional rear AM/FM speaker system will have its own six-wire connector in addition to the standard panel connection. Volume control must not have any protruding knobs. It shall be flush to the panel surface and shall meet the following requirements for decontamination and spill resistance.

4.27.1 SWITCH PANEL DECONTAMINATION AND SPILL RESISTANCE:

Both the driver and the patient area switch panels must be designed so they can be easily decontaminated. Current designs make decontamination impossible when an attendant must use a contaminated glove to operate the switch panel while treating a patient. These areas become breeding grounds for bacteria. For this reason, the switch panels must be built in such a manner that there are no openings or crevices on the panel faces. The entire switch panel must be sealed with a protective overlay material. There shall be no printing or labeling on the face of this material. Holes in the panel through which switches, backlighting, or legends are inserted will be unacceptable. The panels must be cleanable with any commercially available spray type cleaner or disinfectant commonly used by fire and EMS services with no damage created by fluids leaking through openings onto the circuit boards or switch contacts.

The panel surface must be covered with a polyester film laminate for enhanced solvent resistance, strength, and durability. Both front and rear switch panels shall have been tested to at least a 24 hour exposure under DIN 42 115 Part 2 for the following commonly used chemicals: hydrogen peroxide <25%, bleach <20%, glycol, isopropanol, xylene, benzene, phosphoric acid <30%, ammonia <2%, hydrochloric acid <10%, acetic acid <50%, sulphuric acid <10%, diesel fuel, silicone oil, linseed oil, Windex, Formula 409, Fantastic, Wisk, Downey, washing powders, fabric conditioner, Ajax, and glycerin. The bidder shall be required, if asked, to provide the appropriate documentation showing that the above chemicals produced no visible damage after at least a 24 hour exposure. Bidders should be cautioned that commonly used polycarbonate or vinyl membrane fascia and nameplate substrates for electrical panels will not meet this requirement.

The panels shall be spill resistant to shed accidental moisture from spilled soft drinks or coffee cups. In addition, the surfaces of the panels shall be antimicrobial. This purchaser reserves the right to request documentation showing that the panel surfaces will kill microbes on contact. This antimicrobial property is to be inherent in the surface material itself and shall not need to be reapplied at any point in the future. Products offered that include aftermarket treatments of the panel surfaces will not be considered.

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4.27.2 SWITCH PANEL BACKLIGHTING:

Both switch panels shall have backlight with fiber optic technology, powered with high intensity L.E.D. lights. All switch perimeters shall be lighted and raised for ease of switch location at night. In addition, the drivers control panel shall include a red color-coded area to further distinguish warning and emergency controls as well as specific blue color-coded areas for vehicle operation and maintenance systems. The remainder of the switch perimeters shall be green for easy nighttime visibility.

The switch panels shall include, on each panel, an individual intensity control. Switch panel lighting that operates at the same level as the cab instrument panel or that illuminates both the front and rear panels at the same intensity will not be considered. The bidder must provide totally independent control for each panel.

4.27.3 CAB CONTROL SWITCHING AND DIGITAL DISPLAY:

Switch Activation:

The cab control center shall include 34 switches installed in a backlight aluminum control panel. The following minimum circuits shall be provided on the switch panel:

- Module Disconnect
- Master Warning Circuit
- Light Bars
- Red Flashing Lights
- Primary/Secondary Override (Each position shall have a red On indicator light)
- Right Scene Light
- Left Scene Light
- Rear Loading Lights
- Rear Heat/AC with temperature adjustment
- Single Button Vehicle Electrical Diagnostics
- Horn/Siren
- Vehicle Trip Odometer

4.27.2 DIGITAL MESSAGE CENTER:

The following digital displays will appear on the faceplate of the cab console when selected:

- Voltage (to the nearest 0.10 volt)
- Amperage (to the nearest amp)

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- Engine Tachometer
- Inside Patient Area Temperature
- Access or Compartment Door Open Warning Message
- Oxygen Warning For Both Tank and Line Pressure
- Electrical System Diagnostics
- 24 Hour Clock
- Trip Odometer
- Emergency Brake Warning
- The System Shall be Capable of Displaying Specific Verbiage As Directed By the Customer

4.28 PATIENT AREA CONTROL SWITCHING AND DIGITAL DISPLAY:

4.28.1 SWITCH ACTIVATION:

The patient area control center shall include 28 switches installed in a backlight aluminum control panel. The following circuits shall be provided on the switch panel:

- Rear Heat/AC Activation and Separate Temperature Control
- Rear Heat/AC Fan Speed Control
- Power Vent
- Cot Dome Lights and Bench Dome Lights
- Oxygen and Suction
- Patient Status
- Stop Clock
- Oxygen Line Pressure

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- Oxygen Cylinder Pressure
- Radio Volume Control (when required)
- Electronic Privacy Glass Activation (when required)

4.28.2 DIGITAL MESSAGE CENTER:

The following digital display shall appear on the faceplate of the patient area control console when selected:

Patient Area
 Temperature
 Thermostat
 Setting Oxygen
 Tank Pressure
 Oxygen Line
 Pressure
 Oxygen Warning
 Elapsed Time
 Stop Clock

The system shall be capable of displaying specific verbiage as directed by the customer

4.29 MODULE COMPARTMENT AND ACCESS DOOR SWITCHES:

Exterior circuits such as loading lights, side scene lights and compartment lights shall be activated by low amperage, non mechanical switches. The type of switch desired is a magnetic sensitive switch that activates the circuit when the magnetic plane is broken. Plunger type switches are not desired because of their short useful life and higher amperage requirements.

4.30 DOOR OPEN WARNING INDICATOR:

A 'DOOR OPEN' warning indicator, with accompanying audible chime shall be installed in both the cab and patient area. A digital display shall appear on both consoles indicating which specific door has been left ajar. In the case of access doors, the display will read FRONT or REAR ACCESS DOOR AJAR. In the case of a module compartment door, the display will read COMP #1, COMP #2 AJAR, etc.

Under no circumstance will red flashing lights or systems that do not specifically pinpoint a specific open door be acceptable.

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4.31 CENTRAL ELECTRICAL DISTRIBUTION CENTER:

The converter added electrical system is to be centered on the use of a microprocessor, built into a single circuit board. This logic-based system is required to maximize reliability of the electrical system and to minimize electrical down time. It must be provided in order to match the type of control system used in the chassis and to prevent communication problems caused when similar systems are employed. The design of the system must totally separate chassis operation from converter feature installation. In the unlikely event of converter component failure, the chassis must still be operable in order to complete the response.

The computer based electrical system must utilize components similar in design to the computerized chassis functions, such as the chassis O.E.M. cruise control system, fuel feed system; transmission control system and braking system.

In addition, a standardized electrical control and wiring system is required. The central electrical distribution area circuit board must be preprinted. The board must be common in design and must be interchangeable between all similar models offered by the manufacturer. Switch panels that are not standard in design and are not interchangeable from one unit to another will not be considered. In addition, multiple board circuit centers will not be acceptable because of the incurred complexity of added components.

Under no circumstance will the operation of the board and added converter components be based upon the use of manual operation relays, because of the build up of heat associated with the component and their short useful life, as compared to solid state components.

4.31.1 BOARD FUNCTION:

The central processing unit shall be fully programmable and shall control a number of functions. The minimum functions to be controlled are as follows:

- No Load Starting Circuit (as defined in subsequent sections of this specification)
- Load Management
- Sequenced Start Circuit Activation
- Electrical System Diagnostics
- Climate Control Heat/AC operation
- Intensity Controls for Patient Dome Lights
- Oxygen Warning System (high and low pressure)
- All Warning Light Flashers and Flash Patterns
- Patient Status System

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-Electrical Diagnostics

4.31.2 CIRCUIT PROTECTION:

Each converter added electrical circuit must have circuit protection for both over current limit and over temperature condition. The circuit protection shall be provided by solid-state circuit breaker/switching devices (MOSFETS) for both the input and output wire feeds for each circuit. The circuit protection shall require no user intervention such as that required for circuit breakers or fuses. For added protection and system reliability, all MOSFETS shall have heat sinks. Lack of heat sinks will be cause for automatic rejection of the system being offered. The system shall indicate an output fault warning on the digital display in the driver control area. Should a problem occur, the warning shall identify the specific module and the output number for easy troubleshooting and to minimize the down time of the vehicle

4.32 FIELD PROVEN AND TIME-TESTED ELECTRICAL SYSTEM:

The converter added electrical system represents the most important system in the design of this ambulance. The reliability and proven performance is essential. Therefore only a field proven electrical system will be acceptable. The converter installed electrical system being proposed must have been the system utilized throughout the proposed product line for a period of not less than FIVE (5) years. Newly designed or prototype electrical systems will be unacceptable.

4.32.1 SPLICE-LESS WIRING:

Each converter added circuit shall be powered through an individual wire that is free of any splices. For ease of troubleshooting and for greater reliability, one end of the wire shall plug directly into the output module and the other end shall connect to the device or the pigtail of the device being powered.

4.32.2 WIRING:

The following minimum wiring standards must be adhered to:

IDENTIFICATION:

By color, itemized number and actual circuit name, heat stamped every 4" (Multi conductor cables are to be identified at the termination points).

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

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SIZE:

Size will vary and will be dependant upon each wire being able to carry a minimum of 125% of actual circuit load.

PROTECTION OF WIRING:

All wiring must be run in breakaway loom.

4.33 NO LOAD STARTING:

To assure the ability to start the unit, the vehicle electrical system must have the ability to manage electrical loads during the engine startup or cranking period. The system shall automatically shut down all converter-added electrical loads when the ignition is activated and the engine is cranking. Once the engine has started, the system shall automatically turn back on all loads that were previously in the On condition. This feature must be accomplished by system programming and not by means of a relay or a series of relays which are subject to failure, thereby causing the entire converter-added electrical system to fail. Relay based systems will not be considered.

4.33.1 SEQUENCED START CIRCUIT ACTIVATION:

To prevent the heavy load burden placed on the alternator and charging system when all emergency warning circuits are activated at the same time by pre-loading the master switch, the vehicle electrical system shall automatically sequence all load-managed warning circuits so they come on one at a time. This sequenced start activation shall be an integral part of the electrical system and shall be accomplished without the use of relays or after market add-on systems.

4.34 ELECTRICAL SYSTEM DIAGNOSTIC CHECK:

Checking each converter added electrical circuit for proper operation is time consuming. This becomes even more of a problem with a high usage vehicle. A system is desired that will quickly identify a malfunctioning electrical component. This identification process shall take place from the driver's seat and shall be displayed through a digital display on the cab electrical console.

The relevant information shall be displayed on the digital display on the cab switch panel. When the operator activates the Run Diagnostic switch, the unit will initiate the systems check. The digital display shall flash the message Running Diagnostics while the check is in progress. The system must go through all outputs for the vehicle to check for malfunctions.

MUST BE FILL IN

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If a malfunction is found, the display shall stop flashing and steady burn to indicate the message Module #, Output #, Fail. This message will direct the service staff to the correct output module and the correct wire number in order to troubleshoot and repair the system. Once a failure is identified, the operator may continue to run the remainder of the diagnostic by pressing the Warning Reset switch. The bidder shall furnish with the vehicle a detailed diagram indicating each input and output module number and identifying each circuit controlled by the module.

4.35 ELECTRICAL SYSTEM SUPPORT DATA:

Being able to service the electrical system once in service is of the utmost importance. To reduce the down time associated with servicing, the following information shall be provided at the time of delivery:

- Electrical system operating instructions.
- Patient area heating/AC schematic and parts list.
- Oxygen and vacuum system schematic, pans list and leak check instructions.
- Battery and alternator schematic and system description.
- Radio communications installation instructions.
- Wire description list for converter added wiring.
- Individual schematics for all converter added electrical circuits.

4.36 CONVERTER ADDED ELECTRICAL COMPONENTS:

Numerous electrical features are required by this purchaser. All converter added electrical features, other than the siren control, shall be powered through a MODULE DISCONNECT SWITCH. Each circuit shall then have its own on/off switch. All features listed in the following specifications shall be grouped by category and shall be explained in detail where necessary. The following electrical features shall be installed and wired for operation:

4.37 NON EMERGENCY EXTERIOR LIGHTING

STANDARDS – ALL LED

4.37.1 COMPARTMENT LIGHTS:

The compartment lighting for the exterior compartments noted above shall consist of LED lighting strips. Strips of LED lights shall be installed on each side of the compartment opening on the inside of the door jamb and shall direct the light back into the compartment. These light strips shall fit securely into clips installed in this location. These strips shall be semi rigid.

MUST BE FILL IN

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Please note that rope lighting is not an acceptable alternative to this requirement.

4.37.2 ADDITIONAL COMPARTMENT LIGHTS:

Any additional lights will be discussed at Pre-construction meeting

4.37.3 TAIL LIGHTS;

Install LED lighting package, a combination, tail and brake light assemblies, with chrome flanges, shall be installed on the rear of the module body. In addition, clear LED backup lights shall be installed. A total of (6) Whelan 600 Series LED lights assemblies shall be installed on the rear.

STOP/TAIL
AMBER ARROW TURN
REVERSE

4.37.4 REVERSE LOADING LIGHTS:

The rear loading lights shall be activated from transmission reverse, in addition to the standard mode. These lights shall be not be LED rather MR 11 quartz halogen lights in rear light bar.

4.37.5 SIDE SCENE LIGHTS:

Install Whelan 900 Series Halogen Scene Light(s) with chrome flanges shall be located on each body side. The side scene lights are to be activated through the neutral safety switch so they will cancel if switches are on and vehicle is placed in gear.

The following quantity shall be installed on each side:

Quantity Per Side: 2

LOCATE: NEXT TO RED FLASHING LIGHTS WIRE SIDE SCENE LIGHT

4.37.6 ELECTRICAL PROGRAMMING:

Due to the complicated requirements of the following programmable features, a circuit using additional switches, and relays to achieve the same function ability is not acceptable. The added relays, switches wires and connections is a deviation from the single wire, microprocessor based system as outlined in this specification.

MUST BE FILL IN

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The following features like others specified in this specification will severely reduce the ability and capability of a relay based system to the point of unreliability and failure. If the above criterion for the programmable options is not met, exception must be taken for each item.

The curbside scene lights shall be activated when the side door is opened, in addition to the other modes described above.

4.37.7 INTERIOR LIGHTING STANDARDS

The following interior lighting shall be provided in the patient area of the module body:

LIGHTING TYPE AND ACTIVATION:

The primary lighting system shall consist of individual light rows located above the cot and squad bench. A separate switch located on the rear electrical control panel shall activate each row. Provide seven (7) Whelan lights for the primary lighting mode. In addition, all lighting must meet minimum candlepower requirements.

All dome lights shall activate to mid-intensity when either the side or rear doors are opened. With the doors closed, a separate switch located on the rear electrical console panel shall activate each row of lights. The intensity of the lights shall be infinitely variable through a solid-state control. Lighting systems that utilize only a 'HI-LO' circuit will not be considered.

HALOGEN DOME LIGHT LOCATION AND QUANTITY:

Installation shall be discussed and final decision at pre-construction meeting.

4.37.8 SECONDARY INTERIOR LIGHTING:

Secondary interior lights shall also be installed to enhance attendant working conditions. The following secondary lights shall also be installed:

REPORT LIGHT:

The following quantity of bulb lights shall be located at the attendant workstation and shall be operated by a switch located in the rear control console.

Quantity	1
Location	INHALATION AREA

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STEP WELL LIGHT:

Two lights shall be installed in the step well area of the side door and shall be activated upon opening of the side door, one each step. Whelan PAR 16LED for reference

FLORESCENT LIGHT:

The following quantity of 24” Thinlite florescent lights shall be installed in the patient area. The lights shall be operable from the rear switch panel. When more than one light is requested, the lights shall be evenly spaced in the ceiling, from front to rear.

**QUANTITY: 3 LOCATIONS:
FRONT CENTER AND REAR OF PATIENT AREA CEILING**

FLORESCENT LIGHT TIMER:

Install a momentary switch to enable limited operation of the above fluorescent lamps with the battery switch in the off position.

SWITCH LOCATION: • ON THE CURBSIDE WALL OVER THE HEAD OF THE BENCH WIRED "HOT" AT ALL TIMES

4.38 PATIENT AREA HEATING/AC STANDARDS:

A system is desired that makes the selection of HEAT or AC and the temperature control of either choice a quick process. In addition, a system is desired that provides uniform temperature throughout all areas of the patient area. Finally, the system must be easy to service and located near the chassis O.E.M. HVAC connection points (when provided). To meet these requirements, the system must be of the following, minimum design standards.

4.38.1 CONTROLS:

The climate control functions shall be controlled through a primary location in the inhalation panel, and through a secondary location in the cab electrical control console. The switches used for the operation of this system shall be identical to the switches described in the "Electrical" section of this specification. Switches shall be present in the front console to select either 'Heat', 'A/C', or 'Off' functions and to select the desired temperature.

MUST BE FILL IN

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Switches shall be present in the rear control panel to select either 'Heat', 'A/C', or 'Off' functions, 'Automatic' or 'Manual' mode of operation, and to select the desired temperature.

4.38.2 TEMPERATURE SELECTOR:

The temperature level shall be adjustable from both the front and rear electrical control panels for the 12V system. Two switches at each location shall be used to scroll through desired temperature settings on one degree intervals. Once the desired temperature is set, then the system shall retain that setting regardless of the position of the battery switch. The temperature sensor for the system shall be located at the inhalation panel so as to attain a true patient compartment temperature. The temperature setting and the actual temperature reading shall be viewable from both the front or rear digital displays. This system is to be controlled through the converter-added electrical system. Under no circumstances shall household type thermostats be acceptable.

4.38.3 OPERATION:

The system shall allow for both automatic and manual operation. When set to the manual mode the fan speed shall be infinitely adjustable from the rear control panel for extra ventilation. When set to the automatic mode the fan speed shall be controlled by the thermostat setting. The temperature that is selected shall be continuously maintained. When the selected temperature has been reached, then the system shall automatically cycle the fan speed down to reduce unnecessary electrical load.

4.38.4 SIZE:

The unit shall deliver an airflow of not less than 650 CFM and carry a BTU rating of not less than 65,000 for heat and 32,000 for AC. System must be compliant with current GSA 1822F Regulation.

4.38.5 HEATER WATER SHUTOFF:

The flow of hot water from the chassis to the converter-added heat/AC system shall be controlled by an electrically operated valve located under the hood. Water flow to the rear heater shall be activated when either the front or rear heater switch is turned to the 'On' position.

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It is a requirement of this specification that this type of valve be used unless the converter is supplying a self-contained heat-AC system. The term "self-contained" is defined as being a unit that does not require any water flow from the chassis. Under no circumstances will manual valves be considered. Manual valves are inconvenient and tend to leak.

4.38.6 LOCATION:

An efficient, low loss HEAT/AC system is required. To increase efficiency of the hot water flow to the rear heater the combination unit shall be located at floor level. Some chassis include quick connects for both AC and heat flow behind the driver's seat. Therefore to provide better efficiencies and reduce maintenance time when working on the rear HEAT/AC unit, installation of the unit shall be under the attendant seat. Install charcoal style air filters behind the intake grille for the HVAC unit.

4.38.7 AIRFLOW:

To provide uniform temperature levels through the patient area, an air duct system shall be installed for airflow.

Separate air intakes and exhaust ports are required to minimize air turbulence and increase overall efficiency of heating and cooling within the vehicle. Systems that combine both air intakes and exhaust ports within the same grille work are unacceptable because of reduced efficiency. The output from the HEAT/AC unit shall be channeled from the blower located under the attendant seat, through a chute located behind the seat and vented out at ceiling level. This process will allow the air to flow in a circle throughout the patient area, thus providing uniform, temperatures throughout.

4.38.8 SERVICE:

Better heating levels are achieved by locating the blower under the attendant seat, rather than at ceiling level. Flow resistance is reduced at the floor level, because the water does not have to be pumped to higher ceiling levels. More water volume will therefore cycle through the system, achieving greater temperatures and providing warmth in the patient area more rapidly. In addition, when the unit has to be serviced, it can be more readily accessed and removed when located under the attendant seat. Finally, the HEAT/AC unit shall be installed in an all aluminum box that acts as a pedestal for the attendant seat. This construction method is desired in case of ruptures of HEAT or AC lines. Wooden material will absorb the liquids, thus causing material deterioration making wood unacceptable.

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4.38.9 ULTRA VIOLET LAMP IN A/C SYSTEM DUCT

A 13 watt Germicidal Ultraviolet Lamp shall be installed in the heat A/C duct in the patient area to reduce bacteria and mold growth. The lamp should have a wavelength of 254 nm, shall be resistant to vehicle vibration, and shall be no more than 6” long. For maximum efficiency, the lamp must be installed in the duct itself and not in the heat A/C unit. The lamp should be activated automatically anytime the blower fan for the heat A/C system is in the “on” position.

4.39 MISCELLANEOUS PATIENT AREA ELECTRICAL FEATURES:

The following features shall be installed in the patient area:

4.39.1 PATIENT STATUS SYSTEM:

Shall include a digital display in both the cab and rear electrical control console, that displays when selected Status 1, Status 2 or Status 3. An audible tone shall accompany the message. Selection shall be from the rear. Acknowledgment of the message shall be from the driver's area through a cancellation switch located on the cab console.

4.39.2 POWERED VENT:

Shall include Perko style power vent, for the removal of air from the patient area of the module body. The vent shall be wired through a switch located on the rear attendant control console.

LOCATE: Install motors in the closeout above the upper cabinet or compartment. Install a removable aluminum cover for serviceability. The front motor shall be intake the rear exhaust. Install Cast product covers in lieu of Perko covers.

4.39.3 CLOCK:

Provide one aircraft style, hinge mounted battery operated 6 dial clock. The clock shall be back-lighted with green 12 volt activated florescent lighting. The clock shall be installed CENTERED OVER REAR ACCESS DOORS

4.40 EMERGENCY LIGHTING AND SIREN SYSTEM

STANDARDS

MUST BE FILL IN

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4.40.1 WARNING LIGHT ACTIVATION:

Each specified warning light shall have it's own cut-off switch. A single, MASTER switch can then activate all warning circuits, when preset to the 'ON' position. In a foil mode response all lights shall be activated. This condition shall be known as the PRIMARY mode. When the vehicle arrives 'on scene' and is placed into PARK, the lights shall then automatically sequence to the SECONDARY mode. In the secondary mode, all lights, except for the rear amber (if required) and red flashing lights, shall shut down.

A condition may arise where all PRIMARY MODE lights are needed while on scene. A PRIMARY/SECONDARY override switch shall be provided thereby allowing manual selection of the PRIMARY mode.

The SECONDARY mode must be programmable so that if other combinations of shutdowns are desired, reprogramming the logic system on the primary control board can easily change them. Rewiring to accomplish this process will not be acceptable.

4.40.2 MINIMUM WARNING LIGHTS STANDARDS

The following warning lights shall be installed and wired for operation:

**MISCELLANEOUS WARNING SYSTEM FEATURES:
ELECTRICAL PROGRAMMING:**

Due to the complicated requirements of the following programmable features, a circuit using additional switches, and relays to achieve the same function ability is not acceptable. The added relays, switches wires and connections is a deviation from the single wire, microprocessor based system as outlined in this specification.

The following features like others specified in this specification will severely reduce the ability and capability of a relay based system to the point of unreliability and failure. If the above criterion for the programmable options is not met, exception must be taken for each item.

4.40.3 FLASHING HEADLIGHTS:

The headlights shall alternately flash when switched from the cab control console. The flashing device shall be solid state and shall be part of the primary control board.

MUST BE FILL IN

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A programmable phase control must be built into the system board to allow alteration of light flashing sequence. If desired the flash pattern can be switched from alternating or pulse.

Flash Pattern: ALTERNATING

4.40.4 MODULE DISCONNECT SHUTDOWN TIMER ACTIVATED:

The module disconnect shall be wired to automatically shutdown when inadvertently left in the on position, with the engine turned OFF and the battery switch in the ON position. The time interval shall be adjustable through software programming.

If the shoreline is plugged in, this feature shall be bypassed and not "time out". Toggling the module disconnect switch shall reset the circuit for additional timed intervals.

TIMEOUT: 3 MINUTES NOTE: DO NOT TIME "OUT" IF SHORELINE IS ACTIVATED.

4.40.5 EMERGENCY BRAKE ACTIVATION/DEACTIVATION WARNING:

A warning display and alarm telling the operator to engage the emergency brake as the vehicle is placed into Park or Neutral with the module disconnect switch in the On position, and the red flasher circuit activated. Likewise a disabling warning display and alarm-warning operator to disengage emergency brake when the vehicle is placed in gear.

Often times flashing indicator lights and audible alarms sound similar and can be confusing. The display shall be a digital message advising of the appropriate action.

NOTE: WIRE ALARM TO RED FLASHING LIGHTS.
INSTALL A LOUD BUZZER UNDER THE DASHBOARD TO ADVISE THE DRIVER TO SET THE EMERGENCY BRAKE.
The buzzer shall not be easily access by operator.

4.40.6 LIGHT BAR:

Install a Whelan Delta Series D12L-PEMS light bar. The light bar shall be installed utilizing CAST product wedge mounts so that the top of the light bar is just below the drip rail on the front face of the body. White corner lights to activate in primary function, entire bar to deactivate in secondary mode.

MUST BE FILL IN

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4.40.7 REAR FACE ARROW BAR

Install Whelan TAL 85 Traffic Advisor. Install the control head in the front radio console below siren

4.40.8 REAR LIGHT BAR

Install a Whelan MODEL 4500 PEMS LED light bar - rear face of module body
ICC LIGHTS INSTALLED ON TOP.

4.41 OTHER WARNING LIGHT REQUIREMENTS

The following emergency warning light attachments with chrome flanges shall be furnished and installed by the bidder:

4.41.1 FLASHING BODY LIGHTS:

Whelan 900 Series Super LED warning lights, with chrome flanges shall be installed on the module body:

Quantity 6

Lens Color Red

LOCATIONS: Front Face	2
Street side	2
Curbside	2

4.41.2 REAR FLASHING LIGHTS

Install two Whelan 900 (#90RA5FCR) Super LED with independent top and bottom flash control. Top color Red and bottom is Amber.

4.41.3 FLASHING SIDE BODY LIGHTS:

Install 2 Whelan LED 700 Series for this function and 2 Red Super LED 700 Series over the wheel well for emergency lights with Chrome flanges. They shall provide side body lighting at night and turn signal indication.

Quantity 4

Lens Color RED

MUST BE FILL IN

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4.41.4 GRILLE AND INTERSECTION WARNING LIGHTS

Install Whelan 400 programmed to flash in alternate pattern from top to bottom LED grille lights, red in color.

Install two Whelan 400 LED super series Red over White one on each fender.

4.42 SIREN STANDARDS

Provide an electronic siren Whelen 295SLSA6. Control head shall be installed in the cab EMS radio console and shall be wired for operation to two Federal DYNAMAX MS100 DEU Siren speakers mounted behind the chassis bumper, bolted through bottom flange. Install amplifiers in right hand portion streetside intermediate compartment. Wire backlighting for control head.

4.43 110 Volt AC / 12 VOLT STANDARDS

The following 110 VAC and 12 volt system(s) shall be installed by the converter on the finished ambulance:

4.43.1 110 VAC INTERIOR ELECTRICAL OUTLETS:

110 V.A.C. outlets shall be wired and located as stated below. Either the shoreline or inverter, if required shall power each.

LOCATE: FRONT WALL CABINET, NEXT TO 12V OUTLET

LOCATE: ACTION WALL

LOCATE: UPPER REAR CORNER OF THE OPEN AREA OF CPR SEAT

4.43.2 KUSSMAUL SHORELINE:

The male shoreline inlet that activates the outlets shall be located on the street side of the module body, as far forward as possible. The inlet shall be 3 prong and straight and shall include the female adapter plug. Install a 20-amp auto eject receptacle. The shoreline system shall be designed to handle a 20-amp load and shall also include a 20 amp in-line GFI breaker. LED shoreline indicator light located above shoreline connection.

Inlet Location STREET SIDE MODULE BODY

MUST BE FILL IN

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4.43.3 DYNAMIC DISCONNECT:

A Kussmaul Dynamic Disconnect shall be installed to eliminate shoreline arcing, by disconnecting shoreline load before plug insertion and before plug ejection.

4.43.4 12V ELECTRICAL OUTLETS

All 12-volt outlets shall be protected by a Schottky medical isolator. The outlets shall be furnished as follows:

12 VDC outlets shall be wired and located as stated below. Each outlet shall be labeled 12 Volt and wired through a 20-amp manual reset breaker located near the attendant seat base.

(3) CIGARETTE LIGHTER STYLE

Locations:

Inhalation Area

Upper rear corner of open area to rear of cot

Upper portion of the front wall cabinet

4.44 ANTENNA RADIO REQUIREMENTS

4.44.1 RADIO COAX #1:

Two RG 58U coax shall be installed so that the ambulance converter's work will not have to be torn apart. When coax is run from the patient area roof, removable accesses shall be located in the patient ceiling. The following coax shall be installed:

Exterior Termination: Front center of Module roof

Interior Behind drivers seat

4.44.2 NMO ANTENNA BASES:

NMO bases shall be installed at the front of module roof. The bases shall include coax that runs to the specified radio location.

4.44.3 RADIO MOUNTING CONSOLE:

A radio console shall be installed at the floor level in the cab. Radio console design shall be the same as current console utilized by PFD/EMS

MUST BE FILL IN

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The vendor shall provide power supply protected by circuit breaker as follows:

At center console:

- one constant battery hot 10 amp
- one battery switched hot 10 amp
- one ground

Bulkhead wall behind driver’s seat:

- one constant battery hot 40 amp
- one ground
- one coax cable terminated at this point and attached to base of antenna on cab roof
- Provide and install the cables (2) to connect front radio head center dash and the rear radio head at pump panel from under officer’s seat location. Provide and install front radio head cable #HKN4356B and rear radio head cable #YKN4242.

4.44.4 RADIO POWER/GROUND:

Install heavy gauge cable “ADD WIRE SIZE” positive and ground for radio chassis power. Terminate to insulated stud terminals.

LOCATE: In bulkhead wall behind drivers seat

4.45 SPECIAL INSTRUCTIONS:

4.45.1 Install Whelen 600 series LED Arrow turn signals on the front face of the body below the 900 series lights. Line up with the outside flange of the 900 lights

4.45.2 Install a vertical dam on the floor in the walk through area to prevent fluid spills from entering the cab. Cover the dam with the floor covering.

5.0 CAB & BODY EQUIPMENT

5.1 EQUIPMENT AND ACCESSORIES

The interior trim level shall be the chassis manufacturer's highest available, **REF: GMC TC 4500** The cab seats will be fully adjustable, reclining bucket seats with armrests, upholstered with the manufacturer's finest cloth fabric. The color shall be gray.

5.1.1 Provide manufacturer's highest output integral air conditioner / heater and defroster available with factory tinted glass.

MUST BE FILL IN

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5.1.2 All gauges shall be electrical, illuminated, and shall include but not be limited to fuel, coolant temperature, oil pressure, ammeter / voltmeter, tachometer, speedometer and HOBBS, or equal, hour meter (dash mounted). Hour meter shall be located on driver's side of radio console.

5.1.2.1 Additional cab gauges/displays are referenced in the following paragraphs: **4.27.1, 4.27.2, 4.40.1, 4.40.5 and 4.40.6**

5.1.3 Provide two speed electric windshield wipers with windshield washer system with delay.

5.1.4 Provide largest size padded dual sun visors.

5.1.5 Provide dome light, door and switch activated.

5.1.6 Provide a heavy duty Turn signal indicator with transistorized flasher.

5.1.7 Converter added digital display for converter added voltmeter and ammeter

5.1.9 Install ELECTRIC REMOTE CONTROL, LIGHTED, HEATED 102" WIDE LOAD, Intergral arm, intergral convex mirror, black molded composite 12"X7" with 6"X7" convex section

5.1.10 Rust proofing

Areas to be rustproofed (wet, airless spraying, no mist applications) shall include but not be limited to:Light wells, doors, rocker panels, rear vertical door jambs, front pillars, fender and fender wells, entire underbody, etc.

The rustproofing compound shall be in accordance with MIL SPEC QPL 62218, or latest revision. All surfaces shall be properly prepared and finished.

Manufacturers standard rust proofing is acceptable; City reserves the right to require undercoating.

5.1.12 A tire inflation decal, indicating the proper tire pressure in "psi", shall appear on the body or fender above each set of tires.

5.1.13 Provide tinted safety glass throughout with power door glass and power door locks.

5.1.14 Provide AM / FM stereo CD radio, complete with antenna and two speakers.

5.1.15 Provide non-skid design surfaces for all exterior step surfaces.

5.1.16 A permanent plate must be mounted in the driver's compartment, which specifies the quantity and type of fluids required including engine oil, engine coolant, transmission fluid, and drive axle.

MUST BE FILL IN

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5.1.17 Install heaviest duty chrome plated front bumper guards if available.

5.1.18 The front bulk head wall of the modular body shall be set back 6" to allow full chassis rearward seat travel and back tilt. The body setback shall be constructed with aluminum tubing and aluminum panels to maintain cab and modular body safety. Wood bulkhead walls are not acceptable.

5.1.19 A walk through shall be provided between the back of the cab and the front of the module body. The opening shall be large enough to allow passage between the front and the back. In addition, the back of the cab shall be bolted to the front of the module body on both the street and curbsides and along the roofline of the cab.

5.1.20 Diamond plate running boards shall be installed on both the curb and street side cab step wells. The running boards shall be .125" thick polished diamond tread plate with 6061T6 alloys or greater. The top section shall include grip strut inserts. The running board shall flare to full width of module body.

6.0 FRAME

6.1 The frame shall be constructed of steel channel, reinforced as required to prevent distortion under maximum loads. The cross section design and area shall be sufficient to prevent or minimize torsional flex during the anticipated usage of the truck.

7.0 AXLES AND SUSPENSION SYSTEMS

Weight distribution will be in accordance with the recommendations of the General Services Administration specification KKK1822F. The ambulance will comply with all applicable requirements of the Federal Motor Vehicle Safety Standards in effect at the time the contract is awarded.

The ambulance will have a certified Gross Vehicle Weight Rating sticker applied to the vehicle to assure the ambulance conforms to all laws pertaining to weight carrying capacity of the vehicle.

The ambulance, when loaded, will have not less than 25% nor more than 45% of the weight on the front axle, and not less than 55% nor more than 75% on the rear axle. The successful Bidder will furnish a weight certificate showing weight on the front axle, rear axle, and total weight for the completed ambulance at time of delivery.

The OEM suspension components shall be removed for the installation of the Monroe "MTE Lowering Kit". This kit shall allow for the lowering of the suspension two inches both front and rear to meet the load height requirement of KKK-A-1822F. All OEM components removed shall be provided to the City upon delivery.

MUST BE FILL IN

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Front and rear axles shall be certified by the manufacturer as being suitable for use in this vehicle for its intended usage.

7.1 Front Springs 7,000#

Rear Springs 11,000#

7.2 Heavy-duty gas shocks and stabilizer bars shall be provided on both the front and rear axles.

7.5 Front Axle 7,000Lbs

Rear Axle 11,000Lbs, Dual Rear Wheels

Wheelbase 166",approx.

CA 100",approx.

7.6 The rear axle ratio shall be 4.88:1.

8.0 BRAKES

8.1 Provide hydraulic power brakes, front and rear disc brakes shall be largest size option for model bid. Lining shall be of the non-asbestos material.

8.2 Provide factory brake anti-lock system.

9.0 ENGINE

9.2 Provide diesel engine
6.6 liter min. turbo Diesel
300 HP., gross, @ 3000 RPM, approx.
520 ft. lb. gross @ 1600 rpm, approx.

A certified engine curve will be provided for the engine, which will show gross horsepower, gross torque and fuel consumption of the proposed engine. Must be compatible for use with Bio-diesel fuels of various blends to B20.

9.3 Provide heated fuel-water separator with primer pump. Compatible with Bio-diesel fuel blends. **Ref: Manufactures standard or RACOR, or approved equal.**

10.0 ENGINE EQUIPMENT

10.6 Provide manufacturers engine protection monitoring system. CANNOT shut down engine.

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

OFM SPEC CODE 22313d.13

10.7 Provide engine block heater with no less than 200 degrees, 120 volt, single phase, water jacket preheater. **Ref: Kim Hot start or approved equal.**

10.8 Provide magnetic oil drain plug.

11.0 TRANSMISSION

11.1 Provide a Allison 1000 EVS automatic transmission, six speed.

11.2 Provide an auxiliary transmission oil cooler, not integral to radiator

12.0 Steering

12.1 Provide power steering with tilt and speed control

13.0 ENGINE COOLING SYSTEM

13.2 Provide heavy duty cooling system with maximum capacity radiator. All coolant hoses to be "Blue Stripe" or EPDM with spring type, constant torque stainless steel clamps. Provide permanent type extended life anti-freeze protection to -34 degrees Fahrenheit must meet or exceed OEM engine requirements.

14.0 ELECTRICAL EQUIPMENT

14.1 Provide battery(ies), total of three, 31S-7G adequately heat shielded, with highest reserve capacity, 1010 CCA, min. Nominal System Voltage: 12 volt, negative ground. Manual reset circuit breakers or fuses shall protect all circuits. All wiring will be soldered, heat-shrink covered ends, terminals at all connectors, braided, bundled as necessary, and grommeted to prevent wear and deterioration; and symmetrical proportions. Wiring shall be color-coded or number coded, as well.

BATTERIES:

The ambulance manufacturer shall remove standard OEM batteries and install Powervolt Maximum heavy duty batteries. For installation use the following items:

Powerpath # 710900 Stackable battery cable (31 series jumper cable)

Powerpath # 728006 Battery Terminal Post nuts

Powerpath # 728380 Protective Terminal Cap

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

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Powerpath # 728381 Protective Terminal Cap

Fabricate and install custom battery tie down. Install positive and negative terminal blocks under the vehicle for jump start purposes. This will help insure the electrical integrity designed by the chassis manufacturer. These batteries shall be installed on a stainless steel pull out tray beneath floor level of the right front compartment.

14.2 Provide an alternator sufficient in capacity to support the electrical system specified, when used under severe conditions. Duel 150 AMP alternators MINIMUM

14.3 The system will be provided with a 45-amp charger connected to the shoreline. When the shoreline is plugged, activating the circuit, the term 'BATTERY CHARGING' shall be displayed in digital format on the cab control console. City reserves the right to approve system to be installed.

14.4 SECURITY IDLE SYSTEM:

The security idle system shall be designed to allow the technician to leave the vehicle parked and running without the worry of the unit being removed or stolen. When activated in the Park position, the key can be removed. If the brake is depressed or if the vehicle is placed in gear, the engine will automatically shut off, the marker lights will flash and the horn will blow.

14.5. Three sets of keys will be supplied with each vehicle.

14.6 Install green LED marker lights on the front and rear face of the body on the street-side. Wire the lights to indicate that the battery switch is on when the engine is not running. Lights are to go off when the ignition is activated.

15.0 TIRES

15.1 All tires shall be for the GAWR specified:

Front tires 225/70R19.5 F

Rear tires 225/70R19.5 F Duals

Michelin or Goodyear brand, mud and snow tread for reference

15.2 through 15.4 omit

15.5 Provide two spare, mounted tires / wheels for each vehicle delivered. (one front /one rear)

15.6 OMIT

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

OFM SPEC CODE 22313d.13

15.7 Provide Chrome center caps and lug nut covers both axles

16.0 FUEL SYSTEM

16.1 Provide 40-gallon minimum tank (s), complete with chained tank cap, label "**DIESEL FUEL ONLY**". **Tank must be compatible with Bio-diesel fuel blends**

17.0 SAFETY EQUIPMENT

17.1 FIRE EXTINGUISHER AND TRIANGLE KIT

Provide fire extinguisher, 10 lbs, cab mounted.

Provide emergency warning reflective triangle kit with a mounted hold down bracket.

17.2 BACK-UP ALARM.

An audible back-up alarm will be provided on the rear of the chassis and will sound when the transmission is placed in reverse. The system shall include a momentary cutoff switch that will automatically reset the alarm when the vehicle is again placed into reverse.

18.0 WARRANTY (100% Parts and Labor)

- Engine 5 yrs, 100,000 miles
- Transmission 5 yrs, 100,000 miles
- Differential 3 yrs, 100,000 miles
- Cab & Chassis 3 yrs, 36,000 miles

All components ie: utilized in starting, charging, accessory systems including harness, sensors, modules, cranking motors, alternator, regulators etc. 3 yrs, 36,000 miles

- Modular Body structural 15 yrs, unlimited miles
- Aluminum Cabinetry 15yrs, unlimited miles
- Electrical 6 years, 72,000 miles
- Conversion 2 years, 24,000 miles

NOTE: All minor repairs shall be performed within 2 working days, Sundays excluded. All major repairs shall be performed within 7 working days, Sundays excluded. Warranty work performed by City forces will be billed at the rate of \$52.00 / hour including transportation to and from the vendor's site, if required.

The City of Philadelphia reserves the right to perform warranty work with direct invoicing to the successful bidder not the manufacturer.

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

OFM SPEC CODE 22313d.13

Copies of Warranty Repair Orders shall be forwarded to the Office of Fleet Management after completion of each repair.

WARRANTY REGISTRATION

The City of Philadelphia requires the successful bidder supply **WARRANTY REGISTRATION** of all warrantable components.

The warranty registration forms shall be supplied to the City, by the successful bidder, listing component description and serial number and chassis serial number. Each form shall require the signature of a representative of the City (OFM), the successful bidder and the subcontractor, where applicable.

If the successful vendor or their subcontractor supplies a standard warranty registration form that includes disclaimers, the City reserves the right to refuse to sign. If no other registration for can be supplied the City shall sign the standard form as a "**REGISTRATION ONLY**".

The City recognizes only the warranty terms cited in the Invitation to Bid and **agreed to** in the contract awarded to the successful bidder, under Warranty, section 18 and Engineering Responsibility & Chronic Complaints/Failures, section 35.

The City reserves the right to hold final payment until all warranty registrations are completed and a copy of such registrations supplied to OFM.

19.0 PRE-PRODUCTION INSPECTION

19.1 Provide a pre-construction conference, for four (4) people, at the manufacturer's factory prior to any metal being cut, or the acquisition of any major components being locked-in. The successful bidder shall incur all expenses for lodging, meals, and transportation (transportation will be via air if more than 125 miles one way).

19.2 Provide an inspection trip for each body configuration, for four (4) people, to the facility where construction of the ambulance is to be completed, upon completion of the prototype unit. The successful bidder shall incur all expenses for lodging, meals, and transportation (transportation will be via air if more than 125 miles one way).

19.3 Provide Inspection trips for each body configuration, for four (4) people, to the local dealer upon final completion of the finished ambulance, prior to delivery. The successful bidder shall incur all expenses for lodging, meals, and transportation (transportation will be via air if more than 125 miles one way).

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

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31.0 INSPECTION

- 31.1 Pennsylvania State Inspection – Each vehicle shall pass the Vehicle Code Examination of the Department of Transportation, Commonwealth of Pennsylvania; when delivered, chassis vendor shall have affixed current State Inspection Stickers in the proper location.

- 31.2 Exhaust Emissions Inspection – All vehicles with GVW's subject to the provisions of the Pennsylvania Department of Transportation exhaust emissions regulations must meet said requirements and have the appropriate sticker affixed to the windshield, along with the State Vehicle Inspection Sticker, when the vehicle is delivered to the City.

- 31.3 City Acceptance Inspection – Inspection of the delivered vehicles will be conducted at the specified delivery point. It will be conditioned upon the satisfaction of all o the requirements of this specification and the Invitation to Bid.

Upon **final delivery to the City**, any vehicle(s) not meeting the requirements of the specification and the Invitation to Bid will be rejected. All rejected vehicles must be removed from the City's equipment delivery location within 48 hours of notification to the bidder.

BIDDER INITIALS _____

Upon **final delivery to the City**, in addition to liquidated damages (if applicable), the City at its sole discretion will charge the vendor / success bidder a re-inspection fee of \$150.00 for each occasion a vehicle(s) / equipment not meeting the requirements of the specification and the invitation. This re-inspection fee will be accessed each occasion a unit must be re-inspected.

This re-inspection fee will be deducted from the invoice for unit(s) not meeting the requirements of the specification and the Invitation to Bid.

BIDDER INITIALS _____

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

31.4 OFM, Bureau of Quality Assurance, shall be notified when the pilot or first production model is available for inspection.

32.0 CERTIFICATIONS & MANUALS (PER ORDER)

^

32.2 Provide the necessary documents for the City to take Title to the vehicle in accordance with the Pennsylvania Motor Vehicle Code. *ALL THE ITEMS, INVOICE (STATE ORIGINAL), MSO, MV-1, ETC) ARE TO BE HAND DELIVERED FOURTEEN (14) DAYS PRIOR TO DELIVERY TO:*

**CITY OF PHILADELPHIA
OFFICE OF FLEET MANAGEMENT
BUREUA OF QUALITY ASSURANCE
100 S. BROAD STREET, 3RD FLOOR
PHILADELPHIA, PA 19110**

32.3 Operation, Maintenance and Repair Data

Prior to the delivery of the first units, the vendor shall forward directly to the Office of Fleet Management, Maintenance, Operating and Repair manuals and Parts Lists as specified below. The manuals shall be shipped separately to OFM 100 S. Broad Street 3rd Floor, Phila, Pa. 19110 and not with the units.

All manuals shall be in the form of neatly bound books, with durable covers, and shall be properly identified with the manufacturer's name, model and serial number of the equipment.

The operating and maintenance or shop manuals shall be the latest manufacturer's handbook, covering in detail the recommended operating, maintenance and service procedures. This includes chassis and module.

Where components or equipment of several manufacturers have been used in manufacturing the unit, the manuals shall include operating, maintenance and repair information and parts lists of all manufacturers covering all of the components used. Where the vendor or manufacturer uses components manufactured by other in building equipment which he sells under his own trade name, he shall furnish the parts numbers and full data of the original manufacturers of all components used, where possible, as well as the part numbers he may assign to these components as being parts of his product.

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

OFM SPEC CODE 22313d.13

32.3.1 One (1) set of **MANUALS** shall be furnished for each unit delivered.

Each manual shall cover chassis, superstructure, engine, transmission, differential, hydraulic system and all other added equipment. Operating Instructions and schematics including:

Maintenance Instructions

Emission Diagrams Repair Instruction

Electric Wiring Diagrams Parts Information

Collision

Provide an eight-year subscription to all manufacturers issued Service Bulletins (two for each vehicle supplied under this order)

NOTE: Provide two (2) additional sets of operators manuals, these manuals are to be delivered one month prior to delivery.

32.3.2 PREVENTIVE MAINTENANCE INSTRUCTIONS

In "addition to the manuals specified above, the vendor shall furnish an equal number of condensed Preventive Maintenance Instructions for all parts of the unit. These instructions shall consist of manufacturers' recommendations for periodic lubrication, cleaning and other preventive maintenance services, and shall be made up in a compact form covering the particular unit delivered.

32.3.3 RECOMMENDED SPARE PARTS

The vendor shall furnish with each service manual a list of recommended spare parts. The list shall include all necessary data for ordering the parts, even if originally furnished by other manufacturers.

The vendor warrants that they shall maintain or have maintained a stock of repair parts within the Philadelphia Metropolitan area at inventory levels for the period described hereafter

The manufacturer shall supply, through a dealer, a published price list for spare parts required to support the units to be manufactured hereunder for ten (10) years from the date of delivery of the last unit.

The vendor, if necessary shall provide technical and field service support. This support shall be by personnel qualified to advise on training, repair and maintenance of the equipment. The technical representatives shall be available in the Philadelphia Metropolitan area when required by the City.

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

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The repair or shop manuals shall include but not be limited to detailed drawings, electric, pneumatic and/or hydraulic schematics, piping diagrams and other pertinent information.

34.0 INSTRUCTIONS & TRAINING

The vendor shall furnish one (1) video training film, VHS, covering the following subjects (if available):

Operator Training Routine Maintenance Preventive Maintenance

The successful bidder will provide an on-site program for training of Fire Department and Fleet Management personnel. This program will be designed to assure complete understanding of all aspects of the ambulance in the operating environment.

After the unit has been accepted, the successful bidder will supply a factory trained. Field Service Technician for four (4) days. The training program will be designed to instruct the individual who has never utilized an ambulance of this type before. The individual will be thoroughly taught the operating systems of the ambulance. Introductory service skills utilizing the vehicle will also be taught.

Training Program

To instruct Fire Department and Fleet Management personnel in the operation, preventative maintenance and care of the ambulance, this training program will be oriented towards a hands-on approach utilizing the new apparatus.

1. Review personnel training level and determine specific training requirements.
2. Explain operations of the entire ambulance. Each participant will actually use the ambulance and be taught the necessary steps for safe operation.
3. Troubleshooting will be emphasized and reinforced continually throughout the training period.
4. Preventative maintenance procedures will be set up and definite schedules developed to assure proper maintenance of the ambulance.
5. Instruction in the use of tools and how to replace minor assemblies, as applicable. Equally important in this training will be when to call appropriate personnel for assistance.
6. How to order parts through the local service center by utilizing parts manual.

MUST BE FILL IN

FIRM (VENDOR'S) NAME _____

BID NUMBER _____

OFM SPEC CODE 22313d.13

35.0 ENGINEERING RESPONSIBILITY & CHRONIC COMPLAINTS/FAILURES

The term **CHRONIC COMPLAINTS/FAILURES**, as used herein, shall mean that the same component, sub-component, assembly or part, such as an engine, transmission, differentials, hydraulic system, pumps, etc. including valves, controls, water pumps, high pressure water systems, etc. develops repeated defects, breakdowns, and/or malfunctions.

The responsibility for the design of this equipment shall rest upon the successful vendor, and they shall consider all elements of operation for which the warranty shall apply. The successful vendor shall be responsible for the compliance and performance of each subcontractor, including all suppliers.

Where the equipment, units and/or sub-components develop **CHRONIC COMPLAINTS /FAILURES** during service operations, the successful vendor will be required to make any engineering design changes, repairs, alterations, retrofits or to make an adequate heavy duty redesign of any component so as to properly correct and continue to render continuous, durable and safe performance. Warranty periods shall be for an additional one year, measured from the completion date of any corrective measures.

This additional warranty shall not expire at the end of the initial warranty period even when the correction is performed in the last days of the original, stated, warranty period.

In the event the successful vendor fails to address, or make the proper changes, repairs, modifications, retrofits, or does not render field service after written notice, or unnecessarily delays any actions, the Office of Fleet Management shall have the option of seeking appropriate restitution for loss of production.

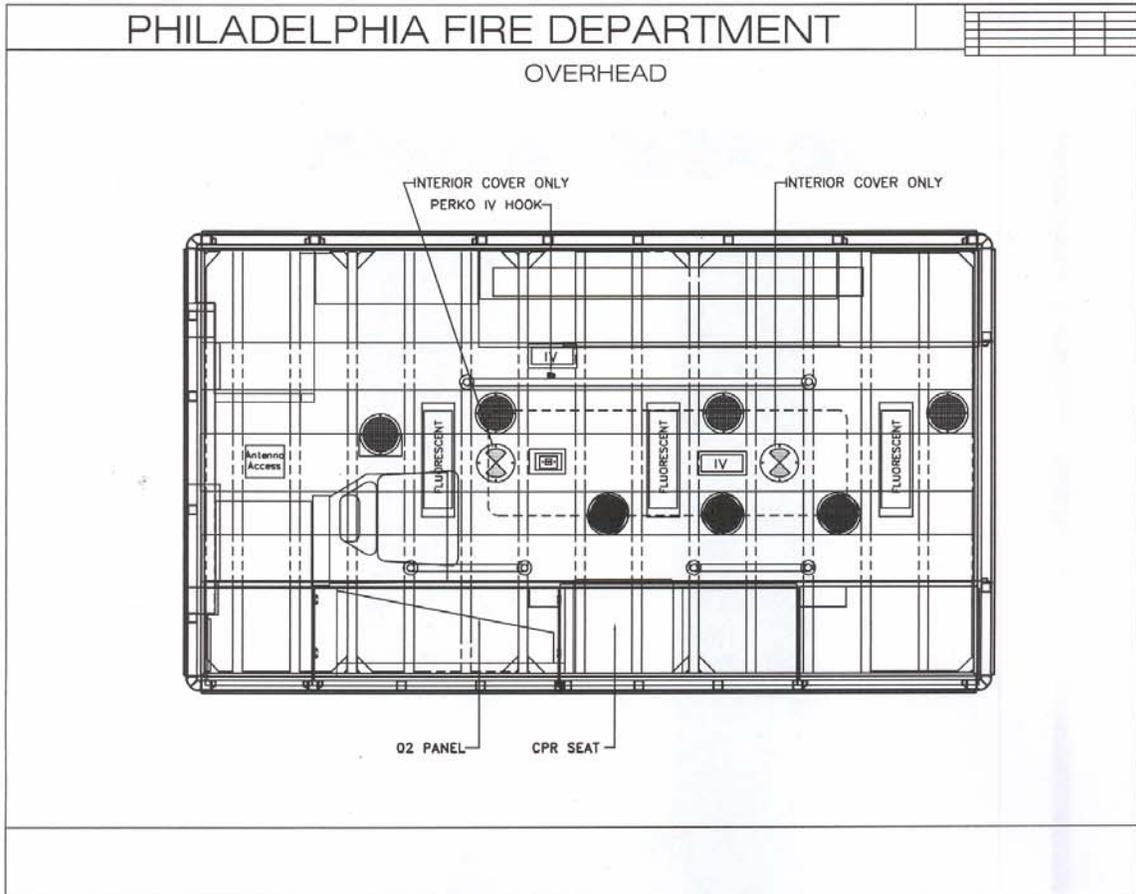
The successful vendor shall also be subject for Loss of Use, in the form of rental, lease payments, or a \$200.00 per day fee, while a vehicle is rendered unserviceable or out-of-service

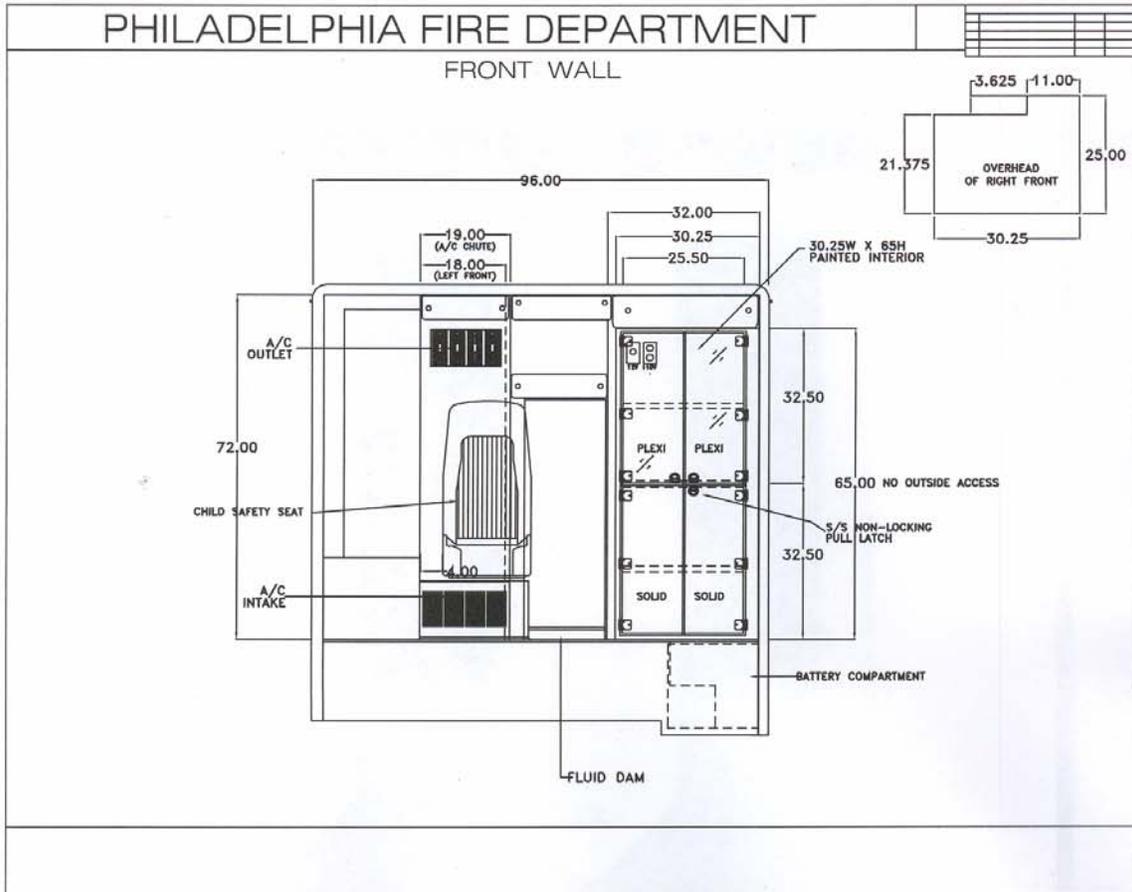
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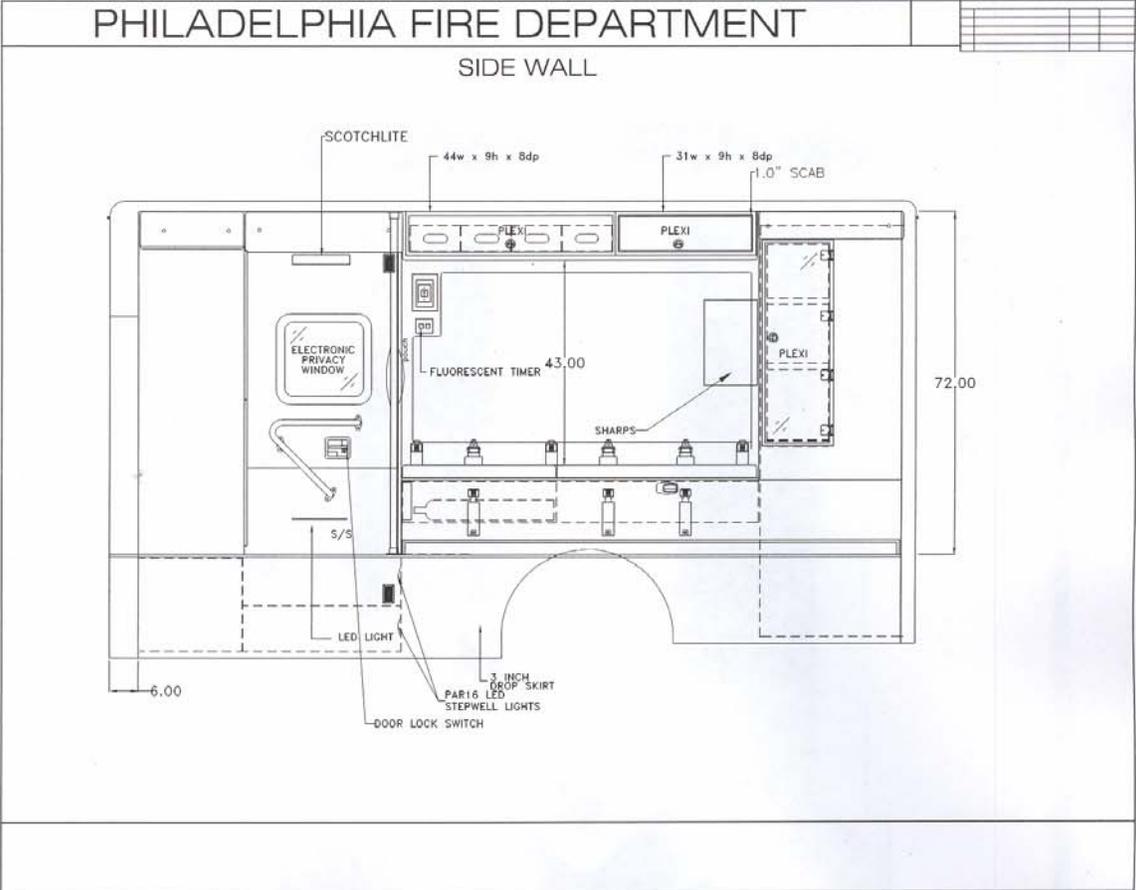
FIRM (VENDOR'S) NAME _____

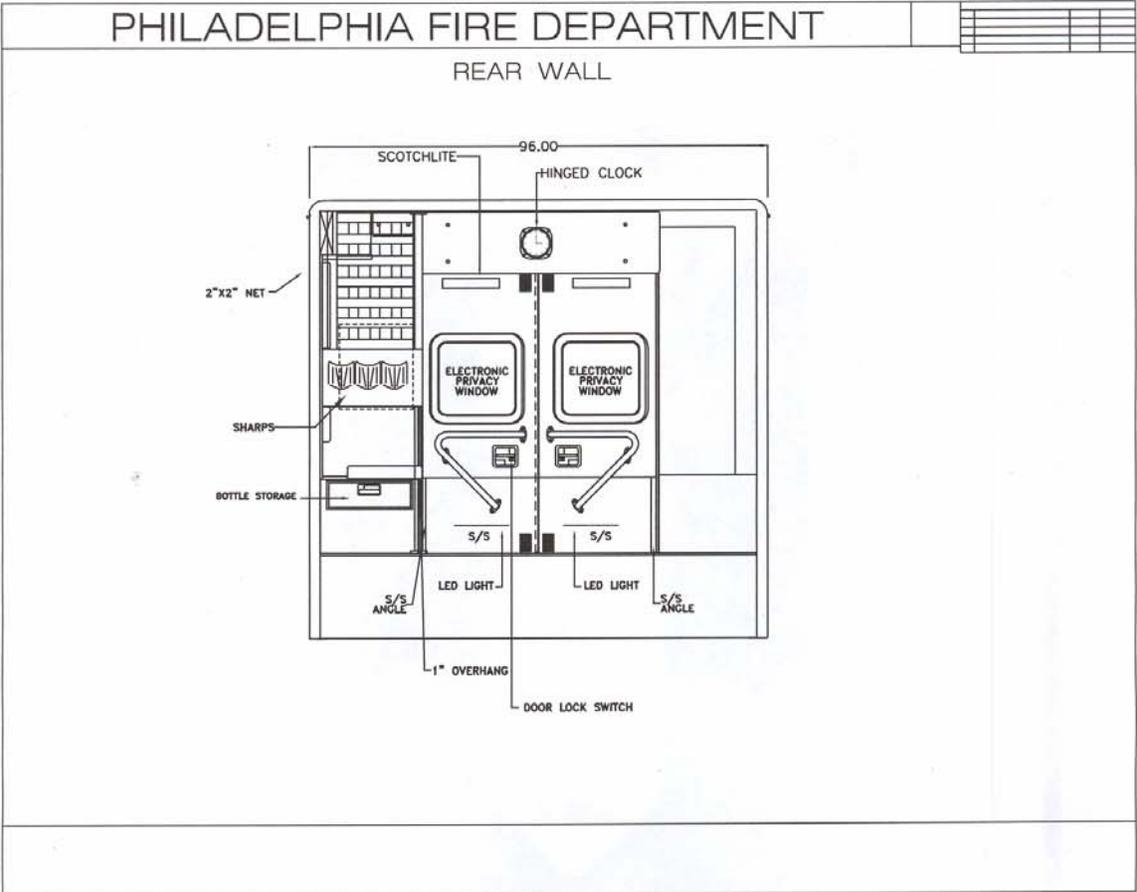
BID NUMBER _____

OFM SPEC CODE 22313d.13









SPECIFICATION

**TRUCKS: AUTOMOTIVE
INTERNAL COMBUSTION ENGINE**



1. SCOPE & CLASSIFICATION:

This specification covers the general requirements for Trucks in various body styles and weight classifications. The Trucks shall be powered by internal combustion engines. They shall be constructed, assembled and equipped to perform properly under the operating conditions for which they are intended. Each unit shall be unused in all component parts and shall be the latest model in current production and include all accessories normally furnished as standard as shown in current literature. These specifications shall be construed as minimum and where the manufacturer's fleet standard exceeds these, vehicles shall be so furnished; where optional equipment is specified, the description thereof shall be the governing minimum. They shall be registered with the Pennsylvania Department of Revenue for the License Class and Axle Weights indicated in the purchase description.

This specification shall be used in conjunction with appropriate detailed chassis purchase description for the specific type of truck called for in the Invitation to Bid (See Index - Last Page).

(NOTE): - Reference to GVW in these specifications is a guide only; final GVW rating shall be determined by the D.O.T. Rules and Regulations in regard to axles, springs, suspension, brakes and tires as required in the T-Form Specifications.

2. APPLICABLE SPECIFICATIONS:

The following specifications, of the , latest issue in effect on the date of the Invitation to Bid, shall form a part of this specification.

- Department of Transportation - Federal & State Motor Vehicle Safety Standards.
- Society of Automotive Engineers, Inc. - SAE Standards & Recommended Practices.

**TRUCKS, AUTOMOTIVE, INTERNAL COMBUSTION
ENGINE - SPECIFICATION 41-V-20M:86**

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DUMP BODIES
VAN BODIES
COMPACT VANS

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- OSHA Rules & Regulations - Shall apply when applicable.
- Federal Department of Health, Education & Welfare - Air Pollution Control for New Motor vehicles.
- Commonwealth of Pennsylvania - Traffic & Motor Vehicle Rules and Regulations.
- Manufacturer Line Set Ticket - Shall be forwarded to the Director of Automotive Services upon delivery of the chassis to the City of Philadelphia, or if Pilot Model Inspection, at the factory.

(NOTE) - Any intent of this specification shall be superseded by the provisions of the above.

3. **CAB & CHASSIS:**

- 3.1 Cab - Shall be conventional, three-man adjustable seat with three seat belts.
- 3.2 Chassis - The chassis shall be sturdily constructed and shall be of strength capable of withstanding all imposed loads when operating at the gross vehicle weight without excessive strain on any members or parts.

3.3 Chassis Body & Cab Colors:

3.3.1 City of Philadelphia, Paint Colors & Lettering by Department as follows:

<u>DEPARTMENT</u>	<u>COLOR</u>	<u>DUPONT REF. #</u>	<u>LETTERING COLOR</u>
Fair. Pk.	GREEN	72001	IVORY
Fire Dept.	RED	55141	GOLD LEAF
Police (Body)	BLUE	5351A	-----
Police (Roof)	WHITE	92635	-----
Sheriff (Body)	BLUE	5351A	-----

Sheriff (Roof)	WHITE	92635	-----
Water (Up to 21,000 lbs. GVW)	WHITE	508	BLUE
Water (26,000 Lbs. GVW & Up)	SAFETY YELLOW	75306	BLUE
Recreation (Stadium)	BLUE	78387	WHITE
All Other Depts. Except Library	SAFETY YELLOW	75306	BLUE

3.3.2 - All lettering listed above shall be three inches (3") high on front doors, both sides, as follows.

PHILADELPHIA

(NAME OF DEPARTMENT)

(6-DIGIT VEHICLE NUMBER)

NOTE) Stenciling of Lettering is NOT acceptable.

3.3.3 Optional Lettering - Streets Department: All vehicles shall have 1-1/2" size numbers placed on the left side of the front bumper and three inch (3") size numbers on the rear of the body as follows:

Department # - Vehicle # - Division

This lettering is in addition to the lettering specified in 3.3.2 above and lettering instructions may be obtained from the Automotive Services Division of the Department of Public Property.

3.3.4 Official Colors & Lettering of ALL Free Library Vehicles:

A) The vehicle shall be painted as follows:

1. Top Half = White
2. Bottom Half = Dark Blue
3. Dividing Stripe (3" Wide) between top and bottom halves located approx. 3" above blue bottom half = Bright Green

B) The vehicle shall be lettered as follows:

1. "THE FREE LIBRARY OF PHILADELPHIA" in large bold letters.
2. "READ" in large bold letters with a book-and-bell design (using white, blue and green) in the center of the letter "R".
3. Dark Blue lettering on white areas; white lettering on dark blue areas.

C. Paint Color Reference Numbers

<u>COLOR</u>	<u>LIBRARY PANTONE</u>	<u>TRADE NAME</u>	<u>DUPONT NO.</u>
WHITE	-----	WHITE	92635
DARK BLUE	287	DARK BLUE	24160
BRIGHT GREEN	368	BIG BAD GREEN	5081D

(NOTE): Instructions for the above Library Lettering may be obtained from the Automotive Services Division of the Department of Public Property.

4. **BODY:**

Body provided shall be as required in Bid Specs.

5. **CAB & BODY EQUIPMENT:**

5.1 Equipment & Accessories - The following equipment, and/or accessories shall be provided.

Cab & Body:

5.1.1 Fresh Air Heater and Defroster with separate control for temperature and fan.

5.1.2 All gauges shall be provided for ammeter, oil pressure, water temperature and fuel, 16,000 GVW & up.

5.1.3 Dual windshield wipers, power-operated, two-speed or variable.

5.1.4 Dual sun visors.

5.1.5 Dome Light.

5.1.6 Directional Signals - Class "A" Type, as per Pennsylvania DOT Motor Vehicle Regulations - with traffic hazard switch for flashing all turn signal lights simultaneously.

5.1.7 Combination arm rest/inside grab handle on cab doors adjacent to driver and passenger seats.

5.1.8 Safety Seat Belts - Belts shall comply with DOT Rules and Regulations.

5.1.9 **Mirrors:**

Inside Adjustable, up to 12,000 GVW
Outside, Dual Right/Left W/C to 12,000 GVW
Outside, Dual Right/Left W/C, 6" x 16", for
16,000 lbs. GVW and up.

5.1.10 **Undercoating** - Shall be applied to all exposed sheet metal under chassis and body including fender wells unless constructed of plastic.

(NOTE): Compacting-Type Trucks - are to be undercoated on the cab and chassis but NOT under the compactor Body.

5.1.11 **Cab Outside Grabhandles** - Shall be provided on trucks 16,000 lbs. GVW and up.

6. **FRAME:**

The Chassis Frame shall be constructed of pressed steel or equal; and shall be provided with adequate cross-members, exclusive of engine supports, so designed and constructed as to support adequately the gross weight of the body and load, the power plant, and all other necessary equipment under the operating conditions for which the truck is intended.

6.1 Frame shall be specified in terms of minimum acceptable resisting moment, which is the product of the section modulus of the frame section and the unit stress at the minimum yield point.

$$\text{MOMENT (M)} = \text{SECTION MODULUS (S)} \times \text{UNIT STRESS (F)}$$

In the case of built-up frame sections, the combined section modulus shall be considered as the sum of the individual section moduli.

6.2 Frame Attachments - Front & Rear Towing hooks or Eyes shall be provided, 16,000 lbs. GVW and up. They shall be fastened to the frame in such a manner as to develop maximum tension and minimum bending in the frame members.

6.3 Factory Frame Reinforcement - Shall be provided for 16,000 lbs. and up GVW, GCW and Chassis when specified in bid specifications.

Frame reinforcement is required on all Dump Trucks and Trucks with Cranes, Hydraulic Buckets and other Attachments inducing high twisting and weight stresses.

6.4 Frame Strength - The vehicle frame as supplied by the manufacturer shall meet all requirements as established and set forth by the Federal Government and the Commonwealth of Pennsylvania, Department of Transportation, to meet the GVW of the vehicle bid and shall have the prescribed Certification Sticker affixed to said vehicle. In order to meet the aforementioned standards, the bidder may provide a frame that is either structurally reinforced ("J" type, "L" type, "C" type, etc.) or is constructed of a "high tensile" rating steel or specially heat treated steel (minimum rating of 110, 000 PSI).

7. **SUSPENSION AXLES** - Rear Axles shall be capable of operating under all conditions with multi-purpose gear lubricants.

7.1 Springs - Springs shall match rating of front and rear axles capacity in pounds.

7.2 Shock Absorbers - Shock Absorbers shall be provided front and rear for all 7,500 lb. and 12,000 lb. capacity chassis.

7.3 Tire Chain Clearance - On Drive Wheels, single and dual, wheel chain clearance shall be provided.

7.4 Tandem Axle Suspension - Shall be walking beam type, with at least 50" axle spacing, rubber bushings and a cast steel saddle with steel springs to match axle capacity.

7.5 Axle Capacity shall be provided at least as follows:

<u>GVW REF.</u>	<u>FRONT AXLE</u>	<u>REAR AXLE</u>
7,500 LBS.	3,300 LBS	5,000 LBS.
11,000 LBS	4,000 LBS.	8,000 LBS.
16,000 LBS.	5,000 LBS.	15,000 LBS.
21,000 LBS.	6,000 LBS.	17,000 LBS.
26,000 LBS.	9,000 LBS	19,000 LBS.
30,000 LBS.	12,000 LBS.	23,000 LBS.
48,000 LBS.	16,000 LBS.	38,000 LBS.

(NOTE) - The above listed front axle capacities generally are not applicable to tractor specifications and they will be specified in the bid documents.

7.6 All single driving axles shall be equipped with limited slip differential, positive drive. Tandem axles shall be provided with inter-axle differential lock, air operated; dash switch with a red warning light.

8. BRAKES:

Service Brakes shall be provided on all wheels as follows:

8.1 7,500 lbs. to 11,000 lbs. GVW - Power Assisted Brakes

8.2 16,000 lbs. to 25,000 lbs. GVW - Vacuum-Boosted Hydraulic Brakes with a reserve tank, or power steering pump assist, and dash gauge.

8.3 26,000 lbs. GVW and UP - Full Air Brakes with dual reserve tanks, air pressure gauge on dash, buzzer, 12 cu. ft. (min.) water cooled air compressor, fail-safe rear brakes (Berg or Maxi type) released by air pressure, automatic reservoir drain valves and dash mounted controls.

(NOTE) - "S" Type Cam Brakes with automatic slack adjuster shall be provided in lieu of "wedge"-type brakes.

9. **ENGINE:**

Engine as specified and provided shall be in accordance with all the applicable provisions of Section #2, and it shall be of at least the listed minimum displacement, in accordance with the truck GVW, as follows:

9.1 Gasoline Powered Engines, if specified -

7,500 lbs. GVW = 345 cu. in.
11,000 lbs. GVW = 345 cu. in.
16,000 lbs. GVW = 360 cu. in.
21,000 lbs. GVW = 360 cu. in.
26,000 lbs. GVW = 390 cu. in.
30,000 lbs. GVW = 425 cu. in.
48,000 lbs. GVW = 425 cu. in.

(NOTE) - Trucks with GVW under 7,500 lbs. will use the 7,500 lbs. GVW rating as a guide.

9.2 Diesel Powered Engines, if specified.

16,000 lbs. GVW = 500 cu. in./4 cycle
21,000 lbs. GVW = 500 cu. in./4 cycle
26,000 lbs. GVW = 500 cu. in./4 cycle
30,000 lbs. GVW = 550 cu. in./2 cycle
30,000 lbs. GVW = 670 cu. in./4 cycle
48,000 lbs. GVW = 550 cu. in./2 cycle
48,000 lbs. GVW = 670 cu. in./4 cycle

(NOTE) - A key-type electrical solenoid or a manual type shut-down system shall be provided on all diesel engines.

10. **ENGINE EQUIPMENT:**

All engines shall be provided with the following equipment:

- 10.1 Replaceable-type lube oil filter, engine-mounted.
- 10.2 Electronic-type ignition system, if gasoline engine.
- 10.3 Non-leaded Fuel System, if gasoline engine; all engines to have in-line replaceable fuel filters.
- 10.4 Engine Governor shall be provided on all trucks with a GVW of 16,000 lbs. or over; top governed speed limit allowable through transmission and rear axle ratios is 55 MPH.
- 10.5 Manufacturer's rated heavy-duty dry-type intake air cleaner.
- 10.6 All engines shall be provided with an automatic shutdown system for high water temperature and low oil pressure when specified in the Invitation to Bid.
- 10.7 Diesel engines are to be provided with cold weather starting provisions.

11. **TRANSMISSION:**

- 11.1 All trucks will be provided with fully automatic transmissions having the minimum number of forward speeds, in accordance with the truck GVW, as follows:

Up to 7,500 lbs.	3 speeds
11,000 lbs.	3 speeds
16,000 lbs.	4 speeds
21,000 lbs.	4 speeds
26,000 lbs.	4 speeds
30,000 lbs.	5 speeds
48,000 lbs.	5 speeds

(NOTE) - Transmissions provided on Trucks with GVW's of 26,000 lbs. or over shall have factory installed external type oil filters and an oil temperature gauge mounted on the dash.

12. **STEERING:**

All trucks shall be provided with Power Steering

13. **ENGINE COOLING SYSTEM:**

13.1 All engines shall be provided with increased cooling including a sealed radiator coolant recovery system with a surge tank.

13.2 All coolant systems shall be protected by permanent-type anti-freeze down to temperature of at least minus 30oF.

14. **ELECTRICAL EQUIPMENT:**

The chassis shall be provided with 12-volt electric starting, lighting and ignition system with two (2) keys. Alternator shall be heavy-duty type, at least 60 amp output, with 30 amp output at idle. All electrical systems in the vehicle shall be protected by circuit breakers or fuses. Battery shall be a 12-volt "Maintenance Free" type.

15. **TIRES:**

15.1 Tires of the same size and manufacturer shall be provided on the front and rear unless specified otherwise in the Invitation to Bid.

15.2 Front tires shall be "regular" tread type.

15.3 Rear driving axles shall be provided with "All Traction" type tires.

15.4 All-Wheel Drive Type Trucks, (including "Jeeps"), shall be provided with "all traction" type tires on all front and rear driving axles.

(NOTE) - "Military" Grade tires or Wide-Open Tread type tires are not acceptable for "All Traction" Type tires.

Police 4WD type vehicles shall be provided with blackwall "all traction" type steel belted radial tires.

15.5 A mounted "regular" tread type tire ("all traction" type for 4WD type vehicles) and rim shall be provided as a spare unit.

15.6 Trucks shall be provided with the number of tires sized and rated, in accordance with the trucks GVW, as follows:

<u>LBS</u> <u>GVW</u>	<u>NO OF</u> <u>TIRES</u>	<u>RIM</u> <u>SIZE</u>	<u>TIRE SIZE</u>	<u>TIRE PLY</u>
7,000	4	--	8.75 X 16.5	8
11,000	6	--	8.00 X 19.5	8
16,000	6	7.00	9.00 X 20	10
21,000	6	7.00	9.00 X 20	10
26,000	6	7.50V	10.00 X 20	12
30,000	6	7.50V	10.00 X 20	14
48,000	10	8.00V	10.00 X 20	14

(NOTE) The above ratings are to be considered as the minimum acceptable.

15.7 Cast spoke wheels are to be provided on all trucks with GVW ratings of 16,000 lbs. and above.

16. **FUEL TANK:**

All Trucks will be provided with the listed minimum size fuel tank, in accordance with their rated GVW, as follows:

<u>RATED GVW</u>	<u>TANK SIZE & TYPE</u>
7,500 LBS.	20 GALLON - REGULAR TANK
11,000 LBS.	20 GALLON - REGULAR TANK
16,000 LBS.	30 GALLON - REGULAR TANK
21,000 LBS.	50 GALLON - SAFETY STEP TANK
26,000 LBS.	50 GALLON - SAFETY STEP TANK
30,000 LBS.	50 GALLON - SAFETY STEP TANK
48,000 LBS.	DUAL 60 GALLON - SAFETY STEP TANK

17. **SAFETY EQUIPMENT:**

17.1 All trucks shall be provided with all safety equipment as required by DOT/ICC for vehicles in interstate operations. This equipment shall include, but not be limited to:

Fire Extinguisher - Dry Charge Type, Flags, Flares, Reflectors, etc.

Each Kit shall be mounted in a convenient location inside the cab.

17.2 Backup warning buzzer/alarm shall be provided on trucks with a GVW of 16,000 lbs. or above.

17.3 A Manual Engine Shut-Down System shall be provided on all diesel engines.

18. **WARRANTY:**

Warranty - In addition to any policy guarantees usually extended to the general public, the contractor shall guarantee the vehicle and body, and parts thereof against defective material, workmanship, and/or faulty design for a period of one (1) year from date of acceptance delivery to the Department of Public Property. The vendor shall replace all defective assemblies or parts without cost to the City (including labor), f.o.b. manufacturer's nearest dealer or branch, or to original destination whichever is designated by the using agency. The contractor shall make immediate replacement from his plant or through his dealer or branch.

Warranty Rate - Rate shall be \$25.00 per hour, plus 15% parts handling charge, when repairs are performed at City garages.

19. **PRE-PRODUCTION INSPECTION:**
Provide transportation and costs for two (2) persons to inspect pilot model unit at factory. All preparations; travel, lodging, meals and other arrangements will be made by the bidder at his own expense.
20. **QUESTIONNAIRE:**
The questionnaire included with the Invitation to Bid shall be completely filled out and submitted by bidder with his bid.
21. **QUESTIONS REGARDING BID:**
All questions regarding Bid Specifications should be directed to the Director of Automotive Services Division, Room 1140, M.S.B. or call extension (215) 686-4481.
22. **ILLUSTRATIONS & DRAWINGS:**
The bidder shall furnish with his bid, two (2) sets of illustrations and complete data sheets to assist the purchasing and using agencies in determining whether the vehicle offered is adequate to perform the work specified and if it meets the Bid requirements/description.
23. **REPAIR PARTS & SERVICE:**
As the continuous operation of the vehicle contemplated by this specification is of utmost importance, contractor shall be able to furnish, upon request, sources of maintenance and repair, parts and supplies for a period of ten years.

24. **CERTIFICATION OF COMPLIANCE WITH SPECIFICATIONS:**

The bidder shall certify on the form furnished with the Invitation and Bid that the Truck, component units, and parts shall be suitable for the work to be performed and will be constructed to definite standard dimensions, with proper clearance and fits; that previously published or set ratings shall not arbitrarily be raised without prior approval of the manufacturer of the actual unit and further, that the truck offered shall comply in every respect with the terms of this specification. In the event that the truck offered does not comply with this specification, the bidder shall state definitely, referring to the proper paragraph of this specification, where the Truck he proposes to furnish does not comply. Where no statement is received, the successful bidder shall be required to meet every requirement of the specification.

25. **REQUIREMENTS:**

General - Though they shall not be specifically enumerated herein, all parts necessary to provide a complete and efficient truck shall be furnished. All parts shall conform to current engineering practices of the industry relative to design, strength, quality of material and workmanship. The City reserves the right, at its option alone, to accept trucks with minor deviations from this specification.

26. **MATERIALS:**

The Truck and all parts thereof shall be made of materials which are suitable for the intended service and shall be produced by current standard manufacturing processes. The materials shall be free from characteristics or defects which affect the appearance or which shall affect the proper functioning of the finished product.

27. **GROSS VEHICLE WEIGHT AND DRY CHASSIS WEIGHT RATINGS:**
These shall be as specified in the Invitation to Bid. The gross vehicle weight rating shall include the weight of the complete chassis and cab with all attachments, accessories, and equipment required by this specification, and the body with its rated load, full complement of fuel, lubricants, coolant and the operator.
28. **FINISH:**
All surfaces and parts not having a chrome-plated or polished metal surface shall be department color-coated as per paragraph 3.3.1 over a rust-inhibiting primer coat. All concealed metal surfaces are to be protected with a rust-inhibiting primer coat.
29. **WORKMANSHIP:**
Workmanship shall conform to current best manufacturing practices followed from Trucks of similar type and capacity. Component parts and units shall be manufactured to definite standards dimensions, with proper fits and clearance.
- 30 **SHIPMENT & DELIVERY:**
- 30.1 Delivery Information - Final delivery shall be made between the hours of 8:00 AM and 4:00 PM, Monday through Friday, except City Holidays. Each vehicle shall be accompanied by a Delivery Slip which will contain the City's Bid Number, Purchase Order Number, Item Number on the Purchase Order, and Serial Number of the Vehicle. Delivery shall be made to:
- Department of Public Property
Automotive Services Division
6000 N. Broad St.
Philadelphia, PA
- Phone (215) 548-0481
- (NOTE) - Unless a different location is specified in the Invitation to Bid.

Notification of any changes in the delivery location will be made to the successful bidder at least one week prior to the scheduled delivery date.

- 30.2 Where mounted equipment, such as bodies and accessories are to be furnished under separate contracts, the chassis vendor shall deliver the vehicle to the mounted equipment vendor location designated by the City. He shall secure a dated receipt for delivery with a copy for the City.

Upon completion of the work for which he is responsible, the mounted equipment vendor shall deliver the complete unit to the City of Philadelphia. It is the responsibility, however, of the chassis vendor to obtain the State Inspection Stickers on each vehicle, and therefore, he shall make such arrangements with the mounted equipment vendor as may be mutually agreeable which shall enable the body vendor to get the necessary State Inspection before final delivery.

The Prime Bidder retains the ultimate responsibility of providing a completely assembled and acceptable vehicle in all respects as per this specification and the Invitation to Bid.

30.3 **DELIVERY CONDITIONS:**

- 30.3.1 Vehicles, regardless of delivery point, shall be ready for use including all lubricants, coolant and operating fluids as required. Minimum ten (10) gallons of fuel shall be provided. Battery fully charged, tires properly inflated.
- 30.3.2 Unloading and any labor, equipment or material required for it, shall be the responsibility of the bidder. The City will designate the unloading area of the delivery site to be used.

31. **INSPECTION:**

- 31.1 Pennsylvania State Inspection - Each vehicle shall pass the Vehicle Code Examination of the Department of Transportation, Commonwealth of Pennsylvania; when delivered, chassis vendor shall have attached current State Inspection Stickers in the proper location.
- 31.2 Exhaust Emissions Inspection - All vehicles with GVW's subject to the provisions of the Pennsylvania Department of Transportation exhaust emission regulations must meet said requirements and have the appropriate sticker affixed to the windshield, along with the State Vehicle Inspection Sticker, when the vehicle is delivered to the City.
- 31.3 City Inspection - City Inspection of delivered vehicles will be conducted at the specified delivery point. It will be conditioned upon the satisfaction of all of the requirements of this specification and the Invitation to Bid.
- 31.4 Director of Automotive Services, Department of Public Property, shall be notified when Pilot or First Production Model is available for inspection at Manufacturer's Plant.

32. **CERTIFICATES & MANUALS TO BE FURNISHED BY VENDOR:**

- 32.1 Operator's Handbook with each vehicle.
- 32.2 Provide the necessary forms (completed) and documents for the City to take Title to the vehicle in accordance with the Pennsylvania Motor Vehicle Code.

- 32.3 Vendor shall supply the Director of Automotive Services, Public Property, not less than five (5) copies each (for chassis, body and accessories furnished) of Shop Manuals, Parts Catalogues, Flat Rate Manuals, and Price Lists, including updated supplements for a period of one year for each type of vehicle. The City shall pay the bidder his costs from the manufacturer for any additional copies required by the operating department.
- 32.4 Financial Responsibility Statement - Successful bidder is to provide with each delivered vehicle, a Pennsylvania "Financial Responsibility Statement" card (MV-45) completely filled out as per instructions thereon for that vehicle.
33. **SIGNS:**
Signs - Decals or other devices showing Dealer's Name and/or Address shall not be permitted on the outside of the vehicle.
34. **SCHOOLS:**
Each bidder shall arrange with the Director of Automotive Services Division, Department of Public Property, a formal school training program for the current year vehicles and equipment bid upon. These schools shall be available for all City Department's automotive maintenance employees, such as Foremen, Inspectors and Maintenance Mechanics. The Department of Public Property shall make available classroom facilities at Automotive Shop II, Front Street & Hunting Park Avenue, for the required training.

PURCHASE DESCRIPTIONS/PENNA. REGISTRATION CLASSES FOR TRUCKS AND CHASSIS ACCORDING TO THEIR G.V.W.

It is the intention of this Purchase Description Section to indicate the Pennsylvania Registration Class for the various size trucks generally specified for City services.

Reference: Pa. Manual on Automotive Titles and License,
13th Edition

T-1 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF: 7,001-9,000 LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class #3.

T-2 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF: 9,001-11,000 \ LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class #4.

T-3 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF: 14,001-17,000 LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class 6.

T-4 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF. 17,001-21,000
LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class 7.

T-5 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF. 21,000-26,000
LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class 8.

T-6 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF. 26,001-30,000
LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class 9.

T-7 **PURCHASE DESCRIPTION: TRUCK, CHASSIS, REF. 44,001-48,000
LBS. GVW**

1. **Classification:**

- 1.1 It is the intention of this Purchase Description to describe a Truck Chassis including all the standard options and as required in 41-V-20 (latest issue). The equipment bid shall qualify for Truck License Plates of the Commonwealth of Pennsylvania as Minimum Class 14.

BODIES

The Bodies as required in Bid items shall fit the chassis and be properly and securely mounted thereon. The bodies shall harmonize perfectly with the chassis, to be correctly proportioned, properly balanced (load distribution), compact and satisfactory in appearance. The materials used in the construction of the bodies shall be of the highest quality. All vehicles with Bodies shall be equipped with mud flaps/stone deflectors as required by DOT and Commonwealth of Pennsylvania. Approximately three (3") inches shall be provided from back of cab to front of body for best load distribution factor.

The following Body Classifications shall be provided as specified in the Invitation to Bid:

BODY:

The truck body, including equipment and body operating devices, shall be completely installed as specified in the Invitation to Bid.

BODY STYLE:

In addition to the cab normally provided with the truck chassis, a body described as follows will be provided according to the body class specified in the Invitation to Bid.

BUMPERS:

Bumpers/Liftgates - Manufacturer's standard type front and rear bumpers shall be provided on all vehicles as per D.O.T. regulations except as specified in the bid specifications. If a lift gate is specified on a vehicle that normally has a rear bumper, the rear bumper is still a requirement as an extension of the chassis or incorporated into the liftgate if either is compatible with the lift gate provided.

Class A-1; Crew Cab:

All steel construction of integral design with four doors; 6-man seating, adjustable front seat, 6 seat belts.

Class A-2; Pickup:

All steel construction at least 96" long x 50" wide beyond wheelhousing; full width rear tailgate, safety chain, stake pockets and rear bumper.

Class A-3; Suburban:

All steel construction, full width rear doors, windows all around, at least 9-passenger seating with removable intermediate and rear axle seats, one seat belt per passenger and a rear bumper.

Class A-4; Stake/Platform:

Body shall be wood or steel construction with removable slatted stake sections on sides and ends. Front-end shall permit adequate rear vision from cab windows. All sections shall interlock. Body shall be securely mounted to frame with full length oak stringers under body.

Class A-4-1(A) Stake & Platform as per A-4, above, at least 12 feet long, 82" wide with 40" high sections.

Class A-4-2(B) Stake & Platform as per A-4, above, at least 14 feet long, 82" wide with 40" high sections.

Class A-5; Step Van:

Shall consist of all-metal construction integral with chassis manufacturer's flat-back" type step van mounted on forward control type chassis, with double full-width rear doors, driver adjustable stand-up seat, passenger seat, and a rear safety step bumper.

Class A-5-1(A) Step Van - As per A-5, above, at least 10 feet long, 78" wide, 68" high.

Class A-5-2(B) Step Van - As per A-5, above, at least 12 feet long, 78" wide, 68" high.

DUMP BODIES AND HOISTS

CLASSIFICATION:

Dump Bodies shall be constructed of high strength corrosion resistant steel. Hoists for Dump Trucks shall be underbody hydraulic power type hoists with controls in cab. They shall provide a dumping angle of not less than 50 degrees and shall be of such a type that will positively control the position of body throughout the entire dumping angle. The hoisting shall be stopped automatically when the body reaches the maximum dumping angle (at least 50 degrees) and retain its position until released. The hoist cylinder shall be so designed as to allow for disassembly and servicing with ordinary hand tools. The pump shall be of the manifold type and oil tracts shall be cored or of seamless steel tubing or high pressure composition hose that shall withstand a minimum burst pressure of 6,000 lbs. per sq. inch. The pump shall be so designed as to compensate for end thrust and the shafts shall rotate on anti-friction bearings. The pump shaft shall be of the automatic self-adjusting seal type, eliminating the necessity for packing nuts and glands.

- Provide red warning light(s) on dash to alert operator that the PTO is engaged.

- Provide rear window protector screen.
- Provide rear spring-loaded pintle hook, "V" reinforced to main frame rails, (clear dump body at full dumping position).
- Approximately three (3") inches shall be provided between cab and dump body for good load distribution.
- A sliding universal joint assembly shall be provided at the pump end of the drive shaft. The body hinges shall operate on hinge pins under double shear or if single shear, a through hinge shaft shall be provided with a center support to prevent deflection. The power take-off shall be anti-friction bearing type. Hoist, power take-off and control parts shall be of sufficient capacity to amply take care of power required to operate hoist with 100% overload in body with relief valve.
- Full length longitudinal hardwood sills shall be provided with hoist frame mechanism to clear dump body for chain clearance at full load (full spring deflection shall be allowed). Hoist mechanism shall be securely mounted. The tailgate shall be double-acting with offset top hinges, tailgate and spreader chains.

TYPE DU-1 8 Ft. length medium duty Dump Body, 3 cubic yard capacity, with at least 16" sides, 84" width, constructed of not less than #10 USS Gauge Steel. Sides shall be reinforced with vertical "V" braces, not less than (2) two on each side. Ends shall be at least 6" higher than sides. Cab shield shall be provided, full width of body, projected at least 18" forward - #10 USS Gauge Steel. Class - #30 Hoist shall be provided with cab PTO controls to include detailed specifications as listed in Classification #1. Flooring shall be ten (10) USS Gauge Steel, minimum.

TYPE DU-2

10 Ft. length heavy-duty Dump Body, 5 cubic yard capacity, with at least 24" sides, 84" width, constructed of not less than #10 USS Gauge Steel. Sides shall be reinforced with vertical "V" braces, not less than (3) three on each side. Ends shall be at least 6" higher than sides. Cab shield shall be provided, full width of body, projected at least 18" forward - #10 USS Gauge Steel. Class - #50 Hoist shall be provided, power-up and down, with cab PTO controls to include detailed specifications as listed in Classification #1. Flooring shall be ten #8 USS Gauge Steel, minimum

TYPE DU-3

12 Ft. length heavy-duty Dump Body, 10 cubic yard capacity, with at least 39" sides, 84" width, constructed of not less than #8 USS Gauge Steel. Sides shall be reinforced box section design with at least four (4) vertical bars on each side. Ends at least 6" higher than sides. Cab shield shall be provided, full width of body, full cover shield, #10 USS Gauge Steel. Class - #80 Hoist shall be provided, power-up and down, with cab PTO controls to include detailed specifications as listed in Classification #1.

VAN BODIES

1. **CLASSIFICATION:**

Van Bodies shall be reinforced aluminum construction. Exterior panels shall be .40" thickness minimum and sides shall be beaded on 4" centers, for extra strength and rigidity, with 5-post, smooth front. Side uprights, top rail roof bows, and radius shall be extruded aluminum section of minimum .125 thickness. Corner post shall be extruded aluminum minimum of .125 thickness. Side sills shall be extruded aluminum minimum of .156 thickness. Exterior panels shall be riveted to uprights and roof on not less than 2" centers.

Rivets shall be of the side lock" moisture proof type. Uprights and roof bows shall be installed at 12" centers to provide adequate strength. All roof joints, side panels, and front panels shall be leak-proof. Body shall have a minimum of 7, three (3") inch cross members, #12 gauge aluminum or of a heavy-duty steel gauge 4" type, securely mounted to the truck chassis by means of "U" bolts. Interior of body shall be protected on sides and front with 1/4" grade AC waterproof plywood lining approximately 36" high, installed 8" above floor, with lengthwise slats above extending to roof. Front of body shall be provided with shatterproof glass windows of not less than 220 square inches in area and aligned with cab rear windows. Floor shall be kiln dried 4 x 4 (finished dimension) oak construction or as specified in the Invitation to Bid. Rear of body shall be equipped with full width roll-up door with safety catch and key lock.

TYPE VB-1 Van Body, complete as per above specifications and at least 12 ft. long, 78" high and 88" wide.

TYPE VB-2 Van Body, complete as per above specifications and at least 14 ft. long, 78" high and 88" wide.

COMPACT VANS

1. **CLASSIFICATION:**

Bodies shall be reinforced steel construction. They shall have full width rear doors with safety glass and locks. Maintenance accessibility shall be convenient and not require major removal of components to change oil, oil filter or air filters. It should also offer ease of service to windshield washer reservoir, master brake cylinder, oil crankcase check, automatic transmission fluid level check, battery and radiator service. Driver's seat should be adjustable and a passenger seat shall be included.

TYPE CV-1 Shall have wheelbase of at least 123" with curbside full width opening doors and as in Classification #1, Compact Vans.

TYPE CV-2 Shall have wheelbase of at least 123" with seating capacity of at least 12 adult passengers; seat belts shall be provided for all passengers. Van shall be provided with safety glass all sides and with a curbside double door safety step and as in Classification #1, Compact Vans.

BID No.		ITEM No.			QUANTITY		
CHASSIS							
MAKE		MODEL NO.			WHEELBASE		
ENGINE							
MAKE		MODEL	DISPL. (CU. IN.)		NO. CYL	MAXIMUM NET H.P.	GOVERNED RPM
TRANSMISSION							
MAKE		MODEL NO.			TYPE		
SPEED RATIOS						NO. PTO OPENINGS	
CLUTCH							
MAKE		NOMINAL DIAMETER			TYPE		
					<input type="checkbox"/> Single Disk <input type="checkbox"/> Twin Disk		
AXLES							
FRONT	MAKE		MODEL NO.		CAPACITY AT GROUND		
					Lbs.		
REAR	MAKE		MODEL NO.		CAPACITY AT GROUND		
			RATIO		Lbs.		
FRAME							
SECTION MODULS			MAX. RESISTING MOMENT		YIELD STRENGTH. MIN		
			Inch-Lbs.		Lbs./Sq. In.		
SIDE RAIL DIMENSIONS							
STEERING							
TURNING RADIUS		POWER		(MAKE)	(MODEL)		
FT.		<input type="checkbox"/> NO <input type="checkbox"/> YES					
WHEELS							
FRONT-MAKE AND RIM SIZE				REAR-MAKE AND RIM SIZE			
TIRES							
FRONT	NO.	SIZE	PLY RATING	CAPACITY Lbs. @ Psi.	TYPE <input type="checkbox"/> Tube <input type="checkbox"/> Tubeless	CORD MATERIAL	
REAR	NO.	SIZE	PLY RATING	CAPACITY Lbs. @ Psi.	TYPE <input type="checkbox"/> Tube <input type="checkbox"/> Tubeless	CORD MATERIAL	
80-247B(Rev.4/69)		AUTOMOTIVE DATA					

Attention Bidder:

This bid document may not contain all of the documents that you will need to complete the bid submission. On occasion, it is not possible to include the following:

Exhibits

Drawings

Attached specifications

Attached documents

If you have not received a corresponding attachment, drawing or exhibit that is referenced in the bid document you may obtain it by contacting the Public Information Unit at 215-686-4720.



CITY OF PHILADELPHIA

INSTRUCTIONS FOR GETTING PAID

BY THE CITY OF PHILADELPHIA

The City attempts to process invoices in a timely manner. Delays can occur because of incomplete or inaccurate invoicing information. Please make sure that all your invoices contain the following information to help the City in paying you as quickly as possible.

- 1. AFTER THE DELIVERY OR SERVICES HAS BEEN COMPLETED YOU MUST SUBMIT THREE (3) COPIES OF AN INVOICE FOR PAYMENT TO THE RECEIVING DEPARTMENT LISTED ON THE PURCHASE ORDER.**
- 2. THE INVOICE MUST CORRECTLY REFERENCE THE PURCHASE ORDER NUMBER, THE VENDOR NAME, ADDRESS AND FEDERAL EMPLOYER IDENTIFICATION NUMBER.**
- 3. CHECKS WILL ONLY BE MADE PAYABLE TO THE COMPANY NAME AS SHOWN ON THE PURCHASE ORDER; THE INVOICE MUST REFLECT THIS SAME COMPANY NAME AS THE "PAY TO".**
- 4. THE INVOICE MUST SHOW THE QUANTITY AND TYPE OF ITEM OR SERVICE AND THE PRICE.**
- 5. THE UNIT OF PURCHASE ON THE INVOICE MUST AGREE WITH THE UNIT CITED ON THE PURCHASE ORDER. REFERENCE TO THE SPECIFIC LINE ITEM IS HELPFUL.**

Paying vendors is the responsibility of the *receiving* City Department(s), not the Procurement Department. Vendors should bring any problems concerning payments to the attention of the appropriate City receiving department. The name and number of the contact person can generally be found on the purchase order. If all necessary paperwork has been submitted to the department and questions still remain, vendors should contact:

**City of Philadelphia
Accounting Verification
Room 1340 Municipal Services Building
1401 J.F.K. Blvd.
Philadelphia, PA 19102
Tel. 215 686 6365**

VENDORS INTERESTED IN RECEIVING PAYMENTS ELECTRONICALLY MUST COMPLETE AN ACH VENDOR ENROLLMENT AND CHANGE FORM. THIS FORM CAN BE DOWNLOADED FROM WWW.PHILA.GOV/BIDS.

BIDDERS GUIDELINES*

The following list will assist you in the preparation of your bid.

- Read the entire bid so that you fully understand all the requirements.
- All bids must be submitted to the City no later than the time and date stated as the bid opening.
- Note the City Anti-Discrimination Policy. If Minority Business Council Participation is required be sure to fill out all appropriate forms. If you have questions call MBEC at (215) 686-6232.
- Make sure you submit the appropriate Bid Security and Bid Submission Fee with your bid. Refer to Section 1 of the bid and the Conditions of Bidding sheet.
- Bidder must meet **all** qualifications.
- If an alternate to any item is being offered, you must follow the instructions in paragraph 2 of the Conditions of Bidding sheet.
- Does the bid require a site inspection, attendance at a Pre-Bid Meeting, samples, financial information or other data you must provide?
- Have you signed and returned all Addenda?
- If the bid is going to be awarded as a whole, you must bid on all items. See Section 3 of the bid: Bid Evaluation and Award.
- Bidders' attention is directed to the Conditions of Bidding sheet regarding the Master Performance Bond.
- Bids and pricing must be written in ink or typed. FAXed bids will not be accepted.
- **Do not** submit counter terms or conditions. **Your bid will be rejected**.
- Have you signed the Contract Page and affixed your Corporate Seal as required?
- **Do not** combine check amounts: All checks should be individual and specific.
- Please double check all mathematical calculations for errors.

If you have questions call Public Information at (215) 686-4720.

*This information is provided for guidance only and does not preclude your responsibility to read fully and respond to all portions of this bid.



**CITY OF PHILADELPHIA
PROCUREMENT DEPARTMENT
Public Information Unit**

ATTENTION VENDORS

If your company would like to receive the results of a particular bid, the Public Information Unit of the Procurement Department will forward this information to you at a **fee of \$10.00** for **each** bid number requested. Please be advised that bid tabulations **are not available** by telephone. If you have any questions, Please call 215-686-4755 or 215-686-4756.

BID RESULTS REQUEST FORM

Pease complete form below. Only one (1) request per form.

PLEASE NOTE INCREASED FEE Date of Request: _____

Bid Number Requested: _____ Opening Date: _____

Company Name: _____

Company Representative: _____

Address: _____

Telephone No.: _____ Fax No.: _____

Mail this Request to the address below and enclose the following items:

- Check or Money Order payable to “**City of Philadelphia**”
- A self-addressed stamped envelope which is at least 9 ½ ” x 12 ½ ” or larger for each Bid requested.

Failure to send either of the above items, will void your request.

Mail Request To:
The Procurement Department Public Information Unit
Attention: Bid Results
1401 JFK Blvd.
Room 170B
Philadelphia, PA 19102

DO NOT SEND CASH

Revised 03/07



CITY OF PHILADELPHIA

Procurement Department
120 Municipal Services Building
Philadelphia, PA 19102-1685
(215) 686-4720
(215) 686-4716 Fax

Hugh Ortman
Procurement Commissioner

Master Bid Security Program for Service, Supplies and Equipment Bids Period of Coverage: July 1, 2008 – June 30, 2010

(Bids for Professional Consulting Services, Public Works, Construction and Demolition [wrecking and building removal] are not covered under the Master Bid Security Program)

Dear Vendor:

The Philadelphia City Charter requires that each bid submission over \$25,000 be accompanied by a certified check in the amount specified in the bid invitation. This requirement can be met for most bids if the Bidder is covered under the City's Master Bid Security Program. This program provides bid security coverage for Service, Supply and Equipment bids that have a total dollar value of over \$25,000 up to \$500,000.

To file for coverage under the Bid Security Program, for the period **July 1, 2008 to June 30, 2010**, complete the enclosed application and return it with a check for **\$175.00**. Make the check payable to "City of Philadelphia". It is **non-refundable**. To clarify the precise use of the check, enter the words "**Bid Security Program**" **2008 – 2010** on the face of the check.

If you do not become a participant in the program at this time, you may still submit bids. However, they must be accompanied by a certified check in the amount specified in the Terms and Conditions of Bidding.

For additional information or inquiries regarding this program, please contact: The Public Information Unit at (215) 686-4719, (215) 686-4720 or (215) 686-4721.

IF A RECEIPT IS REQUESTED, PLEASE ENCLOSE A SELF-ADDRESSED STAMPED ENVELOPE.

Forward Check with Application to
CITY OF PHILADELPHIA
MASTER BID SECURITY PROGRAM
170A Municipal Services Building
Philadelphia, PA 19102-1685

Company Name: _____

Fed EIN/SSN: _____

Street Address _____

City, State, Zip: _____

Contact Person: _____

Telephone No: (____) _____ Fax No: (____) _____

A. Check payable to the City of Philadelphia in the amount of \$175.00 for 7/1/08 to 6/30/10
DO NOT SEND CASH. NO PERSONAL CHECKS.

Internal Use Only

Rcvd. ___/___/___ Pymt. Type _____ Ck. Amt. \$ _____ Ck.# _____



CITY OF PHILADELPHIA

Office of the Director of Finance
Room 1330, Municipal Services Bldg.
1401 John F. Kennedy Boulevard
Philadelphia, Pa 19102-1685

Rob Dubow
Director of Finance

The City of Philadelphia is pleased to announce a **Vendor Information Payment System (VIPS)** which will allow businesses such as yours to inquire about the status of invoices billed against purchase orders and professional services contracts. The only requirement is that your invoices utilize a unique number – either alpha, numeric or a combination of the two.

This system will be operational twenty four hours a day, seven days a week. All you have to do is dial **215-686-5968**, and follow the prompts to get an up-to-date status on your payments.

Enclosed for your convenience is an easy to use reference guide which provides a brief overview of what you can expect. I urge you to give it a try and see for yourself how easy it is to use. If you should happen to experience any problems, or if you would like to comment on this system, please call the **Office of the Director of Finance** at **215-686-6167**.

I believe that you will find this way of obtaining payment information convenient and easy to use.

Vendor Information Payment Reference Guide

- 1- Call 215-686-5968.
- 2- After the prompts, enter the 8 numeric characters that uniquely identifies your purchase order.
- 3- Select one of the three inquiry options:
 - ▶ a) by your purchase order.
 - ▶ b) by your company.
 - ▶ c) by your specific invoice number.
 - (Numeric invoice numbers only)

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

BID SUBMISSION

1. PREPARATION AND SUBMISSION OF BID.

All bids must be written in ink or typewritten and made on the forms issued and signed in ink by a person with legal authority to bind the bidder. The contract awarded hereunder shall consist of the Invitation and Bid, all addenda thereto issued by the City, all exhibits and attachments issued and/or accepted by the City and these Terms and Conditions of Bidding and Contract (the "Contract"). It is the sole responsibility of the bidder to ensure that it has received any and all addenda and the Procurement Commissioner may in his/her sole discretion reject any bid for which all addenda have not been executed and returned in accordance with the instructions provided therein. No bid may be considered if received after the date and time for the opening of bids established by the Invitation and Bid, nor may any bid be modified after that date and time. The time of bid opening shall be the time displayed on the City's official bid clock located at the bid room. In the event of any discrepancy between actual time and the City's official bid clock, the latter shall determine the time of bid opening.

2. BID SECURITY. Unless the bidder is enrolled under the City's Annual Master Bid Security Program or an individual bid bond is required in the Invitation and Bid, all bids must be accompanied by a Certified Check, Treasurer's Check, Cashier's Check, Bank Money Order, or United States Postal Money Order made payable to the order of "The City of Philadelphia" in the proper amount as shown below:

AMOUNT OF BID OR ESTIMATED CONTRACT	AMOUNT OF CERTIFIED CHECK
\$ 25,000.00 or less	No Check Required
\$ 25,000.01 - \$ 99,999.99	\$ 500.00
\$100,000.00 - \$249,999.99	\$2,000.00
\$250,000.00 - \$499,999.99	\$4,000.00
\$500,000.00 or more	\$6,000.00

When computing amount of Bid for Certified Check purposes, do NOT deduct for trade-ins.

Any bid in excess of \$500,000 is not covered by the Annual Master Bid Security Program, and bidder must submit a certified check, treasurer's check, cashier's check, bank money order, or United States postal money order made payable to the order of "The City of Philadelphia" in the required amount.

Once the lowest responsive and responsible bidder has been determined all other bidders will receive a refund in the amount of the bid security submitted. Bid security submitted by the lowest responsive and responsible bidder will be refunded after receipt of all duly executed Contract documents, required fees, bonds or other performance security. Funds submitted for the Master Bid Security Program are not refundable.

3. BID PROCESSING FEE. In addition to bid security and any other fee or monies required to be submitted with the bid, the bid shall be accompanied by a non-refundable processing fee in the form of a separate standard check, bank money order or United States postal money order made payable to the order of "City of Philadelphia" in an amount based on the gross amount of the bid in accordance with the formula below. Cash is not acceptable.

AMOUNT OF BID OR ESTIMATED CONTRACT	AMOUNT OF PROCESSING FEE
\$ 25,000.00 or less	No Check Required
\$ 25,000.01 - \$ 100,000.00	\$ 10.00
\$ 100,000.01 - \$ 300,000.00	\$ 30.00
\$ 300,000.01 - \$ 500,000.00	\$ 50.00
\$ 500,000.01 - \$1,000,000.00	\$100.00
\$1,000,000.01 - \$2,000,000.00	\$200.00
\$2,000,000.01 - \$3,000,000.00	\$300.00
\$3,000,000.01 - \$4,000,000.00	\$400.00
\$4,000,000.01 - \$5,000,000.00	\$500.00
\$5,000,000.01 or more	\$600.00

4. SPECIFICATIONS. When a formal, numbered, specification is referred to in the Invitation and Bid, no deviation therefrom will be permitted, except if/as indicated in the Invitation and Bid and the bidder will be required to furnish articles and/or services in conformity with that specification. When catalogues, model numbers, trade names, or cuts are listed in the Invitation and Bid, they are, unless otherwise specified, included for the purposes of furnishing bidders with information concerning the style, type or kind of article and/or service desired. A bidder may offer an article and/or service which he/she certifies to be equal or better in quality, performance and other essential characteristics. If submitting an alternate, the bidder must specify the alternate (e.g., make and model #) in the bid and submit with the bid a complete description of the article (including any technical literature) and/or service proposed to be furnished. Failure to do so will require the bidder to furnish the article and/or service specified in the Invitation and Bid. The Procurement Commissioner reserves the sole right to determine whether alternates offered are equal or better. Unless otherwise provided in the bid specifications, all items offered by the bidder must be new. A "new" item is one which will be used first by the City. This clause shall not be construed to prohibit bidders from offering goods, supplies, equipment, or materials containing recycled materials or printing with recycled content; bidders intending to provide goods made with recycled materials should notify the Procurement Department.

5. PATENTS. The successful bidder shall be solely responsible for all royalties and charges that may be due to any patent holder for or on account of the use of any patented appliance, product or processes. Evidence of such payment shall be submitted upon request of the Procurement Commissioner and failure to submit such evidence may, in the sole discretion of the Procurement Commissioner, result in rejection of the bid or constitute an event of default, entitling the City to all rights and remedies as provided herein in Section 16 and/or 18.

6. LOCAL BIDDING PREFERENCE
In accordance with Chapter 17-109 of the Philadelphia Code relating to Local Bidding Preferences for Procurement Contracts, this bid may be subject to a 5% local bid preference. In order to determine eligibility to receive the 5% preference, if applicable, bidder or subcontractor must be certified at the time of the bid opening and must submit with the bid, the Local Business Entity Certification Number* as issued by the Procurement Department for the prime contractor or the applicable subcontractor.

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

*Note: If you wish to apply for Local Business Entity (LBE) certification, go to www.phila.gov/bids. Please allow sufficient time prior to bidding for processing of the LBE application.

EVALUATION AND AWARD

7. TYPES OF BIDDER RESTRICTED. Bidders must not be a party to more than one bid for the same article or service. A violation of this condition may, in the sole discretion of the Procurement Commissioner, result in rejection of any or all such bids in which the bidder has an interest.

8. RESPONSIVENESS. Subject to the right of the Procurement Commissioner to waive nonresponsiveness as set forth below in this Section, these Terms and Conditions of Bidding and Contract and the specifications and requirements included in the Invitation and Bid are mandatory and must be strictly followed by all bidders in the preparation and submission of their bids. After bids are opened, the Procurement Department, and other City departments or agencies where appropriate or specified, shall review all bids for responsiveness to these Terms and Conditions of Bidding and Contract and the specifications and requirements included in the Invitation and Bid.

Any bid which is incomplete, obscure, conditional, or unbalanced, which contains additions not called for, or irregularities of any kind, including alterations or erasures, or which fails to conform in any respect to these Terms and Conditions of Bidding and Contract and the specifications and requirements included in the Invitation and Bid is nonresponsive and shall be rejected, except where the Procurement Commissioner, in his/her sole discretion, determines that the nonresponsiveness is not material to the Invitation and Bid or that a waiver of the nonresponsiveness is otherwise permitted by the Invitation and Bid, by these Terms and Conditions of Bidding and Contract or by law. The Procurement Department's determination of nonresponsiveness shall be final and any bid rejected as nonresponsive shall not be eligible for contract award.

9. RESPONSIBILITY. Unless otherwise specified, after bids are opened, the Procurement Department, and other City departments or agencies where appropriate or specified, shall review and may investigate the responsibility, including, but not limited to, the qualifications, references, capacity and ability to perform the Contract resulting from the Invitation and Bid in accordance with its terms, and integrity, of the lowest responsive bidder. All determinations of bidder responsibility shall be vested in the sole discretion of the Procurement Commissioner and other City officials. Any bidder who is deemed not responsible shall be ineligible for award of the Contract.

Bidders deemed not responsible will be notified of such determination and the reasons therefore in writing by the Procurement Department, and shall have the right to contest the determination by submitting to the Procurement Department, within forty-eight (48) hours after receipt of its written determination, a written request for reconsideration that includes information relating to the bidder's qualifications and responsibility and demonstrating the insufficiency of the reasons

stated in the written determination finding the bidder not responsible. Any further determination of a contesting bidder's responsibility shall be vested in the sound discretion of the Procurement Commissioner and other City officials.

10. CANCELLATION AND AWARD. The Procurement Commissioner, in his/her sole discretion, may cancel any Invitation and Bid prior to bid opening. After bid opening, the Procurement Commissioner, in his/her sole discretion, may reject all bids, if deemed in the best interest of the City. In all cases where a Contract award is made by the Procurement Department, the bidder is bound by the terms and conditions of the Invitation and Bid upon the submission of its bid. All bids are valid for a period of not less than 60 days, or as otherwise specified in the Invitation and Bid. If the bid has not been awarded within the specified period of time, the bid shall be valid for subsequent award only upon the express consent of the bidder, with no change to the submitted bid. Any price increases/decreases expressly provided for in the Invitation and Bid will be allowed. All Contract awards shall be made by the Procurement Department upon written notice to the bidder that is determined by the Procurement Department to be the lowest responsive and responsible bidder.

11. QUANTITIES AWARDED. For requirements contracts only, the articles and quantities of such articles as set forth in the Invitation and Bid are estimates and the Procurement Commissioner, in his/her sole discretion, may make an award for all or some of the articles bid and in such quantities as the Procurement Commissioner shall deem appropriate. For firm limit contracts, it is the City's intent to award based upon the quantities set forth in the Invitation and Bid, but the City reserves the right to award more or less.

12. DELIVERY, PRICE INCREASES AND TIE BIDS. All articles must be delivered at the price(s) bid, FOB Destination. Bids containing reservations of the right to increase the price(s) bid, including, but not limited to, late payment charges, will not be considered, except where the Procurement Commissioner, in his/her sole discretion, finds it in the City's best interest to do so. In the event of an absolute tie, the award decision will be made in the best interests of the City as determined by the Procurement Commissioner.

CONTRACT EXECUTION AND CONFORMANCE

13. CONTRACTS. Awards of contracts in amounts less than or equal to \$25,000 shall become contracts binding upon the City upon written notice of award by the Procurement Commissioner. Awards of contracts in amounts greater than \$25,000 shall not become contracts binding upon the City until after written notice of award is made and until after all of the following conditions have been satisfied:

- a. Successful bidder posts sufficient performance security, as required in the Invitation and Bid, within the time specified in the written notice of award;
- b. Successful bidder posts a payment bond or other payment security, if and as required by the Invitation and Bid, within the time specified in the written notice of award;

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

c. Approval of the Contract as to form by the City's Law Department;

d. Certification by the Director of Finance and City Controller as to the availability of funds; and

e. Execution of the Contract by the Procurement Commissioner.

The Procurement Commissioner may, in his/her sole discretion, cancel any Contract award if any of the above conditions (a-e) are not satisfied, or if the Procurement Commissioner, in his/her sole discretion, determines cancellation to be in the best interests of the City. The bidder agrees that in the event of such cancellation, it shall not have any claim against the City, including any claim for breach of contract or of any other legal duty, or for lost profits, costs, damages, or expenses of any kind.

14. PERFORMANCE SECURITY. The City of Philadelphia requires performance security for contracts greater than \$25,000. If the amount of the contract to be awarded is greater than \$25,000 but less than or equal to \$500,000, the successful bidder is required to participate in the City's Master Performance Security Program by paying to the City a non-refundable fee of \$5.00 per thousand dollars of the contract amount for firm limit contracts and \$4.00 per thousand dollars of the contract amount for requirements contracts, or as otherwise specified. If the amount of the contract to be awarded is in excess of \$500,000 the successful bidder is required to furnish an individual performance bond, issued by a surety approved by the City on a form prepared by the City's Law Department and in the amount specified in the notice of contract award. The successful bidder is also required to pay a bond preparation fee to the City's Law Department in an amount prescribed by Chapter 17-700 of The Philadelphia Code; a schedule of such fees may be obtained from the Procurement Department's Public Information Office.

15. INSURANCE. Unless otherwise specified, the successful bidder (referred to in this Section as "Contractor") shall, at its sole cost and expense, procure and maintain in full force and effect, during the entire period of the Contract (including any applicable warranty and/or renewal periods), the minimum types of insurance specified below. All insurance shall be procured from reputable insurers authorized to do business in the Commonwealth of Pennsylvania and shall be acceptable to the City. All insurance required herein shall be written on an "occurrence" basis and not a "claims-made" basis. The City of Philadelphia, its officers, employees, and agents are to be named as additional insured on all policies required hereunder, except the Workers' Compensation and Employers' Liability. Also, an endorsement is required stating that the coverage afforded these parties as additional insured will be primary to any other coverage available to them. The City's coverage as an additional insured shall be primary coverage. The insurance shall provide for at least thirty (30) days prior written notice to be given to the City in the event coverage is materially changed, canceled or non-renewed. Certificates of insurance evidencing the required coverages shall be submitted to the City within fifteen (15) days of notice of contract award. The City reserves the right to require the Contractor to furnish certified copies of the original

policies of all insurance required hereunder at any time upon fifteen (15) days prior written notice. The insurance requirements set forth herein are not intended and shall not be construed to modify, limit, or reduce the indemnifications made in this Contract by the Contractor to the City of to limit the Contractor's liability under this Contract to the limits of the policies of insurance required to be maintained by the Contractor hereunder.

(a) WORKERS COMPENSATION AND EMPLOYERS LIABILITY

(1) Workers' Compensation – Statutory limits

(2) Employers Liability - \$100,000 Each Accident – Bodily Injury by Accident; \$100,000 Each Employee – Bodily Injury by Disease; \$500,000 Policy Limit – Bodily Injury by Disease

(3) Other states insurance including Pennsylvania

(b) GENERAL LIABILITY INSURANCE

(1) Limit of Liability: \$1,000,000 per occurrence combined single limit for bodily injury (including death) and property damage liability.

(2) Coverage: Premises operation: Blanket Contractual liability; Personal Injury liability; Products and completed operations; Independent Contractors; Employees as additional insured; Cross liability; Broad form property damage (including loss of use) liability; Asbestos abatement liability coverage (Note: Required for asbestos abatement projects only).

(c) AUTOMOBILE LIABILITY

(1) Limit of Liability: \$1,000,000 per occurrence combined single limit for bodily injury (including death) and property damage liability.

(2) Coverage: owned, non-owned and hired vehicles.

16. INDEMNIFICATION. All bidders shall indemnify, defend and hold harmless the City, its officers, employees and agents from and against any and all losses, costs (including, but not limited to, litigation and settlement costs and counsel fees), claims, suits, actions, damages, liabilities and expenses, occasioned wholly or in part by the bidder's act or omission or fault or negligence or the act or omission or fault or negligence of bidder's agents, subcontractors (including suppliers), employees or servants in connection with the Contract, including, but not limited to, those acts or omissions or faults or negligence in connection with loss of life, bodily injury, personal injury, damage to property, contamination or adverse effects on the environment, the bidder's default under the Contract, losses incurred by the City's Master Performance Security Program, failure to pay subcontractors and suppliers and any infringement or violation of any proprietary right (including, but not limited to, patent, copyright, trademark, service mark and trade secret). This obligation to indemnify, defend and hold harmless the City, its officers, employees and agents shall survive the termination of the Contract resulting from the Invitation and Bid.

17. FAILURE TO EXECUTE CONTRACT. Any bidder not lawfully released from its bid, who refuses to execute a contract in accordance with its bid or who fails, refuses or is unable to furnish any required payment security, performance security or insurance, as may be required by the Invitation and Bid and/or these Terms and Conditions of Bidding and Contract, shall be liable for the entire amount of its bid security, as liquidated damages to the City; or if bid security is furnished under the Annual Master Bid Security

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

Program, for 10% of the amount of its bid, as liquidated damages to the City; or where the damages are readily ascertainable by the City, for the actual loss, cost or damage incurred by the City as a result of its failure to execute the contract or to furnish such bonds, performance security or insurance.

18. ASSIGNMENT. The successful bidder shall not assign the Contract resulting from the Invitation and Bid, or any part of the Contract, or any right to any monies to be paid under the Contract, or delegate performance of the Contract, without obtaining the prior written consent of the Procurement Commissioner. The decision whether to consent to an assignment is within the Procurement Commissioner's sole discretion. In no case shall the Procurement Commissioner's consent to the assignment of any monies to be paid under the Contract relieve the bidder from faithful performance of any of its obligations under the Contract or change any of the terms and conditions of the Contract. Any purported assignment in violation of this provision shall be of no effect.

19. DEFAULT. All work performed and goods and services rendered by a successful bidder (referred to in this Section as "Contractor") under any Contract resulting from the Invitation and Bid shall strictly conform to these Terms and Conditions of Bidding and Contract and the specifications and requirements contained in the Invitation and Bid. The successful bidder shall comply with all applicable federal, state and local laws, statutes and ordinances and the regulations of all governmental departments, boards, agencies, and commissions. The following shall constitute events of default under any Contract resulting from the Invitation and Bid:

a. Failure by Contractor to comply with any provision or Section of the Contract, including the bid specifications contained in the Invitation and Bid and these Terms and Conditions of Bidding and Contract and/or failure by Contractor to comply with any federal, state and local law, statute, ordinance or regulation of any governmental department, board, agency and commission.

b. Falseness of any representation or warranty made in the Contract or other document(s) submitted to the City by Contractor in connection with the Invitation and Bid.

c. Failure by Contractor to pay its suppliers or subContractors, misappropriation of any funds provided under the Contract or failure to notify City upon discovery of any misappropriation.

d. A violation of law by Contractor which results in its making a guilty plea, a plea of nolo contendere, or conviction of a criminal offense by Contractor, its directors, employees, or agent or indictment or charges, in the sole judgment of the Procurement Commissioner, adversely affect the performance of the Contract.

e. Failure by Contractor to comply with the Mayoral Executive Order establishing the City's antidiscrimination policy relating to the participation of minority, woman and disabled owned disadvantaged business enterprises.

f. The Procurement Department's determination that the Contractor is not a responsible bidder on the

Invitation and Bid, where such determination is made, and is based upon, information received after award of the Contract and/or after execution of the Contract by the Procurement Commissioner and/or after satisfaction of any or all other conditions of a binding Contract set forth in Section 2 above.

g. Any other act or omission identified in these Terms and Conditions of Bidding and Contract or elsewhere in the Invitation and Bid as an event or condition constituting default.

Upon the occurrence of an event of default, the Procurement Commissioner, in his/her sole discretion, may require Contractor to cure the default within a period of time to be determined by the Procurement Commissioner, or terminate the Contract in whole or in part and exercise any one or more of the following remedies (which remedies may be concurrent and shall be in addition to and not in lieu of the remedies available to the City at law, in equity, under any bond(s) filed in connection with the contract or under other sections of these Terms and Conditions of Bidding and Contract and Contract):

a. Purchase goods and/or services from others in substitution of goods or services that were not furnished or performed by Contractor or that were defective or otherwise in violation of any provision of the Contract; the cost of such substituted goods and services shall be the sole responsibility of Contractor and Contractor agrees to pay immediately, upon receipt of the City's invoice, the difference between the Contract price and the substituted product or service cost, plus any other loss, cost or damages incurred by the City.

b. Appropriate to the payment of the difference between the Contract price and the cost of such substitute goods or services, and the amount of any other loss, cost or damage incurred by the City as a result of the default, any monies which may then be due and payable to Contractor under this Contract or any other Contract that Contractor then has with the City.

The City shall notify Contractor in writing of such termination, which shall be effective as of the date specified in the notice of termination (the "Termination Date"). The Procurement Commissioner may, in his/her sole discretion, require Contractor to continue to furnish all goods and perform all services required under the Contract until the Termination Date, in which case, subject to the remedies enumerated above, the successful bidder shall be paid in accordance with the Contract therefore. If the City requires Contractor to cure the event(s) of default, or to continue to furnish goods or services until the Termination Date, and Contractor refuses or fails to do so, then such failure shall itself be deemed an event of default under this Section, for which the City may exercise any of its rights hereunder.

20. PAYMENT FOR EQUIPMENT. Unless otherwise provided in the bid specifications, when equipment involves installation, (which shall also be interpreted to mean erection and/or setting up or placing in position for service or use) and/or testing, and where such installation or testing is delayed though no fault of the contractor, contractor shall be entitled to a payment equal to 50% of the price bid when such equipment is delivered on site and to a further payment equal to an additional 25% of the price bid when the equipment is

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

installed and ready for test. The balance shall be paid only after the equipment is tested and found to be satisfactory by the City. If the equipment must be tested, but installation is not required to be made by the supplier or if the equipment must be installed but testing is not required, and the installation or testing is delayed through no fault of the contractor, contractor shall be entitled to a payment equal to 75% of the price bid at the time of delivery and the balance shall be paid after satisfactory testing and/or installation, as required.

TAX MATTERS

21. TAX EXEMPTION. The City of Philadelphia is exempt from the payment of any federal excise or transportation taxes and any Pennsylvania sales tax. The price bid must be net, exclusive of taxes. However, when under established trade practice any federal excise tax is included in list prices, bidder may quote the list price and shall show separately the amount of the federal tax, either as a flat sum or as a percentage of the list price, which shall be deducted by the City. In the event bidder pays any sales or use tax, bidder hereby assigns to City, or City's agent, all of its rights, title and interest in any sales or use tax which may be refunded as a result of the purchase of any articles furnished in connection with the Contract and bidder, unless directed by the City, shall not file a claim for any sales or use tax refund subject to this assignment. Bidder authorizes the City, in City's name or the name of bidder, to file a claim for refund of any sales or use tax subject to this assignment.

22. TAX INDEBTEDNESS. The City of Philadelphia does not wish to do business with tax delinquents or other businesses indebted to the City. In furtherance of this policy, the following certifications have been developed and shall form a part of any Contract resulting from the Invitation and Bid. The successful bidder or other entity Contracting with the City is referred to below as the "Contractor".

a. Contractor's Certification of Non-Indebtedness - Contractor hereby certifies and represents that Contractor and Contractor's parent company(ies) and subsidiary(ies) are not currently indebted to the City of Philadelphia (the "City") and will not at any time during the term of this Contract (including any extensions or renewals thereof) be indebted to the City, for or on account of any delinquent taxes (including, but not limited to, taxes collected by the City on behalf of the School District), liens, judgments, fees or other debts for which no written agreement or payment plan satisfactory to the City has been established. In addition to any other rights or remedies available to the City at law or in equity, Contractor acknowledges that any breach or failure to conform to this certification may, at the option of the City, result in the withholding of payments otherwise due to Contractor and, if such breach or failure is not resolved to the City's satisfaction within a reasonable time frame specified by the City in writing, may result in the offset of any such indebtedness against said payments and/or the termination of this Contract for default (in which case Contractor shall be liable for all costs, losses and other damages resulting from the termination).

b. Subcontractor's Certification of Non-Indebtedness - Contractor shall require all subcontractors performing work in connection with this Contract ("subcontractor")

shall also include suppliers providing goods or materials) to be bound by the following provision, and Contractor shall cooperate fully with the City in exercising the rights and remedies described below or otherwise available at law or in equity:

"Subcontractor hereby certifies and represents that subcontractor and subcontractor's parent company(ies) and subsidiary(ies) are not currently indebted to the City of Philadelphia ("City"). and will not at any time during the term of Contractor's Contract with the City (the "Contract"), including any extensions or renewals thereof, be indebted to the City, for or on account of any delinquent taxes (including, but not limited to, taxes collected by the City on behalf of the School District of Philadelphia), liens, judgments, fees or other debts for which no written agreement or payment plan satisfactory to the City has been established. In addition to any other rights or remedies available at law or in equity, subcontractor acknowledges that any breach or failure to conform to this certification may, at the option of the City, result in the withholding of payments otherwise due to subcontractor for services rendered in connection with the Contract and, if such breach or failure is not resolved to the City's satisfaction within a reasonable time frame specified by the City in writing, may result in the offset of any such indebtedness against said payments otherwise due to subcontractor and/or the termination of subcontractor for default (in which case subcontractor shall be liable for all costs, losses and other damages resulting from the termination)."

23. TAX REQUIREMENTS. Any person or entity who bids on and/or is awarded a contract by the City and/or School District of Philadelphia, is subject to Philadelphia's business tax ordinances and regulations. The City Solicitor has determined that anyone who is awarded a contract by the City and/or School District pursuant to a bid has entered into a contract within the City, and the subsequent delivery of goods into the City or performance of services within the City constitutes doing business in the City and subjects the successful bidder, including but not limited to, one or more of the following taxes:

- a. Business Privilege Tax
- b. Net Profits Tax
- c. City Wage Tax

The successful bidder, if not already paying the aforesaid taxes, is required to apply to the Department of Revenue, 1401 John F. Kennedy Blvd., Public Service Concourse, Municipal Services Building, Philadelphia, PA 19102 for a tax identification number and to file appropriate business tax returns as provided by law. Questions should be directed to the Business and Earnings Tax Unit at (215) 686-6600.

GENERAL INFORMATION

24. COMPLIANCE WITH LAWS. All goods and services and all documents and other materials furnished under the Contract shall conform with all applicable federal, state and local laws, statutes and ordinances and the applicable rules, regulations, methods and procedures of all governmental boards, bureaus, offices, commissions and other agencies. Contractor shall maintain during the term of the Contract all licenses, and authorizations required by any

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

applicable federal, state or local law or regulation. Applicable law shall include, without limitation, the laws stated in paragraphs 25 through 29 herein.

25. NONDISCRIMINATION.

a. Any Contract awarded pursuant to the Invitation and Bid is entered into under the terms of the Philadelphia Home Rule Charter and in its performance, Contractor shall not discriminate nor permit discrimination against any person because of race, color, religion, national origin, or sex. Such discrimination shall constitute an event of default under this Contract entitling City to terminate this Contract forthwith. This right of termination shall be in addition to any other rights or remedies as provided herein in Section 19 or otherwise available to the City at law or in equity.

b. In accordance with Chapter 17-400 of The Philadelphia Code, Contractor agrees that its payment or reimbursement of membership fees or other expenses associated with participation by its employees in an exclusionary private organization, insofar as such participation confers an employment advantage or constitutes or results in discrimination with regard to hiring, tenure of employment, promotions, terms, privileges or conditions of employment, on the basis of race, color, sex, sexual orientation, gender identity, religion, national origin or ancestry, shall constitute an event of default under this Contract and shall entitle the City to all rights and remedies as provided herein in Section 19 or otherwise available to the City at law or in equity. Contractor agrees to include the immediately preceding sentence, with appropriate adjustments for the identity of the parties, in all subcontracts which are entered into pursuant to this Contract. Contractor further agrees to cooperate with the Commission on Human Relations of the City of Philadelphia in any manner which the said Commission deems reasonable and necessary for the Commission to carry out its responsibilities under Chapter 17-400 of The Philadelphia Code. Failure to so cooperate shall constitute an event of default under this Contract entitling the City to all rights and remedies as provided herein in Section 19 or otherwise available to the City at law or in equity.

26. ETHICS REQUIREMENTS. To preserve the integrity of City employees and maintain public confidence in the competitive bidding system, the City intends to vigorously enforce the various ethics laws as they relate to City employees in the bidding and execution of City contracts. Such laws are in three categories:

a. Gifts. Executive Order No. 02-04 prohibits City employees from soliciting or accepting anything of value from any person or entity seeking to initiate or maintain a business relationship with the City of Philadelphia, its departments, boards, commissions, and agencies. Bidder understands and agrees that if it offers anything of value to a City official or employee under circumstances where the receipt of such item would violate the provisions of this Executive Order shall be subject to sanctions with respect to future City Contracts. Such sanctions may range from disqualification from participation in a particular Contract to debarment, depending on the nature of the violation. All bidders, agents or intermediaries who are solicited for gifts or gratuities by City employees are urged to report these incidents to the Inspector

General, Aramark Tower, Third Floor, 1101 Market Street, Philadelphia, PA 19107.

b. City Employee Interest in City Contracts. In accordance with Section 10-1112 of The Philadelphia Home Rule Charter, no bid shall be accepted from, or Contract awarded to, any City employee or official, or any firm in which a City employee or official has a direct or indirect financial interest. All bidders are required to disclose any current City employees or officials who are employees or officials of the bidder's firm, or who otherwise would have a financial interest in the Contract.

c. Conflict of Interest. Both the State Ethics Act and the City Ethics Code prohibit a public employee from using his/her public office or any confidential information gained thereby to obtain financial gain for himself/herself a member of his/her immediate family, or a business with which he/she or a member of his/her immediate family is associated. "Use of public office" is avoided by the employee or official publicly disclosing the conflict and disqualifying himself/herself from official action in the matter, as provided in The Philadelphia Code Section 20-608.

27. NORTHERN IRELAND. Section 17-104(2)(b) of The Philadelphia Code prohibits the City from accepting bids from companies that do business in Northern Ireland, unless that business has implemented the fair employment principles embodied in the MacBride Principles. In furtherance of this ordinance, bidder makes the following certification and representations:

a. In accordance with Section 17-104 of the Philadelphia Code, bidder by execution of its bid certifies and represents that (i) bidder (including any parent company, subsidiary, exclusive distributor, or company affiliated with Bidder) does not have, and will not have at any time during the term of any Contract resulting from this bid (including any extensions thereof), any investments, licenses, franchises, management agreements or operations in Northern Ireland, and (ii) no product to be provided to the City under any resulting Contract will originate in Northern Ireland, unless Bidder has implemented the fair employment principles embodied in the MacBride Principles.

b. In the performance of any Contract resulting from this bid, Bidder agrees that it will not utilize any suppliers or subcontractors at any tier (i) who have (or whose parent subsidiary, exclusive distributor of company affiliate have) any investments, licenses, franchises, management agreements or operations in Northern Ireland or (ii) who will provide products originating in Northern Ireland unless said supplier or subcontractor has implemented the fair employment principles embodied in the MacBride Principles. Bidder further agrees to include provisions with this subparagraph (b), with appropriate adjustments for the identity of the parties, in all subcontracts and supply agreements which are entered into in connection with the performance of any resulting Contract.

c. Bidder agrees to cooperate with the City's Director of Finance in any manner which the said Director deems reasonable and necessary to carry out the Director's responsibilities under Section 17-104 of The Philadelphia Code. Bidder expressly understands and agrees that any false certification or representation in

TERMS AND CONDITIONS OF BIDDING AND CONTRACT

connection with this subparagraph (c) and/or any failure to comply with the provisions of this subparagraph (c) shall constitute a substantial breach of any Contract resulting from the Invitation and Bid entitling the City to all rights and remedies provided in this bid or otherwise available in law (including, but not limited to, Section 17-104 of the Philadelphia Code) or at equity. In addition, it is understood that false certification or representation is subject to prosecution under IS Pa.C.S. Section 4904.

28. BUSINESS, CORPORATE AND SLAVERY ERA INSURANCE DISCLOSURE. In accordance with Section 17-104 of The Philadelphia Code, the successful bidder, after award of the Contract, will complete an affidavit certifying and representing that the bidder (including any parent company, subsidiary, exclusive distributor or company affiliated with bidder) has searched any and all records of the bidder or any predecessor business entity regarding records of investments or profits from slavery or slaveholder insurance policies during the slavery era. The names of any slaves or slaveholders described in those records must be disclosed in the affidavit.

The bidder expressly understands and agrees that any false certification or representation in connection with this Paragraph and/or any failure to comply with the provisions of this Paragraph shall constitute a substantial breach of this Contract entitling the City to all rights and remedies provided in this Contract or otherwise available in law (including, but not limited to, Section 17-104 of The Philadelphia Code) or equity and the Contract will be deemed voidable. In addition, it is understood that false certification or representation is subject to prosecution under Title 18 Pa.C.S.A. Section 4904.

29. PHILADELPHIA 21st CENTURY MINIMUM WAGE STANDARD. If Contractor is an Employer, as defined at Philadelphia Code Section 17-1303, Contractor shall comply with the minimum compensation standards by providing its employees with an hourly wage, excluding benefits, at least 150 percent of the federal or state minimum wage, whichever is higher, as more fully set forth at Philadelphia Code Chapter 17-1300. The Contractor shall promptly provide to the City all documents and information verifying its compliance with the requirements of Section 17-1300. Furthermore, Contractor shall notify each affected employee what wages are required to be paid.

The Office of Labor Standards may grant a partial or total waiver of Section 17-1300 based on specific stipulated reasons elaborated in Section 17-1304 of the Philadelphia Code.

**TERMS AND CONDITIONS OF BIDDING AND CONTRACT
SIGNING OF BIDS**

This contract consists of the Invitation and Bid (including exhibits and attachments), any addenda thereto issued by the City and the foregoing Terms and Conditions of Bidding and Contract (collectively, the "contract") and contains all the terms, conditions and requirements agreed upon by the parties. The terms "contract" and "agreement," whether capitalized or uncapitalized, shall have the foregoing meaning wherever they are used in the invitation and Bid, addenda thereto, the Terms and Conditions of Bidding and Contract, and this page. No other contract or agreement, oral or otherwise, regarding the subject matter of the contract shall be deemed to exist or to bind any party hereto or to vary any of the terms contained in the contract.

This contract may not be changed, amended or renewed, in whole or in part, except by a written amendment signed by the parties. No waiver by the City of any breach or noncompliance by the undersigned with any provision of this contract shall relieve the undersigned of any of its obligations or representations made under this contract.

This contract and all disputes arising under this contract shall be governed, construed and decided in accordance with the laws of the Commonwealth of Pennsylvania. The parties agree that any lawsuit, action, claim or legal proceeding involving, directly or indirectly, any matter arising out of or related to this contract or the relationship created or evidenced thereby, shall be brought exclusively in the United States District Court for the Eastern District of Pennsylvania or the Court of Common Pleas of Philadelphia County. It is the express intent of the parties that jurisdiction over any lawsuit, action, claim, or legal proceeding shall lie exclusively in either of these two forums. The parties further agree not to raise any objection to any lawsuit, action, claim or legal proceeding which is brought in either of these two forums and the parties expressly consent to the jurisdiction and venue of these two forums. The parties further agree that service of original process in any such lawsuit, action, claim or legal proceeding may be duly affected by mailing a copy thereof, by certified mail, postage prepaid to the addresses specified in the Invitation and Bid and/or this page.

NOTE: ANY BID THAT IS NOT EXECUTED IN ACCORDANCE WITH THE INSTRUCTIONS PROVIDED BELOW OR THAT DOES NOT INCLUDE STREET ADDRESS, CITY, STATE AND PHONE NUMBER, MAY, IN THE SOLE DISCRETION OF THE PROCUREMENT COMMISSIONER, BE REJECTED.

SIGNING OF BIDS:

If bid is by an **INDIVIDUAL** or a **PARTNERSHIP**, or if the bid does not exceed \$25,000, date and sign the bid here, with the original signatures, in ink.

This _____ day of _____ 20

(Signature of Owner, Partner)

(Type or Print Name and Title)

(Business Name of Bidder)

(Address, including Zip Code)

(Telephone Number, including Area Code)

If the bid is a **CORPORATION**, date and sign the bid here with original signatures, in ink, by (a) President or Vice President of the Corporation AND (b) Secretary, Assistant Secretary, Treasurer or Assistant Treasurer of the Corporation; and (c) affix the seal of the Corporation. If the form is not signed by the President or a Vice President and Secretary, Assistant Secretary, Treasurer or Assistant Treasurer, attach a duly certified corporate resolution authorizing the person signing in place of such officers to execute this bid for the corporation.

This _____ day of _____ 20

CORPORATE SEAL

(Corporate or Business Name of Bidder)

(Address, including Zip Code)

(Telephone Number, including Area Code)

(Signature of President or Vice President)

(Signature of Secy., Asst. Secy., Treas. or Asst. Treas.)

(Type or Print Name and Title)

(Type or Print Name and Title)

APPROVED AS TO FORM

CONTRACT EXECUTION

(Assistant City Solicitor)

(Procurement Commissioner)



CITY OF PHILADELPHIA

PROCUREMENT DEPARTMENT
120 Municipal Services Building
Philadelphia, Pa 19102-1685

Hugh Ortman
Procurement Commissioner

Dear Valued Vendor,

The City of Philadelphia is pleased to announce a new online **Vendor Invoice Information (VII) Website** which will allow businesses such as yours to inquire about the status of invoices billed against purchase orders and professional services contracts. The only requirement is that your invoices utilize a unique number – alpha, numeric or a combination of the two.

This system will be operational twenty four hours a day, seven days a week. All you have to do is log on to the City of Philadelphia website: www.phila.gov, click on “Vendor Invoice Information” under the “Help Me” section of the home page, enter your Federal Employer Identification Number (FEIN) and a valid active purchase order. Then, agree to a waiver statement and follow the prompts to get an up-to-date status on your payments.

You are urged to give it a try and see for yourself how easy it is to use. If you should happen to experience any problems, or if you would like to comment on this new system, please e-mail us using the question and comment field provided on the site.

We believe that you will find this new way of obtaining payment information convenient and easy to use.