

**MISSION STATEMENT: TO CREATE A HEALTHY, SAFE, DIVERSE, AND PROSPEROUS CITY
BY ENGAGING COMMUNITY MEMBERS TO DEVELOP AN ENRICHED QUALITY OF LIFE.**



**COUNCIL MEETING AGENDA
CITY COUNCIL – CITY OF ONTARIO OREGON
TUESDAY, OCTOBER 25, 2022, 6:00 PM, MT
[Zoom Link](#)**

Pursuant to the Public Meetings Laws and Rules within the Oregon Revised Statutes, the City Council has the authority, ability, and standing to take action on any items on the Agenda, or add items to the Agenda, during the Study Session or Regular Meeting, as long as all public meeting notice requirements have been met.

1) CALL TO ORDER

Roll Call: Susann Mills ____ Sam Baker ____ John Kirby ____ Ken Hart ____
Michael Braden ____ Eddie Melendrez ____ Mayor Riley Hill ____

2) PLEDGE OF ALLEGIANCE

This Agenda was posted on October 21, 2022. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website at www.ontariooregon.org.

3) MOTION TO ADOPT THE AGENDA

4) PUBLIC COMMENTS Citizens may address the Council; however, Council may not be able to provide an immediate answer or response. Out of respect to the Council and others in attendance, please limit your comment to three (3) minutes. Please state your name and city of residence for the record.

5) CONSENT AGENDA

- A) Adoption of Council Meeting Minutes: September 27, 2022
- B) Housing Incentive Program: David Thompson (51-2022)

6) OLD BUSINESS

- A) Lease Renewal: Amendment #4 Water Tower Lease w/T-Mobile (Sprint)
- B) STOL Drag Race

7) NEW BUSINESS

- A) Bid Approval to Purchase Rescue One Unit
- B) Resolution #2022-142 and Ordinance #2817-2022 Public Safety Fee
- C) OMA: Partnership Needed to Solve Statewide Homelessness Emergency

8) DISCUSSION ITEMS

- A) Grant Writer RFP Results
- B) Nuisance Abatement Ordinance Update

9) HAND-OUTS

- A) Minutes - County Court 09-21-2022; 10-12-2022
- B) Check Register - September, 2022

10) CORRESPONDENCE, COMMENTS AND EX-OFFICIO REPORTS

11) ADJOURN

The City Council may recess/adjourn to Executive Session under ORS 192.660(2) as follows: (a) Employment of Public Officers, Employees, or Agents; (b) Discipline of Public Officers, Employees, or Agents; (c) Labor Negotiations; (d) Real Property Transactions; (e) Exempt Public Records; (f) Trade Negotiations; (g) Litigation /Consult with Legal Counsel; (h) Performance Evaluation of Public Officers and Employees; (i) Trade Negotiations; and/or (l) Labor Negotiations.

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CITY COUNCIL MEETING MINUTES September 27, 2022

The scheduled meeting of the Ontario City Council was called to order by Mayor Riley Hill at 6:00 p.m. on Tuesday, September 13, 2022, in the Council Chambers of City Hall. Council members present were John Kirby, Riley Hill, Michael Braden, Ken Hart, Susann Mills, and Eddie Melendrez. Sam Baker was excused.

Members of staff present were Dan Cummings, Corinna Hysell, Terry Leighton, Justin Zysk, Kari Ott, Mike Iwai, Casey Mordhorst, and Paul Woods.

The meeting was recorded, and copies are available at City Hall.

Mayor Hill led everyone in the Pledge of Allegiance.

AGENDA

This Agenda was posted on September 23, 2022. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website www.ontariooregon.org.

Mayor Hill added Old Business to the Agenda, to include 7A: Accepting Funds for Training Center; and 7B: Grant Writer Contract Extension (Merchant McIntyre).

HART moved, KIRBY seconded, **TO ADOPT THE AGENDA AS AMENDED**. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

CONSENT AGENDA

KIRBY moved, MILLS seconded, **TO ADOPT THE CONSENT AGENDA, WHICH CONSISTED OF THE CITY COUNCIL MEETING MINUTES OF SEPTEMBER 13, 2022**. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

PRESENTATION

Ontario Promise/529 Plan

John Valley, Outreach Director, Oregon Treasury Savings Network, stated: *I believe I'm just kind of giving a little brief overview of just what happened at our kickoff event. I think there were several of you there. I'm here tonight because I was part of the, or at least was able to witness the kickoff event that the Mayor and several of the Councilmembers were able to attend along with other community leaders to celebrate the launch of Ontario Promise, where the city has dedicated funds to help open accounts for young students, actually anyone under 19 in the 97914 zip code, get a \$100 contribution for an Oregon College Savings Plan. Myself and everyone else at Treasury are so excited about this partnership. Treasurer Read himself was unable to be at the kickoff event. I know he was disappointed he couldn't be here for him to talk and really reach out to the community for their leadership and everything that's been done by this City Council and the community as a whole. So, I just want you all to know that I will make myself available to do virtual presentations. If it's important for me to come out here in person, I'll do my best to come out here in person. I want to make sure everyone here knows that the Oregon College Savings Plan is a wonderful tool to help save for a post-secondary education. It probably won't pay for everything, but it'll help, and we encourage people to take advantage of it, learn about it. There's plenty of informational flyers around schools and community, I don't know*



where else Kathy's put them, but I think there are some at the library, and other places. I was able to speak at the Chamber yesterday. I was also able to talk with some staff at DHS, so the community's really come together to help get the word out. With the City Council's leadership, we hope other people will take advantage of this program. I don't want to get too much in the details. I know you've heard me present before. Are there any questions from anyone on the City Council about the program?

Mayor Hill asked Mr. Valley to give a quick recap of the program.

Mr. Valley: I just want to be respectful of everyone's time. Basically, what is going to happen is, if you have a student who lives in Ontario and they go to their school and get a paper application, they fill it out, they'll turn it into the school, which will then go to the district office. They will mail it to our financial partners back East, and then what will happen is, with that 97914 zip code to the beneficiary, \$100 will be triggered to be contributed to that account. That's a split between the city's fund that have been dedicated, as well as the State Treasury funds for that \$100. We're going to be doing that for the entire school year. We encourage people to do it sooner rather than later. But the benefits of the program, you can use it for any type of post-secondary education expense. For those not familiar, you can use it for a four-year school, you can use it for a two-year school, you can use it for a trade school, you can use it for a school in Oregon, or outside of Oregon. The only criteria is that the school is accredited, which means that it's eligible for federal financial aid. You have that money in the account, all the interest you're earning is tax-free. Again, as long as you use it for a post-secondary education expense, which is anything required to go to that school. So if you're going to be a chef and you go to a culinary institute, you can use it for pots, pans, knives, anything that's required to go to that institution. The account owner is also eligible for a state income tax credit, so \$300 if you're a joint filer, \$150 if you're a single filer. Other people can contribute to the account. They'll also be eligible for a state income tax credit. We have an e-gift feature. I was just talking to members of the City Council. It's a great gift idea. I use this example all the time: I don't need anymore Lego toys cluttering up my holiday, can you email friends and family, and they can make a contribution to your and Todd's savings plan. They'd be eligible for that state income tax credit. It's a great program. Again, another tool that will help pay for post-secondary education expenses. Still will get scholarships, still will get grants, but also with the Oregon College Savings Plan, especially through Ontario.

Mayor Hill stated he wanted everyone to know was that during the Goal Setting Session, the City Council wanted to align themselves more with the schools and education. Councilor Hart convened Tom Greco, the Chair of the Board, and established a committee. Through the process the city set aside \$130K of seed money, which was taken from marijuana funds. Now the state has agreed to match that \$100K and they would do all the paperwork, so the city saved \$30K. And this would run more than one year.

Mr. Valley: I think the key thing that we wanted to commit, I think the original proposal, we went through some reiterations as the Council probably knows, is that there were certain tiers of grade levels that were originally going to be funded, and we thought that was just going to be very complicated and messy trying to let certain parents know that you'd be eligible, but if you had a sibling you wouldn't be eligible, so just to make it simpler, we just thought it should be eligible for everyone. In order to make that happen, we had to sort of be willing to contribute some additional funds to make that happen. So now, every student would be eligible for that, and we were happy to make that contribution and match those funds.

Mayor Hill stated everyone would know the Council was good guardians of their money, and they had received money from the state to double their efforts and they appreciated the state's help.

Mr. Valley: *Okay. Any other questions or comments?*

Councilor Mills stated she thought it was important to explain that it could be handed down to siblings.

Mr. Valle: Yes. To be honest, I do this presentation, short, long, and so many times I forget sometimes where I say one thing and then another things, so I'd be happy to repeat it. One of the most common things that I get as a question for someone interested in opening an account is what happens if my son or daughter turns 18, decide they



don't want to go to school, what happens to the money? It's always important to remember, we just had a conversation offline about this, it's always the account owner's money. If not when the beneficiary turned 18, they inherit it and they go spend it on whatever they want. The account owner controls it. If that 18 year old decides they want to drive across the country, figure out what they want to do with their lives, and come back when they're 20, 25, whatever that is, there's no age limit of when the money needs to be used, so it can still keep on adding interest. If for whatever reason they get a full scholarship, they don't need the money in the account, you can transfer it or roll it over into another account. I have two kids. I have a son and a daughter. My son's older. So if my son doesn't need the money, I can put it in my daughter's account. If there's money left over in the account, and he wants to go to graduate school, he can use it for that. He can keep it in the account and if he has kids, I can change it to a future grandson or granddaughter. You can always change the beneficiary within a first cousin, so there's a lot of flexibility. One thing I will say, or did that just answer your question? I can go on and on about this. I want to be respectful of everyone's time. Was that the point you were hoping I was going to make? Okay, hopefully I made that clear.

Councilor Mills stated he had.

Councilor Hart voiced his thanks to Mr. Valley. Without him, they wouldn't be where they were, because they had been struggling with the committee on how to move forward. They appreciated Treasurer Read, because he had to approve it, but they all knew that staff at the city did the work, and the staff at the Treasure Department did the work. A big thank you also – a student from Four Rivers Community School had spoken that day, Stephan Madero, who is a junior, and his comment was that he was a junior who hadn't really thought about how he was going to pay for college, and now all of sudden he had \$100 in a fund. That's what the committee was going for, getting other students to think about what it might be to be able to continue on.

Mr. Valley: *You're very welcome. Again, it wouldn't have been without your leadership and bringing the proposal forward that we would even have been able to partner, so thank you. Have a great night.*

Accept Findings on Training Center

Terry Leighton, Fire Chief, stated: *I have some amazing news, especially for you, sir. So, Mayor and Council, I was very blessed to receive this news just the other day, and I passed it on to the City Manager Dan Cummings, and also to Kari Ott, and we wanted to tell you about this news. It's something I've been working on for a while. It is, they don't call it a grant, but I call it a grant, or a gift, and to me, it's a huge gift. But, the state, just like the Mayor has asked for other funding agencies, the state has told us that we can have \$328K for the training center. So, about three or four months ago, I met with actually the official Fire Marshall and her top deputy and walked through the whole place, and she said you need to ask for money, and you need to ask for money to have some of the work done by other people, not yourself, because they saw me swinging my hammer and all of that. So, this to me, is just a Godsend, it truly is. This is going to go to pay back some of the money that we've already been using that the city gave us, and the Rural gave us, and the Firefighter's Association, to pay some of those things, and that way, some of those monies that were going from the city's money that we have in the budget, we'd be able to continue to pay operating costs, maintenance costs, those kinds of things that we will have in the future. In order to get those funds, I had to write a budget for it, and in order to get those, there's four different, four or five, four different steps, so that funding will come, and those are the steps that I have write the budget for those steps. The first part is the biggest one, it's \$150K. It covers a lot of the stuff we have done already, the tables, the TVs, the alarm, those type of things that we've already installed, the cameras. And then another one is involving seal coating the whole parking lot, the training tower, and the burn cell, all of those are in different steps. Like I said, this is a Godsend, a \$328K gift from the state is amazing and I just wanted you guys to know that and with that, I just ask for the approval for me to sign this Intergovernmental Agreement, and I also did want to say that this was actually a five-year plan, and it starts September, 2022, and goes through September, 2027.*

Mayor Hill stated it appeared there was no match required.

Chief Leighton: *No. What they are encouraging and what they were so excited about was being able to train firefighters on this side of the state. They said they may store a cache of a little bit of their equipment in one of those pole barn areas, and that was just a possibility, but we have plenty of room to store their stuff. They were just so excited about the plan. We have already been able to bring many firefighters and police officers from all over the state here and had some come from the west side of the state for NFPA classes and that. I do have numbers if you guys are interested in what we spent so far on it, if you're interested in that, but I'm just happy to tell you that we got a huge gift.*

HART moved, MELENDREZ seconded, **THE COUNCIL GIVE PERMISSION TO THE FIRE CHIEF TO SIGN THE INTERGOVERNMENTAL AGREEMENT RECEIVING A LARGE GRANT FROM THE STATE.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Grant Writer Extension

Justin Zysk, HR Manager, stated: *I will give kind of a precursor to the reason why we're doing this, and then Mr. Cummings will fill in any gaps. So, a while back, you, as a Council, tasked staff to search for other grant writers for the reason that you were not happy with our current grant writers. What we have done is create a new extension of the contract, it was just a 30-day extension to kind of buy some time. In that time, we are going to be publishing out a new RFP, which is a Request for Proposal, for a new grant writer. The reason why we are extending the contract as opposed to just stopping the contract when it essentially terminates at the end of the month, is because we have seven total grants that are being processed at various stages of their life, some of which have key deadlines that would be missed if we stopped working with the grant writers we have currently. That would detrimentally affect some big funding opportunities for the city. So, essentially, we are asking for your blessing to extend the contract for 30-days and allow us to find a new proposal.*

Dan Cummings, City Manager, stated the Mayor had the proposed new contract, which had been written to be a month-to-month contract with Merchant McIntyre, which would continue until the city had the RFP out and new proposals submitted.

Mayor Hill stated the contract read \$6,000 per month, but the previous was \$6,500.

Mr. Cummings confirmed it was the \$6,500 per month.

Mayor Hill asked for the justification for extending the contract when the city had received no deliverables so far.

Mr. Cummings stated they did not have to approve the contract; they could let it expire at the end of the month. At that point, Merchant would cease all work on any grants currently being worked on, and the city would stall until new proposals were received, reviewed, and a selection made for possibly a new firm.

Mayor Hill stated his concern was that if the city didn't extend the contract, and there were things currently being worked on, and the city selected another firm, would they pass the work they'd been doing on to the next firm?

Mr. Cummings stated he'd have to review the original contract, not the extensions, to see if that was part of the original contract. He could step away and research that now if the Council wanted that information before making a decision on the extension.

Councilor Kirby stated when they requested the RFP from Merchant McIntyre, he thought they didn't want to do a month-to-month extension. He thought they wanted a three-month, six-month, contract.

Mr. Cummings stated Councilor Kirby was correct. On this last extension they gave MM, the 90-day extension, they didn't want to do a month-to-month, so *he* was the one suggesting it. It expired at the end of the month, and there was nothing received yet regarding the RFP. He suggested the month-to-month so the existing grants in process didn't just stop, and so they'd continue working on them. He believed MM would submit a proposal.



Councilor Kirby verified an RFP was sent out, but it was not successful, or was it an inadequate RFP, or what?

Mr. Cummings stated the RFP was in the process currently.

Councilor Kirby asked if the RFP read that there was a 30-day, 60-day, 90-day timeframe to submit a proposal?

Mr. Zysk stated all steps of the RFP process would be completed by the end of October. The closing would be October 18th; staff would determine responsibility and responsiveness of the bids; they'd be scored; and attempt to award and negotiate a contract, all done by the end of October.

Mr. Cummings stated as the current contract ended end of September, did they want to stop there and stall until the RFP process was complete?

Mr. Zysk stated staff had spoken with Merchant McIntyre, and they were amendable to the 30-day extension. They understood the city's position.

Councilor Hart asked Chief Leighton if Merchant McIntyre was involved in his \$328K grant the city just received?

Chief Leighton stated they were not; however, they were involved in the process for a new ladder truck, and the SAFER grant, and were also assisting him in writing two other grants through the State of Oregon for a fire engine and a Tinder.

Councilor Hart stated there was a lot of state money out there, and to spend this amount of money and only have a federal focus was where he'd like to find a firm that had both state and federal focus. He also didn't want to spend \$6K on a firm for *just* federal, and another \$6K for a firm focused *only* on Oregon. With Merchant McIntyre, the city had not seen any financed in that they were only federal focused. He was worried that they might not get any proposals through the RFP process, so the city could stay in this situation. The Council needed to decide how much they continued to spend with no results.

Mr. Cummings stated the RFP was seeking a firm that focused on both federal and state opportunities.

Mayor Hill asked if the Council wanted to postpone taking action until Mr. Cummings determined if MM would pass on the information if they were not successful in the bid process?

Councilor Braden stated he'd like to extend it to keep the continuity.

Councilor Hart asked how long it would take Mr. Cummings to find out about ownership of the work.

Mr. Cummings stated he would research that during the next action item.

Councilor Braden stated he wanted them to make a decision that night.

Mayor Hill stated they'd postpone a vote until they had an answer from Mr. Cummings.

NEW BUSINESS

Letter to State: Ballot Measure #110

Councilor Hart stated he believed they needed to do a lot more to go upstream and determine why there was an increase in crime, an increase in transient homeless, and he believed Ballot Measure #110 that was passed by the voters to decriminalize hard drugs in Oregon, was a reason. He'd like the Council to so sign the letter to let the State know that BM 110 had a detrimental impact.



Councilor Kirby stated he'd like the letter published in all the major newspapers in Oregon, and he provided a list of those outlets.

KIRBY moved, HART seconded, **THE LETTER FROM THE CITY OF ONTARIO REGARDING BALLOT MEASURE #100 AND ITS CONSEQUENCES BE SENT TO THE GOVERNOR OF THE STATE OF OREGON AND THE FORMER HOUSE MINORITY LEADER CHRISTINE DRAZAN, FORMER HOUSE SENATOR BETSY JOHNSON, AND FORMER OREGON SPEAKER OF THE HOUSE TINA KOTEK, AS WELL AS THE ATTACHED LIST OF NEWSPAPERS IN OREGON, TO INCLUDE THE OREGONIAN, THE REGISTER-GUARD, THE STATESMAN JOURNAL, THE BEND BULLETIN, ALBANY DEMOCRAT, GRANTS PASS COURIER, HERALD AND NEWS-KLAMATH FALLS; CORVALLIS GAZETTE-TIMES; EAST OREGONIAN; THE DALLES CHRONICAL; MAIL TRIBUNE-MEDFORD; THE DAILY ASTORIAN; ASHLAND DAILY TIDINGS; BAKER CITY HERALD; THE ARGUS OBSERVER; MALHEUR ENTERPRISE; BLUE MOUNTAIN EAGLE-JOHN DAY; BURNS TIME HERALD; AND THE LAGRANDE OBSERVER.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Mayor Hill stated he contacted Councilor Baker, who was unable to attend the meeting that night, and he informed the Mayor he wanted his name on the letter.

Councilor Braden stated Councilor Hart had drafted a good letter, and was getting some work done for the city, but did it need to be run by the City Attorney before posting?

Councilor Hart stated it was a political document, written by a Councilor and voted on by the Council, so there was no reason.

Councilor Hart read the letter: *An open letter from the City of Ontario to: Oregon Governor Kate Brown; Former Oregon House Minority Leader Christine Drazan; Former Oregon State Senator Betsy Johnson; and Former Oregon Speaker of the House Tina Kotek*

The City of Ontario needs your help.

The passage of Ballot Measure (BM) 110 in 2020 has disastrously impacted our community. As a border town with the State of Idaho, Ontario has seen a significant increase in crime and homelessness in the past few years. During a presentation to the Ontario City Council by Ontario Police Chief Michael Iwai, he noted the negative impact of BM 110 and the decriminalization of hard drugs in our community. Ontario is attracting individuals from outside of our community specifically due to this decriminalization.

We acknowledge BM 110 does provide for some additional funding to assist with addiction treatment. The City of Ontario would rather reverse the decriminalization of drugs and return the addiction treatment funds (which according to Police Chief Iwai will result in a grand total of seven new beds in all of Malheur County). Our local police feel overwhelmed by the increase in crime and homelessness resulting in a request of more police resources – not the decrease in police resources as envisioned with the passage of BM 110.

The City of Ontario understands that BM 110 was passed as a grand experiment by the people of Oregon and not by the Oregon Legislature (BM 110 failed in Malheur County 61% to 39%). The community of Ontario believes that the experiment has been a catastrophic failure. BM 110 is negatively impacting our citizens' quality of life and we ask that you do all you can in your power to overturn this misinformed policy in any way you can including sending this back to the voters for reversal or allowing Ontario to be carved out from its implementation.

Ontario is a proud and compassionate community and we do not want a handout from the State. However, as a rural border community of 11,080 we can no longer afford to bear the burden of being the drug use destination of our neighboring state and expect to continue to maintain the quality of life our citizens expect and deserve.

The City of Ontario needs your help, and we thank you for your consideration.



(RETURN TO) Contract Extension: Merchant McIntyre, Grant Writers

Mr. Cummings stated the original agreement was silent about turning over any of the records. That would be something that would have to be negotiated. However, he noted in the existing extension the fee had been reduced to \$6K per month, which was what was in the proposed month-to-month agreement.

HART moved, KIRBY seconded, **THE COUNCIL EXTEND THE CONTRACT WITH MERCHANT MCINTYRE FOR ONE MONTH FOR \$6,000 PER MONTH WITH THE STIPULATION THAT THE CONTRACT INCLUDE LANGUAGE RELATED TO THE CITY OF ONTARIO OWNING THE WORK PRODUCT SO IF A TRANSITION WAS MADE TO ANOTHER ENTITY, ALL THAT WORK WAS NOT LOST.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Ordinance #2815-2022: Codifying Ontario's Municipal Charter

Dan Cummings, City Manager, presented.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL TO ADOPT ORDINANCE #2815-2022, AN ORDINANCE CODIFYING THE ELECTORS' DECISION TO AMEND THE CITY OF ONTARIO'S MUNICIPAL CHARTER.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Ordinance #2816-2022: Codifying OMC 3-11 Increase Transient Lodging Tax to 10%

Dan Cummings, City Manager, presented.

KIRBY moved, MILLS seconded, **THE CITY COUNCIL TO APPROVE ORDINANCE #2816-2022, AN ORDINANCE OF THE CITY OF ONTARIO (A) CODIFYING THE ELECTORS' DECISION TO INCREASE THE TRANSIENT LODGING TAX, AND (B) AMENDING TITLE 3, CHAPTER 11 OF CITY OF ONTARIO'S MUNICIPAL CODE TO REFLECT THE TAX INCREASE; AND DECLARING AN EMERGENCY.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Resolution #2022-139: ATF Equitable Sharing Funds

Kari Ott, Finance Director, presented.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL APPROVE RESOLUTION #2022-139: A RESOLUTION APPROPRIATING UNEXPECTED DEPARTMENT OF JUSTICE EQUITABLE SHARING PROGRAM FUNDS.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

PUBLIC HEARING**Accept Right of Way for a Portion of Alameda Drive, per Approved Plat of Mayberry Subdivision, Approved Under Planning Action 2021-03-12 SUB**

It being the date advertised for public hearing on the matter stated above, the Hearing was declared open. There were no objections to the city's jurisdiction to hear the action, no abstentions, and no ex-parte contact, and no declarations of conflict of interest.

Dan Cummings, Community Development Director, presented.

The Hearing was opened for public testimony. Proponents: None. Opponents: None. There being no Proponent and no Opponent testimony, the Hearing was closed.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL APPROVE THE DEDICATION OF THE RIGHT OF WAY FOR A PORTION OF ALAMEDA DRIVE AS SHOWN ON THE PLAT OF MAYBERRY SUBDIVISION, SAID SUBDIVISION BEING APPROVED BY AN ADMINISTRATIVE ACTION ON DECEMBER 14, 2021, UNDER PLANNING FILE 2021-03-12SUB AND AUTHORIZE THE MAYOR TO EXECUTE HIS SIGNATURE ON THE FINAL PLAT ACCEPTING THE DEDICATED RIGHT OF**



WAY. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

DEPARTMENT HEAD UPDATE

Finance: Monthly Report *(Attached)*

Kari Ott, Finance Director, presented.

Mayor Hill stated based on the information provided, the city could be \$500K-\$750K short on projections.

Ms. Ott stated that was correct. The Council would need to review the list and recommend not doing a particular project or postponing a project.

Councilor Kirby stated the Council became aware of the situation through an article out of K2 news in Portland. Did the news media in the valley report anything else that Ontario was experience. Was this a continuing issue statewide or was it just this last two quarters.

Ms. Ott stated Oregon had been legalized for a few years, so the market was going to adjust. It would eventually adjust to where it was going to be, based on pricing and demand, and they would have to price more competitively.

Mr. Cummings stated he contacted three local dispensary owners and asked their opinion. He guessed that their sales had not decreased, based on traffic and volume at the stores, but they had to adjust their prices because the market was stabilizing and there was such a huge number of people who were growing and processing. He asked them if he was guessing correctly that sales were still there, but prices went down? He had that confirmed, 100%.

Councilor Hart stated they had made an estimate in the budget, so he'd like staff to get together and determine a new estimate of what they thought the marijuana revenue was going to be, and to present at the next Council meeting with a few options of what staff really needed and or what could be modified.

Community Development: Quarterly Report *(Attached)*

Dan Cummings, Community Development Director, presented.

DISCUSSION ITEMS

Uber/Lyft Transportation

Dan Cummings, City Manager, asked Councilor Hart to provide a brief introduction as this was an issue he had asked to be brought forward.

Councilor Hart stated he received an email from Dina Ellwanger, President of St. Alphonsus Hospital, Ontario, and the hospital continued to hear about the difficulty getting transportation for people in the community to health care, whether it be appointments or in the ER and needing a ride somewhere. He asked his community health workers if they experienced the same thing, and they said absolutely. Many patients in the community did not have access to reliable vehicles, had a difficult time getting to and from appointments, and one barrier was that Uber and Lyft could deliver someone from Idaho into Ontario, but could not Uber or Lyft could not originate in Ontario. They heard the reason was that it was tied to a city ordinance or the way they were established as a taxi service. He asked Mr. Cummings and Chief Iwai to research that. It would be huge benefit if they could figure out a way to allow Uber and Lyft to operate in in the community, which would help in many ways, but especially on health care situations.

Mr. Cummings stated they had reviewed it, and the taxicab code required anyone that was out for hire had to have a taxicab license. Even though Uber and Lyft did not classify themselves as a taxi, and those companies conducted all the background checks on their drivers, and ensured it was all above board. It was staff's opinion there were two



ways to deal with the issue. First, staff could update the existing code, adding verbiage for these Uber/Lyft type rides, or second, tell Uber and Lyft they could license the main company as the taxi. The city would recognize in the code all the insurance, etc., that taxicabs had to have, and would require the same from Uber and Lyft, including background checks, etc., but the main company itself would obtain the taxicab license. That would be a way to handle it to get one in place immediately. Option #2 was his recommendation - to modify the existing code, recognizing that under the license, they were being told they had to ensure they were doing all the requirements on the drivers, and they'd be licensed under the existing one. Or, hold off and direct staff to review and update the existing code to include those types of transportation. Also, it was difficult in this urban area for a driver to afford to pick up someone in Ontario to take them to Boise, because of what could actually be charged. Overall, he was not that well versed on the issue.

Mayor Hill asked how many taxicabs were currently licensed in Ontario.

Mr. Cummings stated the city was down to one, and that was not currently being operated.

Councilor Kirby stated he believed there were three shuttle operators in this area, and they transported Ontario to Portland, Ontario to Bend, Ontario to Boise, for medical purposes. Was this a role they might be able to add on?

Councilor Hart stated he was just relaying what he'd been told; that Idaho had a system and they had been cancelling most of those rides, so when someone thought they had a ride, it was cancelled. He didn't want to hurt any other transport businesses, but he'd heard from the President of the hospital, as well as his own staff, that what was being done currently was not working. He saw this as another option to provide people a way to do something. It was a request, and he'd like the Council to support it. Any barrier that could be removed to allow people to get access to health services was important.

Direction given to staff to research the situation.

HAND OUTS

Minutes: County Court (Attached)
09-07-2022; 09-12-2022

Check Register: (Attached)
August, 2022

CORRESPONDENCE, COMMENTS, AND EX-OFFICIO REPORTS

- Mayor Hill stated when the Chief gave his report last meeting, he spoke of no coordination between the different agencies that handled the homeless, so he talked with a member of the Border Board to see if they had thoughts or money. He took the Chief's comments to Shawna Peterson, who gave this feedback: *Thank you for taking time to meet with me today. This confirms our conversation about the homelessness and mental health issues in the border region. The Border Board discussed ideas to address that issue at our most recent meeting. While I cannot commit the Board or any funds at this early stage, the Board did indicate strong interest in supporting a coordinator hired to do the following: liaison between the various entities with resources that the community (Lifeways, EOCIL, DHS, etc.) source and secure federal and state funding to address these needs. We envision this being housed at the City of Ontario whether as an employee or a contractor with the reporting relationship to the City Manager and some measure of accountability to the Border Board. We believe the most successful structure would be a two to three year partnership between the City and the Border Board to create and fund this position. On behalf of the Border Board, I look forward to exploring this further and to a potentially fruitful collaboration. Shawna Peterson, Executive Director.* He wanted to let staff know they were not ignoring what the Police Chief presented earlier.



- Councilor Kirby stated the Chief had also asked for a transportation fund for people who broke down, etc. Years ago, the city had that type of fund, which had been funded by the various churches in the community. That was administered by the Police Department. It was his understanding that was no longer in place. He spoke with his own Pastor, who indicated he thought that was something his church could support, but it had not gone before the finance committee. Maybe the city needed to get an interim program in place, something that various churches might assist in funding. He'd like to see something like that explored.

EXECUTIVE SESSION

ORS 192.660(2)(a): Consider Employment

An executive session was called at 7:51 p.m. under provisions of ORS 192.660(2)(a) to consider employment of an officer, employee, staff member, or agent. The Council reconvened into regular session at 8:44 p.m.

ACTION FOLLOWING EXECUTIVE SESSION

City Manager Appointment

HART moved, KIRBY seconded, **THE CITY COUNCIL ENTER INTO AN EMPLOYMENT AGREEMENT AS DISCUSSED IN EXECUTIVE SESSION WITH AMENDMENTS FOR DANNY K. CUMMINGS TO BE THE CITY OF ONTARIO CITY MANAGER.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

ADJOURN

HART moved, MILLS seconded, **THAT THE MEETING BE ADJOURNED.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

ACCEPTED:

ATTEST

Riley J. Hill, Mayor

Tori Barnett, MMC, City Recorder





**AGENDA REPORT
CONSENT AGENDA
October 25, 2022**

To: Mayor and City Council

FROM: Kari Ott, Finance Director

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **HOUSING INCENTIVE PROGRAM: DAVID THOMPSON (51-2022)**

DATE: October 21, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL APPROVE THE APPLICATION BY DAVID THOMPSON AT 701 REITER DRIVE FOR THE ONTARIO HOUSING INCENTIVE PROGRAM IN THE AMOUNT OF \$10,000.

SUMMARY:

David Thompson submitted an application for \$10,000 from the Housing Incentive Program.

The property is located at 701 Reiter Drive.

The Business Loan Committee is the reviewing and recommending authority for the City of Ontario Business Loan Fund and, as such, the Committee is tasked with reviewing and providing a recommendation to the City Council on all applications submitted for loan requests and Housing Incentive payments. The City Council is the final authority for approval of the applications. The City Manager, Finance Director, and Community Development Director are responsible for insuring all requirements are met prior to payment of the approved application.

BACKGROUND:

The City Council, under Resolution #2018-111, updated the City of Ontario Business Loan Fund codes under Section 11a Housing Incentive Program to promote new housing development with the city limits of Ontario.

CURRENT SITUATION:

David Thompson is requesting approval of his application for the \$10,000.00 Incentive on a new home to be located at 701 Reiter Drive, being Tax Lot 4 SAGE RIDGE PLACE SUBDIVISION. The proposed dwelling will be 1673 square feet with two bath (2) bathrooms and two (2) car garage. The application was deemed to be complete by the Community Development Director and meeting or exceeding the minimum requirements of Section 11 of the Business Loan Fund code and was forwarded to the Committee for their review and recommendation. The

Business Loan Fund Committee recommended the loan for approval by the Council on October 12, 2022.

ANALYSIS:

- A. **STRATEGIC PLAN** The Housing Incentive Program promotes growth and desirability goals of the Ontario Strategic Plan. It specifically addresses the activities to build a variety of housing options and add fill-in housing.
- B. **FINANCIAL** If approved, the city would pay the funds from the Business Loan Fund. The \$10,000.00 would be paid back to the fund through the city portion of the property taxes collected on the property and dwelling approved under this application.
- C. **TIMING** Time is of the essence on this application as the applicant wants to pull a building permit and start construction as soon as they receive their approval.
- D. **POLICY/LEGAL** The Business Loan Fund Committee makes recommendations to the City Council. If the City Council approves the action, the City Manager will have the Agreement signed by all parties authorizing the Building Department to issue a permit under this Agreement.

ALTERNATIVES:

Table the Action: The City Council could table the request and request further information from the Applicant.

Deny the Action: The \$10,000 payment would not be made.

RECOMMENDATION:

Staff reviewed the application for completeness and find it meeting or exceeding the minimum requirements. The Business Loan Fund Committee sent a favorable recommendation to the City Council. Therefore, staff recommends that the City Council approve the application by David Thompson for the amount of \$10,000.00.

ATTACHMENTS:

1. Application 51-2022_David Thompson (1)



Application 51-2022
Permit #2383

City of Ontario, Oregon
Housing Incentive Program Checklist

Applicant: David Thompson Date: 9-29-22
Site Address or Tax Lot: Lot-4, 701 Reiter Dr. Ontario, Oregon
Application Number: 51-2022 (City Use Only) 97914

Application Information: (Applicant or Staff)

- ☒ Completed Application Signed & Dated: 9-29-22
- ☐ Documentation showing funding: Self
- ☒ Within City Limits
- ☒ In Urban Growth Boundary Annexation Application filed: N/A
- ☒ Floor Plan or description describing minimum square footage:
 - 1. House Square footage: -1673 Garage -
 - 2. Number of Baths: 2
 - 3. Size of Garage: 987
- ☒ Description of Property of Home:
 - 1. Tax Lot map & Number: 106 map No 1854704
 - 2. Copy of Deed: _____
 - 3. Or written description: N/A
- ☒ Completed W-9 Taxpayer Form. ON FILE

Process Completed: (Staff Use Only below)

- ☒ PDAC (if Required) date Completed: N/A
- ☒ Community Development Director approval date: DKC 10/4/22
- ☐ Forwarded to Business Loan Fund Committee: _____
- ☐ BLF Committee forwards recommendation to City Manager: _____
- ☐ City Council Approval or Denial: _____
- ☐ City Manager signs application signifying Council **Approval**: _____
- ☐ Application submitted to Finance for tracking: _____
- ☐ Certificate of Occupancy issued (**within 2 yrs. of Council approval**): _____
- ☐ Proof of Owner Occupancy (**must be within 1 yr. of C of O**): _____
- ☐ Payment made to Owner: _____

Return to: Dan K Cummings, Community Development Director, 458 SW 3rd Street, Ontario, OR 97914
541-881-3222 – dan.cummings@ontariooregon.org



**AGENDA REPORT
OLD BUSINESS
October 25, 2022**

To: Mayor and City Council

FROM: Dan Cummings, City Manager

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **LEASE RENEWAL: AMENDMENT #4 WATER TOWER LEASE W/T-MOBILE (SPRINT)**

DATE: October 18, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO APPROVE AMENDMENT NO. 4 TO THE WATER TOWER LEASE BETWEEN T-MOBILE WEST LLC, A DELAWARE LIMITED LIABILITY COMPANY, SUCCESSOR IN INTEREST TO UBIQUITEL, INC. AND THE CITY OF ONTARIO AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE AGREEMENT.

SUMMARY:

The City Manager was contacted by T-Mobile who requested to upgrade the equipment they have on the city water tank located at 55 NE 2nd Avenue (Public Safety Training Facility). In the discussion and negotiations regarding the upgrades, it was found that the current lease expires on June 30, 2023. To save time and money, the City Manager negotiated an additional \$200.00 per month increase, starting 30 days after the start of construction) in monthly rent.

The existing rent is currently \$1,957.43; new monthly rent will be \$2,157.43, with a 3% per year increase after the execution of amendment No. 4. The lease is being extended for an additional 10-year lease and will expire at midnight on June 30, 2033 (Current Term). All other terms of the original agreement and amendments 1 through 3 still apply.

BACKGROUND:

On October 7, 2002, the City of Ontario entered into a lease with UbiquiTel Inc. for a 5-year lease with an additional 5-year option for cell phone equipment on the city water tank located at 55 NE 2nd Avenue, with a beginning only rent of \$550.00 with a 5% annual increase.

In July of 2013, Amendment No. 1 to the agreement was entered into to extend the lease with major upgrade of the equipment, and the monthly rent was increased to an additional \$647.00 per month, and the annual increase changed to 3%, and created a new expiration of midnight on June 30, 2023.

In August of 2014, Amendment No. 2 was executed for minor modifications to the equipment

on the water tank with no change in time or rent.

In October of 2014, Amendment No. 3 was executed again for minor modifications to the equipment on the water tank with no change in time or rent.

CURRENT SITUATION:

As of October 21, 2022, the current rent is \$1,957.43 per month, and the lease will expire at midnight on June 30, 2023.

With the execution of Amendment No. 4, the monthly rent will increase to \$2,157.43 per month 30 days after the start of construction of the new equipment installation, and continue to have a 3% annual increase until midnight on June 30, 2023.

ANALYSIS:

- A. **STRATEGIC PLAN** None.
- B. **FINANCIAL** With the extension of the lease, this will continue to add revenue to the city's General Fund.
- C. **TIMING** The plans have been approved and are waiting for approval of this agreement to start construction.
- D. **POLICY/LEGAL** The City Manager is requesting approval from the Council to enter into the amendment to the agreement.

ALTERNATIVES:

The City Council could choose not to enter into this agreement and let the lease expire on June 30, 2023.

RECOMMENDATION:

Staff recommends the City Council approve Amendment No. 4 to the water tank lease and authorize the City Manager to execute the document.

ATTACHMENTS:

1. SL04200A_Sprint Retain_Amendment No. 4 To water Tower Lease_9.20.2022

Amendment No.4 To Water Tower Lease with Option

This Amendment No.4 To Water Tower Lease with Option (“4th Amendment”) is made and entered into by and between T-Mobile West LLC, a Delaware limited liability company, successor in interest to UbiquiTel, Inc., an Idaho corporation. (“Tenant”), and City of Ontario, a municipal corporation (“Landlord”) collectively referred to herein as the “Parties”.

Recitals

The parties hereto recite, declare and agree as follows:

A. Landlord and Tenant (or as applicable, their respective predecessors in interest) entered into a Water Tower Lease With Option dated October 7th, 2002 (including amendments 1, 2 & 3, the “Lease”), with respect to the Premises located at 55 NE 2nd AVE, Ontario, OR 97914.

B. Landlord and Tenant desire to enter into this 4th Amendment in order to modify and amend certain provisions of the Lease.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Landlord and Tenant covenant and agree as follows:

1. Effective as of October ____, 2022, Tenant will have the right to modify the Premises as described and depicted on Exhibit B-1, including Access and the right to bury a new 4” conduit, which are shown and attached hereto and by this reference incorporated herein, and Landlord hereby consents to and approves of the modifications described and depicted on Exhibit B-1 in all respects.

2. The following is added to Paragraph 3 of the Lease: “As additional consideration for the modification and other rights set forth in the 4th Amendment, starting on the date that is thirty (30) days after the start of construction of the modifications to the Premises, monthly Rent will be increased by \$200.00, partial months to be prorated.”

3. The parties’ notice addresses set forth in Paragraph 12 of the Lease are deleted in their entirety and replaced with the following:

If to Tenant:

T-Mobile USA, Inc.
Attn: Lease Compliance/Site No. SL04200A
12920 SE 38th Street
Bellevue, WA 98006

If to Landlord:

City of Ontario
Attn.: City Manager
444 SW 4th Street
Ontario, OR 97914

4. The term of the Lease is hereby extended to midnight on June 30th, 2033 (the “**Current Term**”). If Tenant shall remain in possession of the Premises at the expiration of this Lease without a written agreement, such tenancy shall be deemed a month-to-month tenancy under the same terms and conditions of the Lease, until notice is given to vacate, or a new lease agreement is approved.

5. The terms and conditions of the Lease are incorporated herein by this reference, and capitalized terms used in this 4th Amendment shall have the same meanings such terms are given in the Lease. Except as specifically set forth herein, this 4th Amendment shall in no way modify, alter or amend the remaining terms of the Lease, all of which are ratified by the parties and shall remain in full force and effect. To the

extent there is any conflict between the terms and conditions of the Lease and this 4th Amendment, the terms and conditions of this 4th Amendment will govern and control.

6. Landlord represents and warrants to Tenant that the consent or approval of no third party, including, without limitation, a lender, is required with respect to the execution of this 4th Amendment, or if any such third party consent or approval is required, Landlord has obtained any and all such consents or approvals.

7. This 4th Amendment may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute a single instrument. Signed facsimile and electronic copies of this 4th Amendment shall legally bind the parties to the same extent as original documents.

IN WITNESS WHEREOF, the parties have executed this 4th Amendment effective as of the date of execution by the last party to sign.

Landlord:
City of Ontario, a municipal Corporation

Tenant:
T-Mobile West LLC

By: _____
Name: _____
Title: _____
Date: _____

By: _____
Name: _____
Title: _____
Date: _____

Notary block for City of Ontario, a municipal corporation

STATE OF _____)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me on _____ by
_____, [title] _____ of
_____ a _____ [type of entity], on behalf
of said _____ [name of entity].

Dated: _____



Notary Public
Print Name _____
My commission expires _____

(Use this space for notary stamp/seal)

Notary block for T-Mobile West LLC

STATE OF _____)
) ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that (Director) _____ is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the (Title) _____ of (Entity) _____, a Delaware <Corporation-or-Limited Liability Company>, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____



(Use this space for notary stamp/seal)

Notary Public
Print Name _____
My commission expires _____

Site # SL04200A (SL03UB621)
Market: SLC

EXHIBIT B-1

SEE ATTACHED

Scope of work Sprint Retain SL04200A

Site Address: 55 NE 2nd Ave, Ontario OR
44.02884167 -116.96126670

Directions to the site: From Boise ID, westbound I-84 to Ontario OR exit 376 onto Idaho Ave. Turn right and head west on Idaho Ave 0.8mi and turn right onto Oregon St. Head north 0.2mi, turn right on 2nd Ave. Site on the left.

Site Access Details: Gate lock damaged. Call FOPs listed below for gate access instructions. (cab combo = 2600)

TMO FOPS: Ray Moore (208)695-8364

CM: Troy Blair (385)389-8166

CableOne/Sparklight 1B

- *Contractor to provide all required materials.*
- GC to call in Private Locates before CX commences.
- GC to provide and install (1) new 24"x36" drive rated HH in the extreme SE corner of the compound, per photo instructions below. Sparklight to place MMP in ROW outside of fence and join to TMO HH.
- GC to provide and install (1) 4" conduit along with (3) 1.25" inner duct with Mule tape inside existing easement with tracer wire at a min depth of 24" from the new HH along and next to the east fence line approx 120' then turning left (west) toward the tower intercepting existing T1 conduit that leads to the Telco cabinet on h-frame.
 - GC to provide and install (1) new 24"x36" drive rated HH at the interception point.
- GC to clean out the existing Telco cab removing the old T1 equipment and cables and prep for new AAV install.
- GC to provide and install DC power from Site Support cabinet to the Telco cabinet utilizing existing conduit
 - (2) -48VDC 10A DC breakers; per NEC standard
 - Verify Ohm rating at existing buss bar
- GC to provide and install (1) LC-LC, SM, Duplex fiber jumper from Telco cabinet to the Site Support cabinet utilizing existing conduit
- *Contractor to clean construction debris*
- GC to submit Telco Room Ready photo package as soon as complete

See the following photos with instructions

Sparklight to install new fiber, wall-mount rack, patch panel and switch in customer-provided cabinet. Customer to provide 2x power feeds and ground bar.

Sparklight to install fiber in customer-provided conduit from new meet vault to equipment location (path estimated).

Existing City 12" dia water main crossing

(2) new 24"x36" drive rated HH

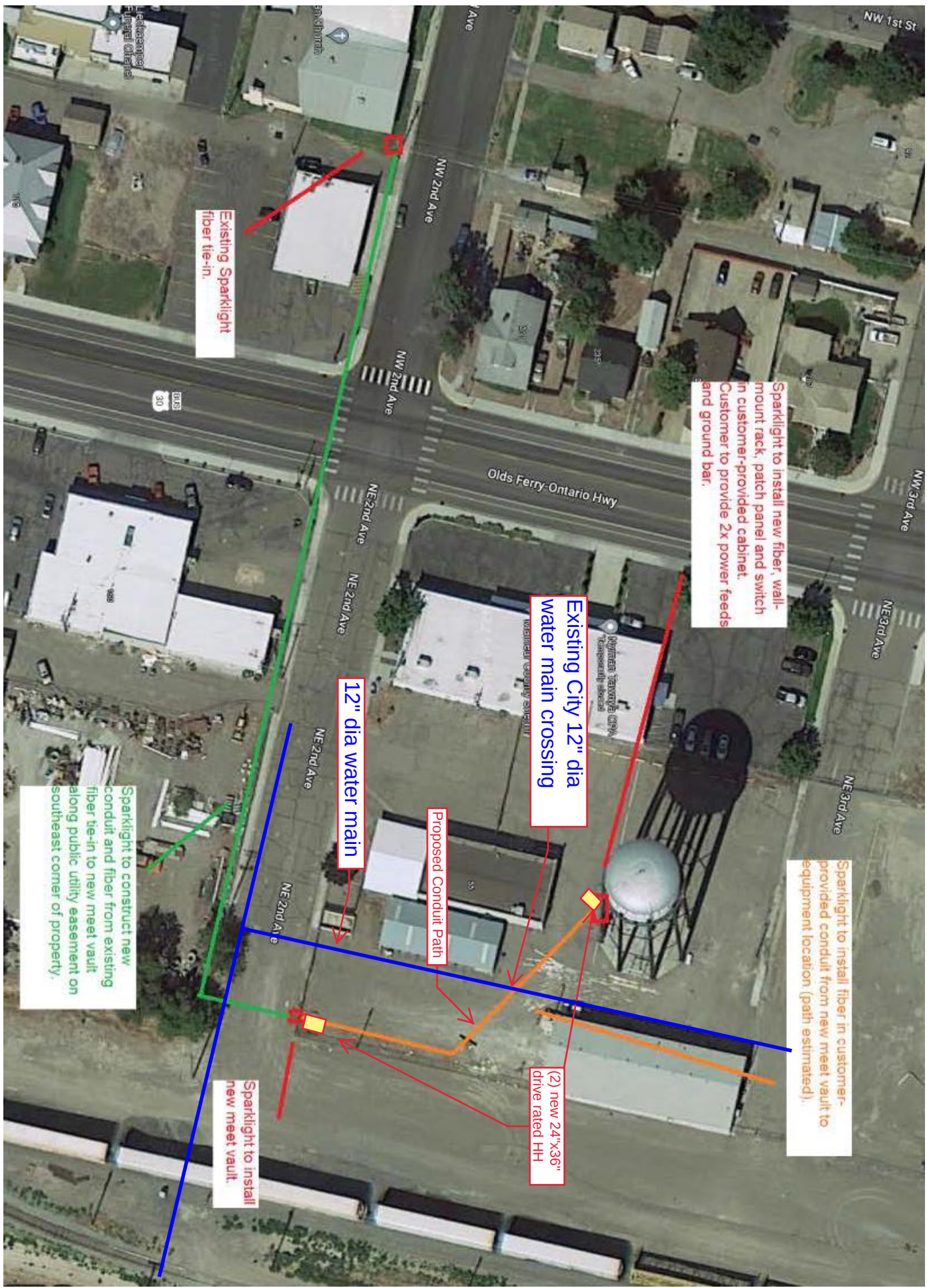
Proposed Conduit Path

12" dia water main

Sparklight to install new meet vault.

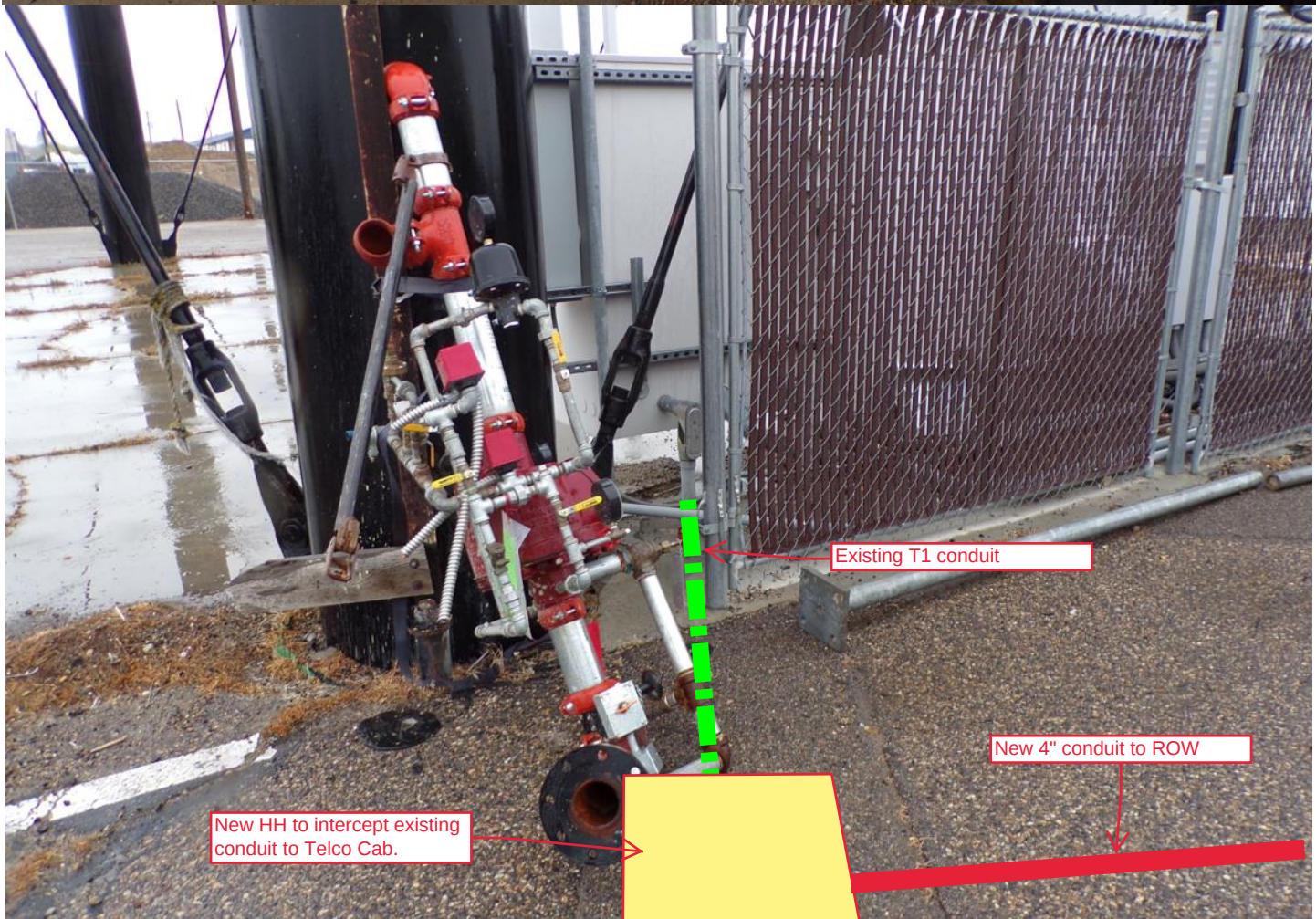
Sparklight to construct new conduit and fiber from existing fiber tie-in to new meet vault along public utility easement on southeast corner of property.

Existing Sparklight fiber tie-in.





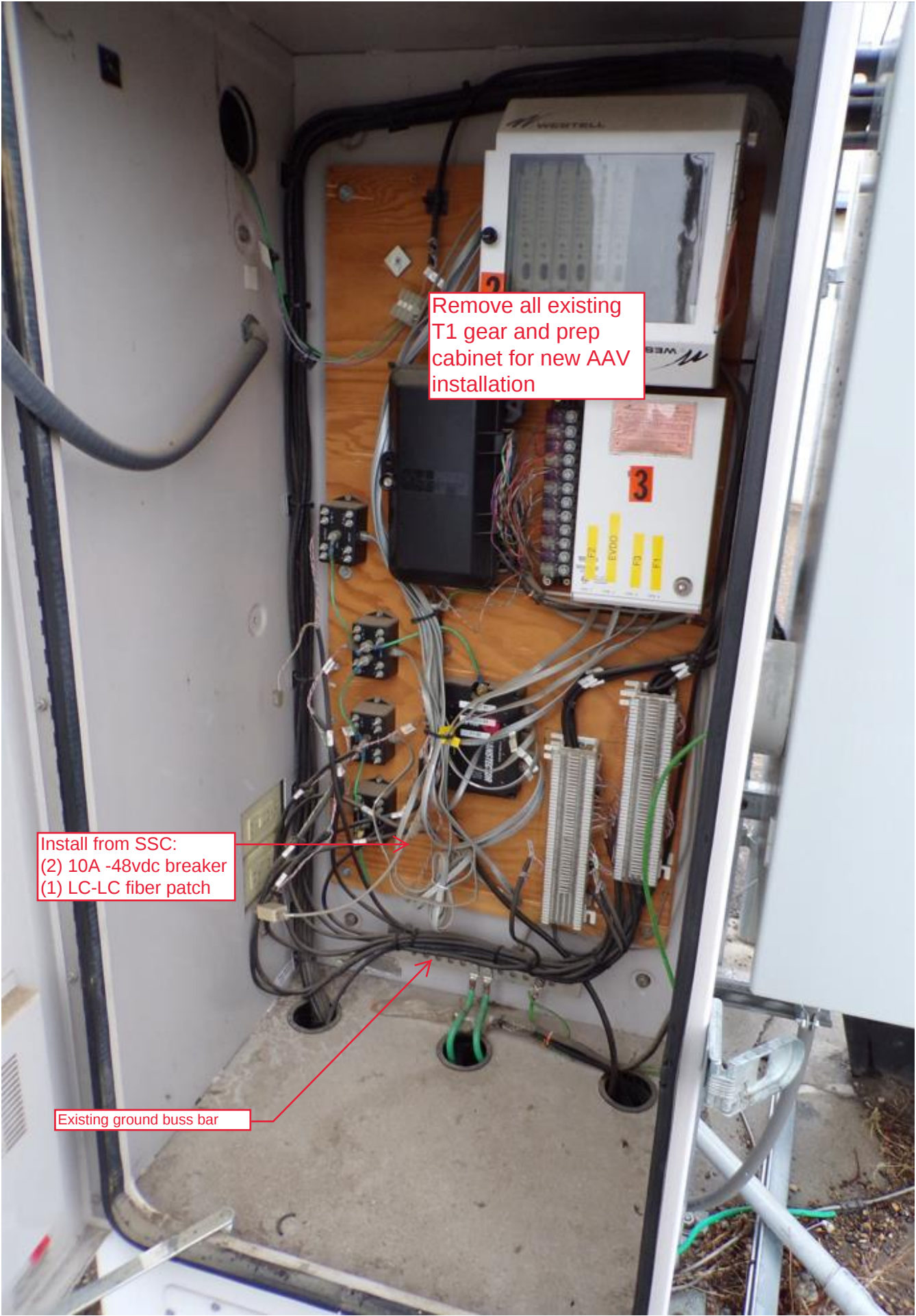
Existing Telco
Cab on h-frame



Existing T1 conduit

New 4" conduit to ROW

New HH to intercept existing
conduit to Telco Cab.



Remove all existing
T1 gear and prep
cabinet for new AAV
installation

The image shows the interior of an electrical cabinet. At the top, there is a Westell modem with a red label '2'. Below it, a white terminal block with a red label '3' is visible, with yellow labels 'F2', 'EV00', 'F3', and 'F1'. A black power supply unit is mounted in the center. To the left, there are two 10A -48vdc breakers. At the bottom, there is an existing ground buss bar. Numerous cables, including fiber optic cables, are bundled and routed throughout the cabinet. A wooden board is used as a mounting surface for the components.

Install from SSC:
(2) 10A -48vdc breaker
(1) LC-LC fiber patch

Existing ground buss bar



CONSULTANT



1337 E. DUFFY FARM LANE
SCOTTSDALE, ARIZONA 85258
PHONE: (602) 495-0533 FAX: (480) 658-2852

ENGINEER OF RECORD



EXPIRES: DEC 31, 2022

NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION

SL04200A

(SL03UB621)

ONTARIO WATER

TANK

32' DIAMETER

ONTARIO, CAN 97514

SHEET TITLE

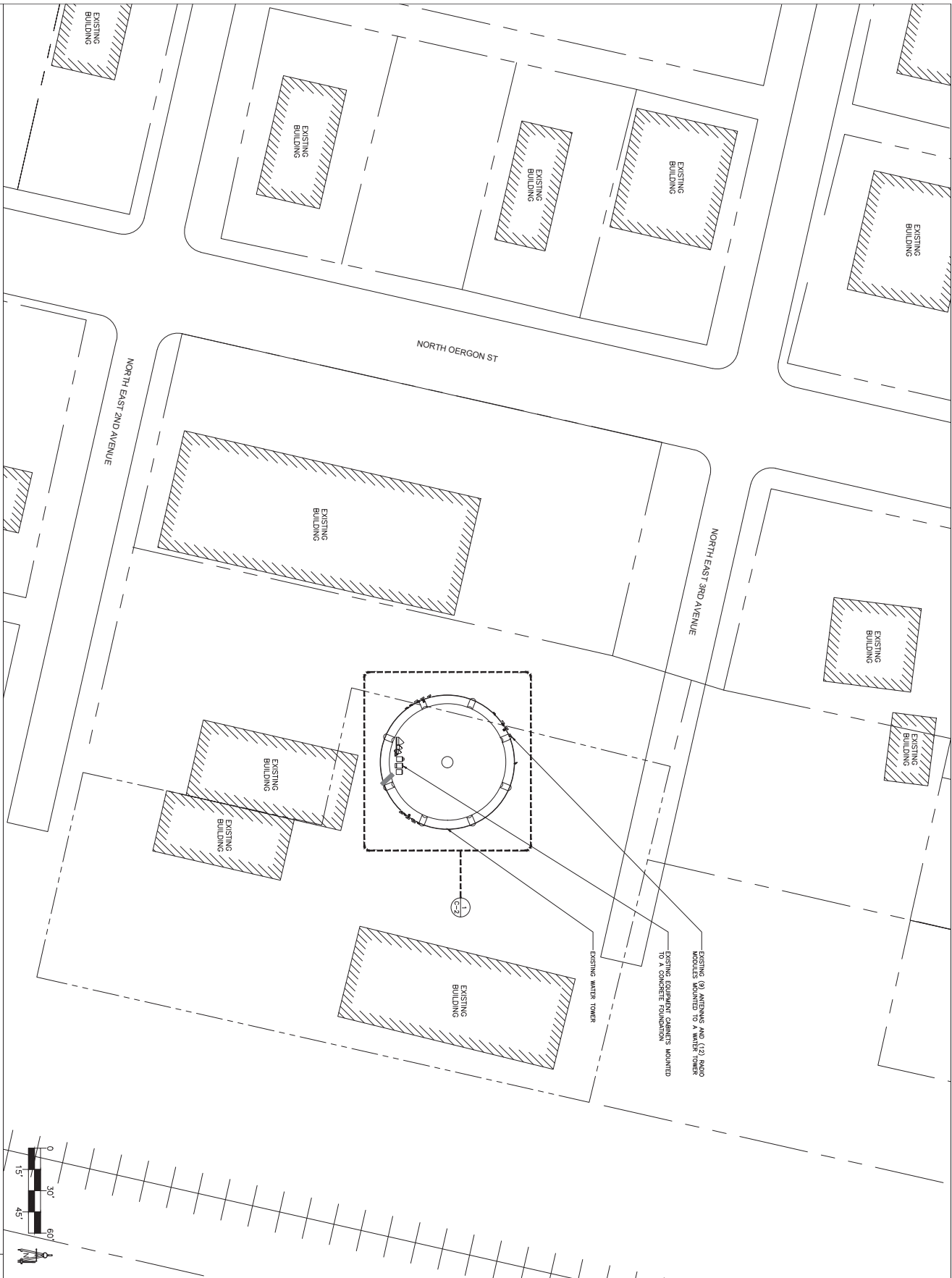
SITE PLAN

JURISDICTIONAL APPROVAL

SHEET NUMBER

C-1

SITE PLAN





CONSULTANT



3633 N. WATSON RD. STE. 204
SCOTTSDALE, ARIZONA 85258
PHONE: (602) 495-0533 FAX: (480) 658-2852

ENGINEER OF RECORD



SEAL

1327 E. DESERT FLOWER LANE
PHOENIX, AZ 85044
PHONE: (480) 713-8154

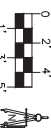


NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION:
JOB: 13-090-04
SL04200A
(SL03UB621)
ONTARIO WATER
TANK

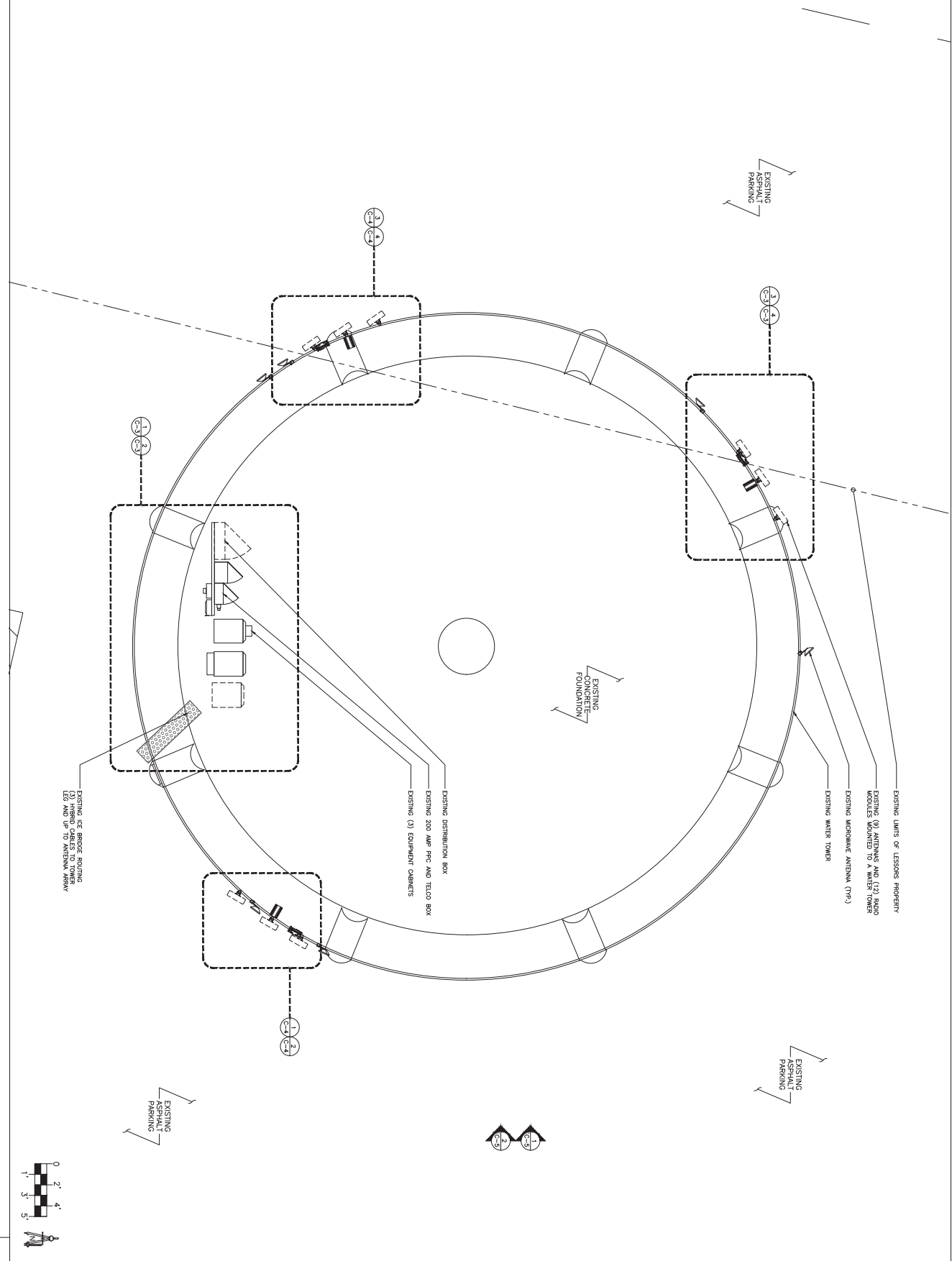
SHEET TITLE:
ENLARGED SITE PLAN

JURISDICTIONAL APPROVAL



SCALE: 1/4" = 1'-0"

SHEET NUMBER:
C-2



ENLARGED SITE PLAN



CONSULTANT



1327 E. DUNN FLOWER LAKE
PHOENIX, AZ 85044
PHONE: (602) 499-0533 FAX: (480) 638-2852

ENGINEER OF RECORD



EXPIRES: DEC. 31, 2022

NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION:	
SLO4200A	
(SLO3UB621)	
ONTARIO WATER	
TANK	
200' x 150' x 10'	
ONTARIO, CAN 97514	

EXISTING/NEW
ANTENNA AND
EQUIPMENT PLAN

JURISDICTIONAL APPROVAL

SHEET NUMBER

C-3



CONSULTANT



1327 E. DUNN FLOWER LAKE
PHOENIX, AZ 85044
PHONE: (602) 499-0533 FAX: (480) 638-2852

ENGINEER OF RECORD



EXPIRES: DEC. 31, 2022

NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION:	
SLO4200A	
(SLO3UB621)	
ONTARIO WATER	
TANK	
200' x 150' x 10'	
ONTARIO, CAN 97514	

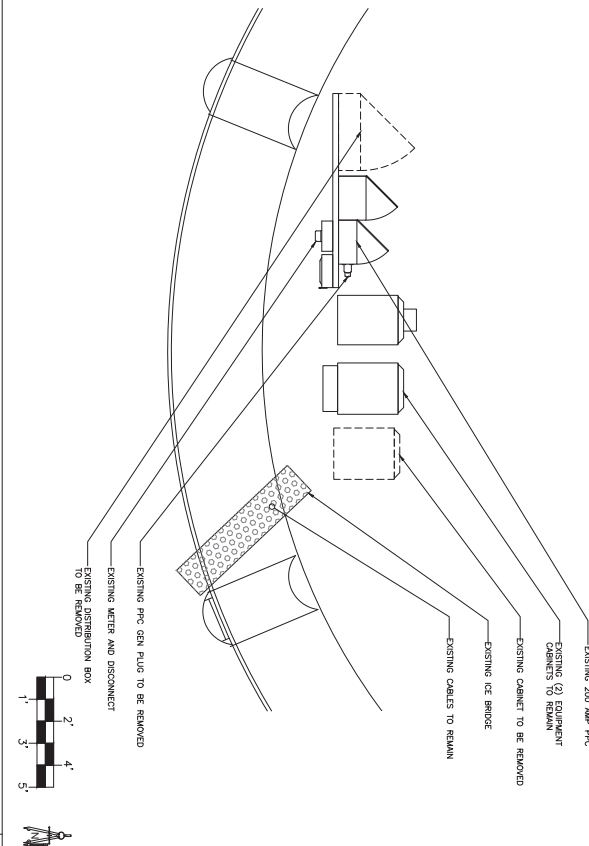
EXISTING/NEW
ANTENNA AND
EQUIPMENT PLAN

JURISDICTIONAL APPROVAL

SHEET NUMBER

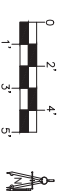
C-3

NOTES:
ITEMS REMOVED FOR CLARITY

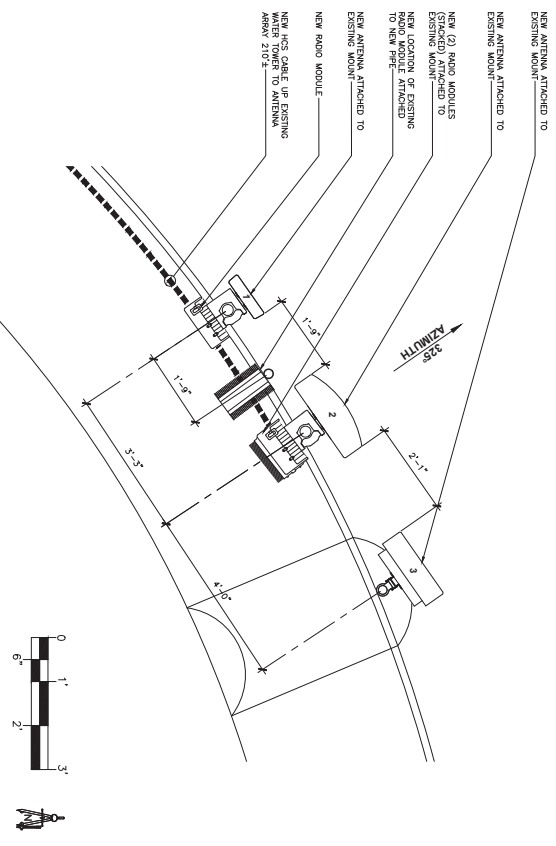


EXISTING EQUIPMENT PLAN

SCALE: 3/8"=1'-0"

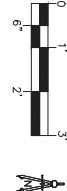


NOTES:
STRUCTURAL ANALYSIS MUST BE PERFORMED BEFORE INSTALLATION OF ANY NEW ANTENNAS OR EQUIPMENT. STRUCTURAL ANALYSIS PROVIDED BY OTHERS.

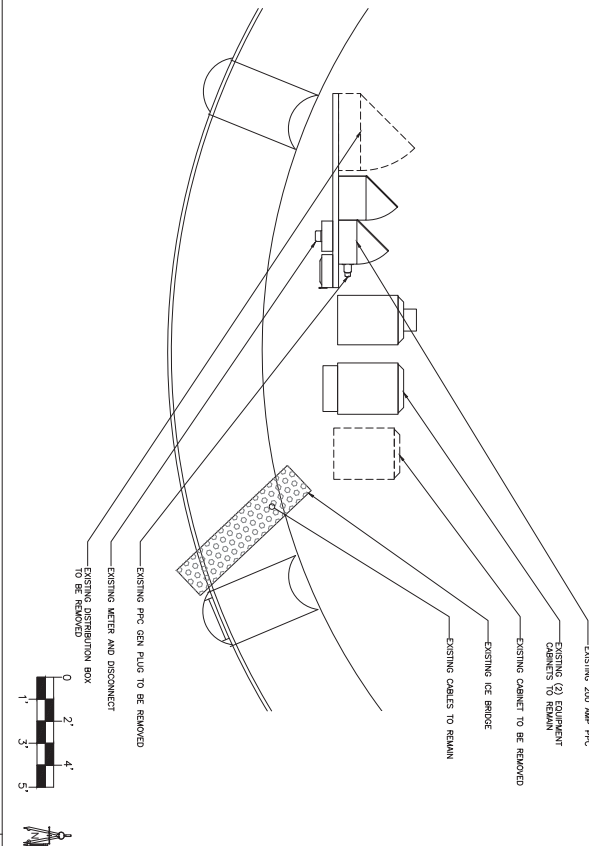


NEW ANTENNA PLAN

SCALE: 3/8"=1'-0"

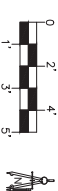


NOTES:
ITEMS REMOVED FOR CLARITY

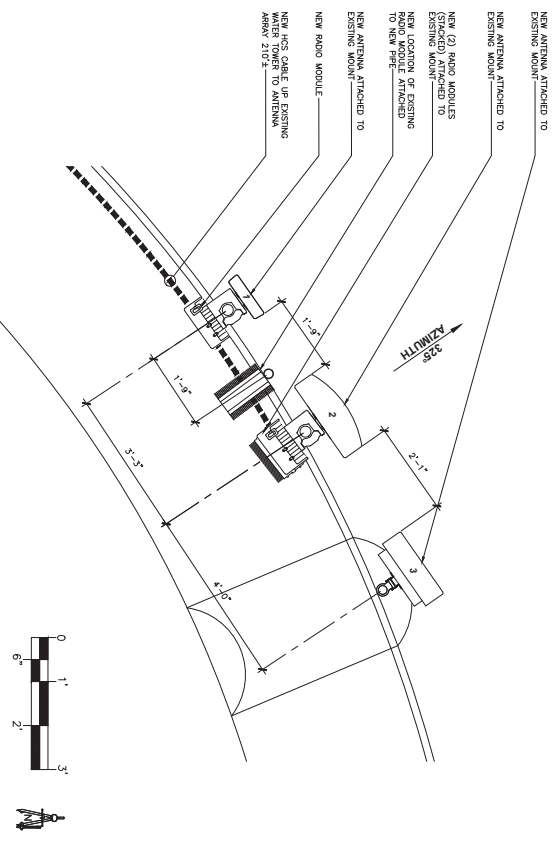


EXISTING EQUIPMENT PLAN

SCALE: 3/8"=1'-0"

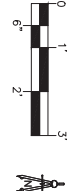


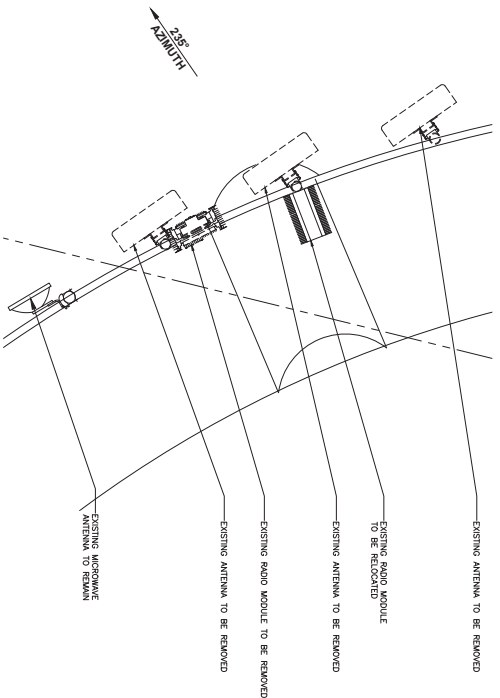
NOTES:
STRUCTURAL ANALYSIS MUST BE PERFORMED BEFORE INSTALLATION OF ANY NEW ANTENNAS OR EQUIPMENT. STRUCTURAL ANALYSIS PROVIDED BY OTHERS.



NEW ANTENNA PLAN

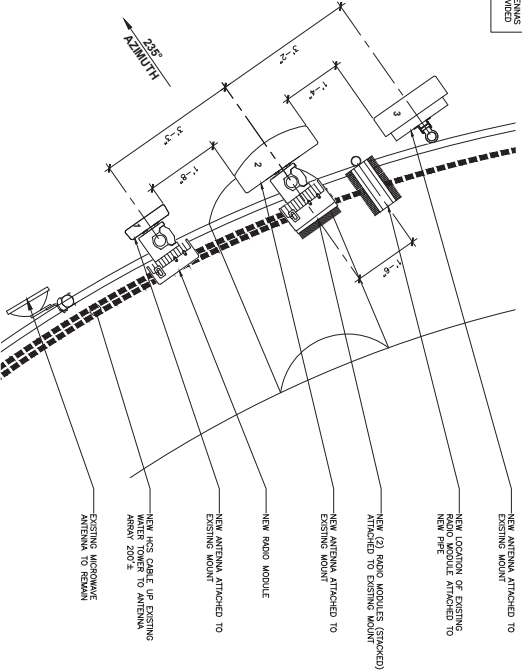
SCALE: 3/8"=1'-0"





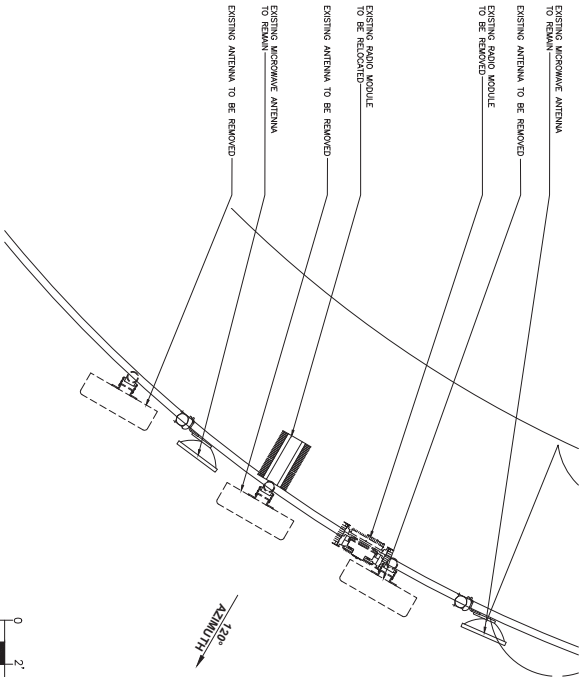
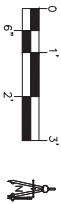
EXISTING ANTENNA PLAN

SCALE: 3/4" = 1'-0"



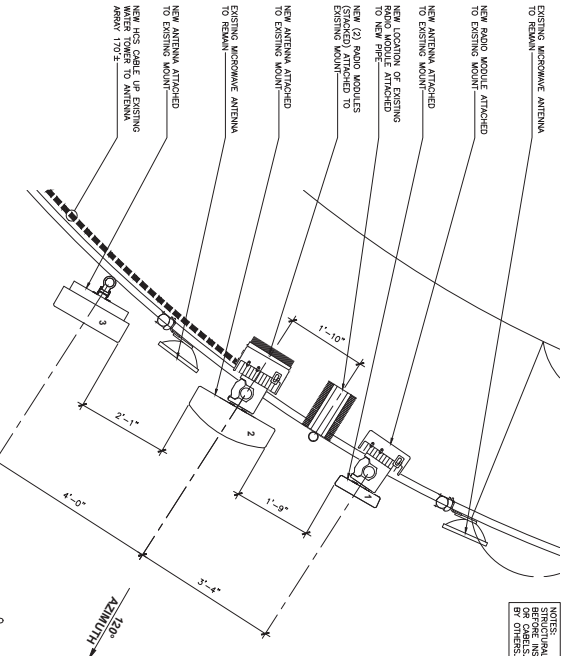
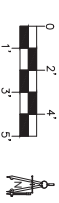
NEW ANTENNA PLAN

SCALE: 3/8" = 1'-0"



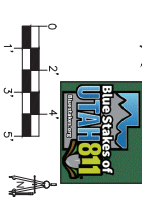
EXISTING ANTENNA PLAN

SCALE: 3/8" = 1'-0"



NEW ANTENNA PLAN

SCALE: 3/8" = 1'-0"



CLIENT



CONSULTANT
COAL CREEK CONSULTING
8833 N. WYOMING RD. STE. 200
SCOTTSDALE, ARIZONA 85258
PHONE: (602) 495-0533 FAX: (480) 658-2852

ENGINEER OF RECORD



1327 E. DREW FLOWER LANE
PHOENIX, AZ 85044
PHONE: (602) 713-3334



EXPIRES: DEC. 31, 2022

NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION:

SL04200A
(SL03UB621)
ONTARIO WATER
TANK
3200 N. 10TH AVE.
ONTARIO, CAN 97514

SHEET TITLE

EXISTING/NEW
ANTENNA PLANS

JURISDICTIONAL APPROVAL

SHEET NUMBER

C-4



CONSULTANT



1327 E. DESERT FLOWER LANE
PHOENIX, AZ 85044
PHONE: (602) 499-0533 FAX: (480) 258-2852

ENGINEER OF RECORD



EXPRESS DEC. 31, 2022

NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION:

SL04200A
(SL03UB621)
ONTARIO WATER
TANK

2004-10-09-04
ONTARIO, CAN 97514

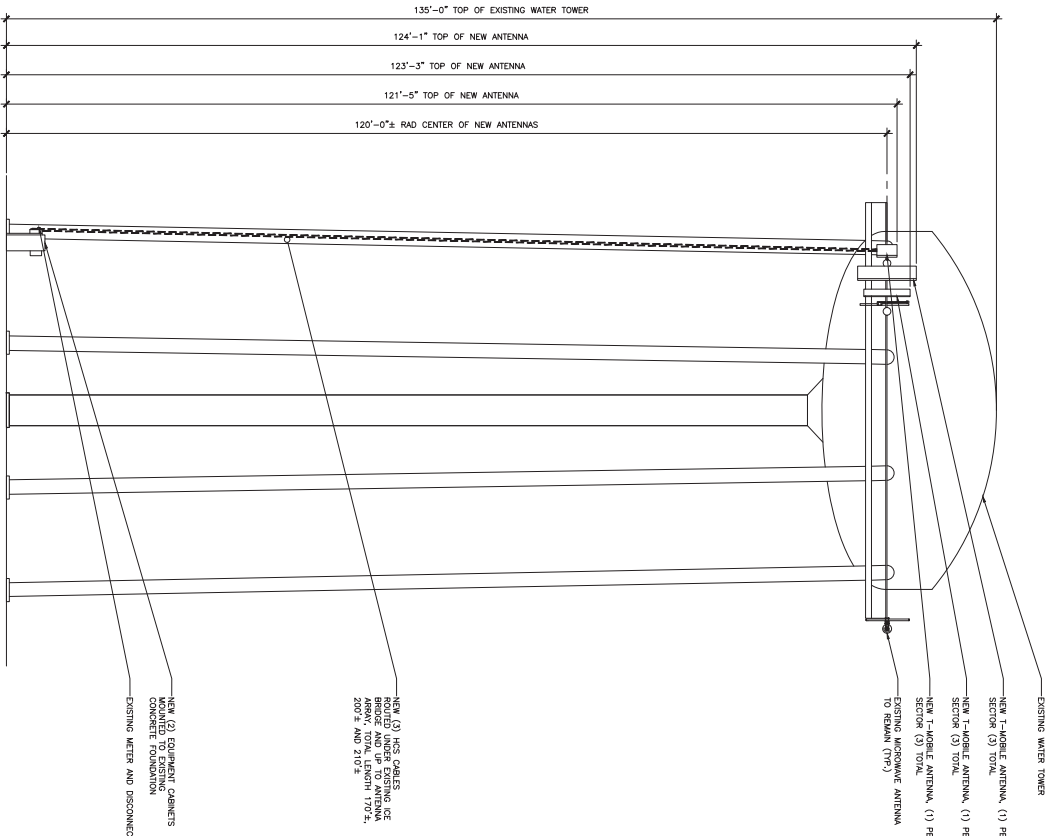
EXISTING/NEW
ELEVATIONS

JURISDICTIONAL APPROVAL

SHEET NUMBER

C-5

NOTES:
1. VISUAL ANALYSIS MUST BE PERFORMED
BEFORE INSTALLATION OF ANY NEW ANTENNAS
BY OTHERS.

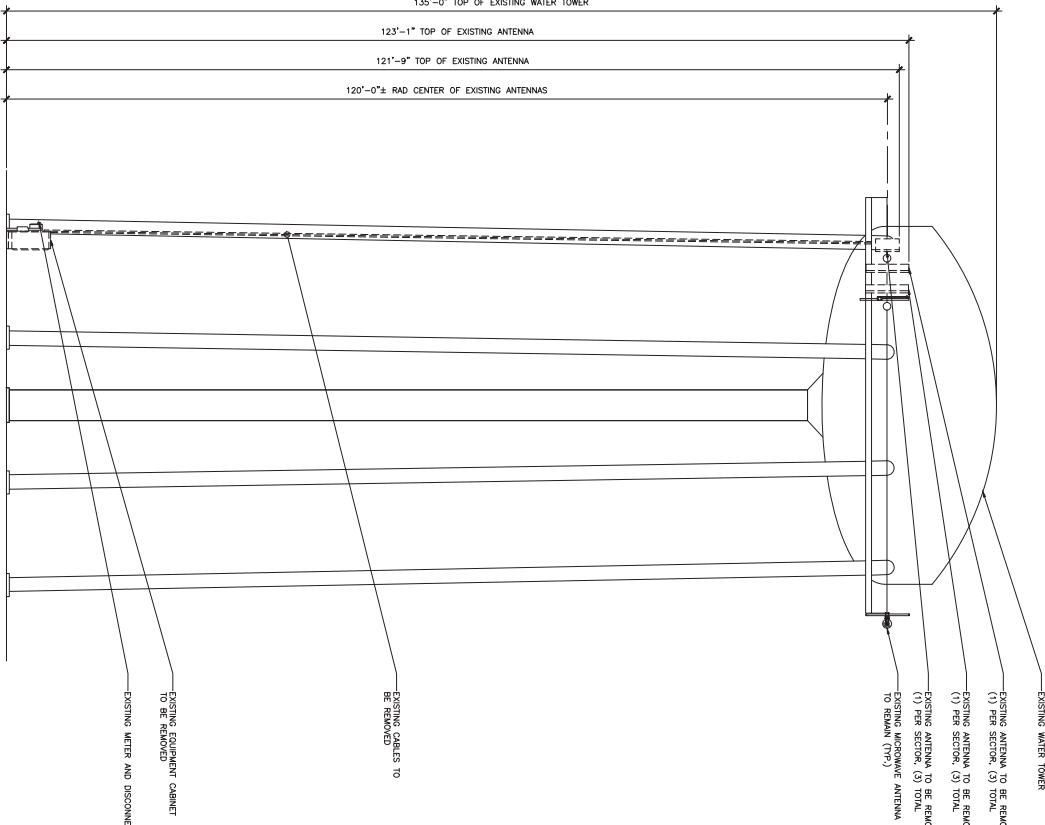


SCALE: 1/8" = 1'-0"

NEW EAST ELEVATION

2

SCALE: 1/8" = 1'-0"



SCALE: 1/8" = 1'-0"

2

EXISTING EAST ELEVATION



CLIENT



CONSULTANT
3833 N. MYRON RD. STE 204
SCOTTSDALE, ARIZONA 85238
PHONE: (602) 499-0535 FAX: (480) 238-2852

ENGINEER OF RECORD



EXPENSE DEC 31, 2022

ANTENNA AND CABLE SCHEDULE									
SECTOR	ANT. POS. #	ANTENNA TYPE	RAD. CENTER	AZIMUTH	MECHANICAL DOWN TILT	ELECTRICAL DOWN TILT	CABLE TYPE	# OF LINES	LENGTH
ALPHA	1	RF-S-APX/VAL24-TD-WYSE-A20 (QUAD)	120±	325°	0	2			
ALPHA	2	RF-S-APX/VAL24-43J-NA20 (OCTO)	120±	325°	0	4 AND 2	HYBRD CABLE 624 4AMG	1	170±
ALPHA	3	ERICSSON-AIRB449 B41 (MMO)	120±	325°	0	2			
ALPHA		12" DISH	120±	48°					
BETA	1	RF-S-APX/VAL24-TD-WYSE-A20 (QUAD)	120±	48°	0	2			
BETA	2	RF-S-APX/VAL24-43J-NA20 (OCTO)	120±	120°	0	4 AND 2	HYBRD CABLE 624 4AMG	1	200±
BETA	3	ERICSSON-AIRB449 B41 (MMO)	120±	120°	0	2			
BETA		2" DISH	120±						
BETA		2" DISH	120±						
GAMMA	1	RF-S-APX/VAL24-TD-WYSE-A20 (QUAD)	120±	235°	0	2			
GAMMA	2	RF-S-APX/VAL24-43J-NA20 (OCTO)	120±	235°	0	4 AND 2	HYBRD CABLE 624 4AMG	1	210±
GAMMA	3	ERICSSON-AIRB449 B41 (MMO)	120±	235°	0	2			
GAMMA		2" DISH	120±						
GAMMA		2" DISH	120±						

ANTENNA SCHEDULE

SCALE: N.T.S.

NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE
2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION

SL04200A
(SL03UB621)
ONTARIO WATER
TANK

SHEET TITLE

DETAILS

JURISDICTIONAL APPROVAL

SHEET NUMBER

C-6

NOT USED	SCALE: N.T.S.	5	EXISTING ANTENNA #3	SCALE: N.T.S.	4	EXISTING ANTENNA #2	SCALE: N.T.S.	3	EXISTING ANTENNA #1	SCALE: N.T.S.	2

CLIENT

T-Mobile

121 ELECTION RD
DURHAM, UTAH 84200

CONSULTANT

**COAL CREEK
CONSULTING**

8533 N. MYRTLE RD. STE 204
SCOTTSDALE, ARIZONA 85258
PHONE: (602) 429-0533 FAX: (480) 258-2852

ENGINEER OF RECORD

ee
LLC

EXCELLENCE IN ENGINEERING
PAPER, COLORADO 00138
independent.com

SEAL



NO.	DATE	DESCRIPTION	BY
1	02/01/21	REVIEW	SPE

2	02/05/21	REVISION 1	REW
3	06/23/21	SUBMITTAL	SPE
4	07/13/21	REVISION 2	REW
5	07/15/21	SUBMITTAL 2	SPE

PROJECT INFORMATION

SL04200A
(SL03UB621)
ONTARIO WATER
TANK

SPE: 150792
07/28/19 TO 07/19/21
OREGON, 20K 97514

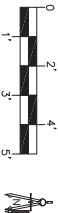
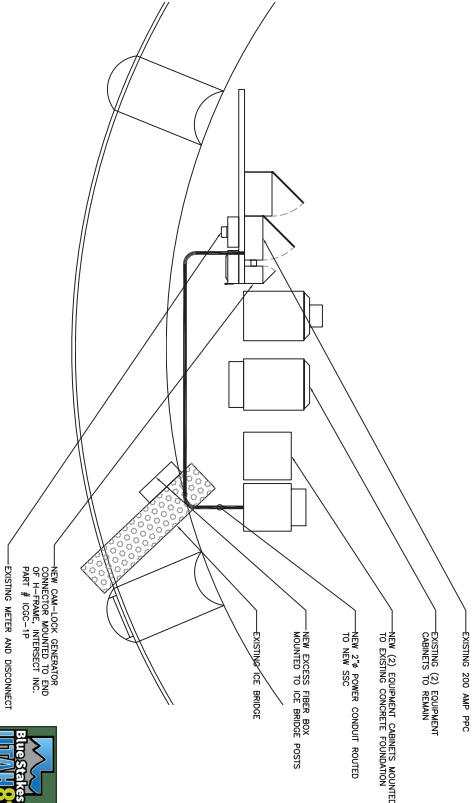
SHEET TITLE

**ENLARGED POWER
PLAN**

JURISDICTIONAL APPROVAL

SHEET NUMBER

E-2



SCALE: N.T.S.

ENLARGED POWER PLAN

SCALE: 1/2"=1'-0"

SCALE: N.T.S.

NOT USED

SCALE: N.T.S.

2

NOT USED



**AGENDA REPORT
OLD BUSINESS
October 25, 2022**

To: Mayor and City Council
FROM: Justin Zysk, Airport Manager
THROUGH: Danny K. Cummings, City Manager
SUBJECT: **STOL DRAG RACE**
DATE: October 21, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO COMMIT TO THE STOL EVENT IN APRIL 2023 WITH STOL DRAG AND SECURE THE DATE FOR THE EVENT.

SUMMARY:

The City of Ontario and the Ontario Airport have been working towards getting a STOL Drag event to take place at the airport. In talking with Kevin Quinn with STOL Drag, we have been penciled in for April 2023. The initial cost of the event from start to finish is more than the budgeted \$25,000 which will require a decision from the Council.

BACKGROUND:

Airport staff have been in contact with event staff at STOL Drag for the last couple of years. The city has been trying for a few years to get an event like this to happen in Ontario and we have a great opportunity to make that happen in April 2023.

CURRENT SITUATION:

Kevin Quinn of STOL Drag has penciled in on his 2023 schedule April 13-16 for a STOL Drag event to take place at the Ontario Airport, but needs the full commitment to move forward in the planning process.

ANALYSIS:

- A. **STRATEGIC PLAN** An event such as this would fall under the Desirability pillar of the Strategic Plan by creating more things for our citizens to do.
- B. **FINANCIAL** The City Council has already approved the spending of \$25,000 to support this event. This amount was based on the assumption of making \$25,000 on the revenue side.

We received a letter from Kevin Quinn to lay out the details of what the city would need to provide to make this event viable and successful. This letter is attached to this staff report. In this letter, there are additional costs identified that are associated with putting this event on. The amount used in the budget would only cover getting the event staff here to Ontario, but not cover any of the costs to run the event. Some of these additional costs include hotel expenses, meals, and miscellaneous equipment needs. In total, the event cost will run somewhere around \$45,000-\$50,000 from start to finish.

Also attached to this staff report is a basic expense/revenue projection sheet. The expenses are estimated on the high end and the revenues are estimated on the low end, but overall it shows the event break even point to be roughly \$46,000. The assumptions that are being made in these calculations are that we will only have 1000 adult spectators (based on the average boat race attendance) and 200 child spectators. The city would also have the opportunity to cover costs through vendor fees and sponsors/grants.

- C. **TIMING** April 2023 is 6 months away and to put the time and effort into proper planning of an event like this will require every bit of that time. Kevin Quinn has notified me that we have penciled in the April dates, but needs a full commitment from the city to commit the time to preparing to come to Ontario. If the city does not commit to this event in April, our name will be taken off the schedule and another location will fill our spot. There have already been people lining up to take over our April 2023 spot.
- D. **POLICY/LEGAL** The City Council only approved the spending of \$25,000 for this event, but based on the assumption of making that much in revenue. Based on the document received by Kevin Quinn at STOL Drag, the break-even cost for this event will be around \$45,000-\$50,000. Moving forward would require a motion from the City Council to continue the planning and execution of this event knowing the cost is more than originally budgeted as well as future resolutions to accept/ expend any event revenues.

ALTERNATIVES:

The City Council could choose not to commit to this event.

RECOMMENDATION:

Staff makes no recommendations.

ATTACHMENTS:

1. Ontario STOL Drag Event
2. STOL Drag Expense/Revenue Breakdown



October 21, 22

Justin Zysk
Ontario, Oregon - STOL Drag Event 2023

Hello Justin

It was great talking with you about STOL Drag coming to Ontario!

STOL Drag Events LLC., is excited about the possibility to a part of a world class event for years to come in Ontario, Oregon. The 2023 Ontario STOL Drag event could become an event that the pilots and fans alike look forward to each and every year!

In order for STOL Drag Events Llc., to proceed and bring the very best of the best we need to have the following in order for us to pull it off successfully and safe for everyone involved.

What STOL Drag Events can do: Options

Option 1: Training course with Option 2 included

We offer a 2 (two) day day STOL Drag training school (open to the public) to train and potentially certify new racers to participate in all STOL Drag events going forward for up to 2 (two) years. The course itself is really all about making good pilots better and much safer with polished skills in power and energy management, directional and altitude control, spot landings and the phycological element of the flying we do. All this transitions to their everyday flying.

Option 2:

No training course. We bring the very best of the best certified STOL Drag pilots in the world competing in STOL Drag to your event. 16 – 24 of them.

Our training course is 2 hours of ground school and 4-6 hours of flying depending on the number of participants.

STOL Drag Events carries its own waiver for the STOL Drag portion of the event and works closely with the local FSDO.

STOL Drag events will provide details for and guides the host airport through the required daily NOTAMS

STOL Drag Events will run all mandatory pre and post daily safety briefings with the event staff and its pilots for STOL Drag

We bring our entire team to run a successful STOL Drag event. 14 persons

We co-market the event with the host airport. Our current core group of STOL Drag pilots have a following of over 10 million unique subscribers and followers through our online presence. This alone will put the event on the map to the world.

STOL Drag Events has the support from AOPA, CubCrafters, Tempest Aero Group, McFarlane, Whelen, Sky Cowboys, Beringer Aero, and many others. All sponsors of STOL Drag will also promote the event.

We can offer consulting for your event as well. We have been running aviation events now for over 10 years, including the largest backcountry fly-in in the world, High Sierra Fly-in.

Evening round table discussion / meet and greet with the pilots for the fans / attendees - Story tell and question and answer. This has been a big hit for fans.

At any time, we are available to all media for the event in order to showcase the event at the highest level.

Traditional STOL Demo provided by our pilots as well if desired

What we need from your event:

**Accommodations for our 14 man crew - Hotel

**On site meals or \$50 per day per diem for our 14 man crew.

**3 4 person golf carts or some other form of transportation to move around the airport and race course

** a 4-6 volunteers to help with racing and movement of aircraft

**60 orange traffic cones

**Start finish line marking paint and turnaround / halfway line (most airports have this)

**One experienced pilot volunteer to run the airport unicom while the event is taking place

**Arrival and departure plan for visiting aircraft - we consult with the host airport on this to accommodate arrival aircraft and is Notamed

**Crash Fire Rescue plan for event

**6 large fire extinguishers placed along course

**Crowd line set up - Minimum 220 feet back from course (all sides) per our FAA accreditation.

**One shade tent 20/20 for all race pilots and staff or something comparable (this area is a pilot gathering place, merchandise tent, shade etc.

**STOL Drag needs its own pit area roped off for up to 24 planes with tie downs and good taxi plan to and from course. Grass is great as pilots carry their own ties downs for this. Pavement we need hard tie downs or cables that are secure.

**The racecourse itself needs to be grass or dirt.

**Utility vehicle set up to tow heavier aircraft to and from pit area

**Hydration plan

**Fueling plan

** \$30,000 (Thirty thousand) Covers our costs and expenses for our team to get to your event along with staff salaries per event, awards, prize money etc.

As you know, there are several ways that your event can capture a lot of potential money for this event. Ticket sales, merchandise sales, alcohol sales, food and beverage, and the big one is local sponsors of the event. Our recent event in Arizona had over 25,000 people attend. Tickets were priced at \$18 per person. Additionally, they captured over a \$100,000 in local sponsors. The opportunities are endless.

We are extremely excited about the opportunity to come to Oregon and create a world class event that will last for years to come. This location would become an official stop on the STOL Drag Events circuit. If that's something your event desires.

If you have any questions at all please don't hesitate to call me anytime. As stated, we very much look forward to coming to Ohio and hope that you can approve this proposal from STOL Drag Events LLC.

Thank you,

Kevin Quinn
President - STOL Drag Events LLC.
www.stoldrag.com
530-412-2113

Approved by - Kevin Quinn STOL Drag Events LLC
KEVIN QUINN

Approved BY - Event Representative

\$ 45,800.00	Item	Cost	Notes
	cost/expenses to get STOL team here	\$ 30,000.00	budgeted 25k
	hotel 14 crew (BW 7 rooms)***	\$ 5,500.00	could be paid for by the boat race revenue of 6k (2k per race)
	crew meals (14 members)	\$ 2,800.00	\$50/per diem per day per crew member
	volunteer lunches	\$ 500.00	10 total // COP could help with parking/ pilot students could help with aircraft movements
	misc costs***	\$ 7,000.00	tents/utv rentals/trash/bathrooms/advertising/insurance

\$ (45,800.00)	Item	Revenue	Notes
	food vendor fees ***	\$ (5,000.00)	can do a spot fee or % of total sales
	ticket sales***	\$ (14,500.00)	\$15 per adult // 1500 people
	boat race revenue	\$ (6,000.00)	2k times 3 races
	sponsors/grants***	\$ (20,300.00)	either monetary or soft sponsorship



**AGENDA REPORT
NEW BUSINESS
October 25, 2022**

To: Mayor and City Council
FROM: Kari Ott, Finance Director
THROUGH: Danny K. Cummings, City Manager
SUBJECT: **BID APPROVAL TO PURCHASE RESCUE ONE UNIT**
DATE: October 14, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO AWARD OF THE BID TO PURCHASE A NEW RESCUE ONE UNIT THROUGH SOURCEWELL FROM ROSENBAUER SOUTH DAKOTA, LLC FOR \$514,404.

SUMMARY:

Attached is a bid to replace Rescue One.

BACKGROUND:

Rescue One is the most used vehicle in the fleet and is the city's primary first response vehicle. The rig is experiencing an increase in mechanical problems and is becoming increasingly unreliable. The vehicle had to be towed 2 times and repair costs in 2021-2022 were \$9,000.15 and already have repair costs of \$4,266.58 in 2022-2023.

The current budget and the prior two have been setting aside funds for the replacement of Rescue One using marijuana tax funds and TOT tax from the public safety fund. The City applied for a FEMA grant to try to get financial assistance to replace Rescue One and the Ladder Truck. The grant was not received. During the 22-23 budget committee meetings, the grant process and the purchase of Rescue One was discussed. There was discussion on how the amount of funding set aside would be enough for the grant match or the purchase of Rescue One without the grant.

CURRENT SITUATION:

Vehicles have been increasingly more difficult to find. The Fire Chief was able to find a bid for Rescue One through Sourcewell with Rosenbauer South Dakota, LLC for \$514,404. If the chassis amount of \$136,321 is paid ahead, there is also a discount of \$5,214, which would then be a total cost of \$509,190. The Fire Apparatus Reserve Fund has a balance of \$634,280 after the 22-23 budgeted transfer of \$100k from the public safety fund. Consequently, there is funding available for this purchase.

Using Sourcewell precludes the need to get more bids. Sourcewell has already gotten the bids before the equipment is contracted.

ANALYSIS:

- A. **STRATEGIC PLAN** This comes under the desirability goal of keeping public safety employees safe and equipped.
- B. **FINANCIAL** \$509,190 would be paid from the Fire Apparatus Department of the Capital Projects Fund and would leave a balance of \$125,090.
- C. **TIMING** The bid is good for 30 days, staff would like to order the unit as soon as possible in order to get the process started.
- D. **POLICY/LEGAL** The Council is required to approve bids over \$75,000.

ALTERNATIVES:

The Council could choose not to award. This means the City wouldn't be able to replace the aging Rescue One Unit.

RECOMMENDATION:

Staff recommends the award of the bid through Sourcewell.

ATTACHMENTS:

- 1. Rescue One bid
- 2. Rescue One specs



PURCHASE ORDER

Purchaser		SUPPLIER	
Purchaser:	Ontario Fire & Rescue	Contract #	Sourcewell Contract #: 113021-RSD
Address 1:	444 SW 4th Street	Supplier:	Rosenbauer South Dakota, LLC
Address 2:	Fire Station	Address 1:	100 3rd Street
City, State, Zip:	Ontario, Oregon 97914	Address 2:	
		City, State, Zip:	Lyons, SD 57041

Purchase Order Number:	New Interface Pumper	Delivery in Calendar Days:	485
Date:	10/6/2022	Member #:	(enter)

The amount in this proposal shall remain firm for a period of 30 days from the date of same.

Quantity	Description	Price	Price (Extended)
1	#NAME?	\$514,404.00	\$514,404.00
If the chassis arrives early, delivery dates will be adjusted and communicated to Ontario Fire & Rescue.			
*Note: If chassis amount of \$136,321.00 is paid upon arrival at our plant in South Dakota, deduct \$5,214.00 each			
TOTAL			\$514,404.00

NOTES:	
---------------	--

Rosenbauer Dealer :	General Fire Apparatus
Salesperson:	Brenden Feist
Signature:	 10/6/22

Purchaser:	Ontario Fire & Rescue
Print Name:	
Title:	
Date:	
Signature:	

Ontario Fire & Rescue
444 SW 4th Street
Fire Station
Ontario, Oregon 97914



Date: October 6, 2022

We hereby propose and agree to furnish, after your acceptance of this proposal and the proper execution by the Ontario Fire & Rescue, hereinafter called the Buyer and an officer of Rosenbauer South Dakota, LLC, hereinafter called the Company, the following apparatus and equipment.

Per Sourcewell Contract #: 113021-RSD

#NAME?

\$514,404.00 each

If the chassis arrives early, delivery dates will be adjusted and communicated to Ontario Fire & Rescue.

Gross due upon completion and delivery total

TOTAL \$514,404.00

***Note: If chassis amount of \$136,321.00 is paid upon arrival at our plant in South Dakota, deduct \$5,214.00 each**

All of which are to be built in accordance with the specifications, clarifications and exceptions attached, and which are made a part of this agreement and contract.

DELIVERY:

The estimated delivery time for the completed apparatus, is to be made 485 days after receipt of and approval of this contract duly executed, (chassis and (or) major components must arrive within 365 days or delivery may be extended), subject to all causes beyond the Company's control. The quoted delivery time is based upon our receipt of the specified materials required to produce the apparatus in a timely manner. "Delivery" means the date company is prepared to make physical possession of vehicle available to customer.

CONTRACT CHANGES:

After execution and acceptance of this Contract, the Buyer may request that the Company incorporate a change to the Products or the Specifications for the Products by delivering a Change Order to the Company; provided, however, that any such Change Order must be in writing and include a description of the proposed change sufficient to permit the Company to evaluate the feasibility of such Change Order. Within seven (7) working days of receipt of a Change Order, the Company will inform the Buyer in writing of the feasibility of the Change Order, the earliest possible implementation date for the Change Order, of any increase or decrease in the Purchase Price resulting from such Change Order, and of any effect on production scheduling or delivery resulting from such Change Order. The Company shall not be liable to the Buyer for any delay in performance or delivery arising from any such Change Order. Purchase Price may be modified only by mutual written agreement of the Parties because of changes to the Apparatus required or requested by the Buyer during the construction process pursuant to Appendix C, Change Order Policy. Any changes in the Purchase Price resulting from changes to the Apparatus required or requested by the Buyer during the construction process shall be stated in the Change Order signed by both parties. Additional Changes: If various state or federal regulatory agencies (e.g. NFPA, DOT, EPA) require changes to the specification and/or the product that result in a cost increase to comply therewith this cost will be added to the Purchase Price to be paid by the customer.

FORCE MAJEURE:

The Company shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond the Company's control which make the Company's performance impracticable, including but not limited to civil wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

www.rosenbaueramerica.com

info@rosenbaueramerica.com

ROSENBAUER SOUTH DAKOTA, LLC.
100 THIRD STREET
P.O. BOX 57
LYONS, SOUTH DAKOTA 57041
P: 605.543.5591

ROSENBAUER MINNESOTA, LLC.
5181 260TH STREET
P.O. BOX 549
WYOMING, MINNESOTA 55092
P: 651.462.1000

ROSENBAUER MOTORS, LLC.
5190 260TH STREET
P.O. BOX 549
WYOMING, MINNESOTA 55092
P: 651.462.1000

ROSENBAUER AERIALS, LLC.
870 SOUTH BROAD STREET
FREMONT, NEBRASKA 68025
P: 402.721.7622

**PAYMENT TERMS:**

Final payment for the apparatus shall be made at time of delivery or pick up of the completed vehicle. It is the responsibility of the Buyer to have full payment ready when the apparatus is complete and ready to deliver. If payment is delayed or delivery is delayed pending payment, a daily finance and storage fee may apply. Upon delivery of the apparatus or upon pickup of the apparatus by the Buyer, the Buyer agrees to provide all liability and physical damage insurance. It is further agreed that if on delivery and testing, any defects should develop, the Company shall be given reasonable time to correct changes. Guarantee of the chassis is subject to the guarantee of the chassis manufacturer. *NOTE: upon final inspection at the factory for pick-up or delivery, the Buyer will need to supply a Certificate of Insurance and full payment prior to release of the vehicle, unless prior arrangements for vehicle's release have been made.

TITLE:

The Apparatus shall always be the property of the Company until it is delivered to the Buyer pursuant to the terms of this agreement. The Company shall bear the sole responsibility and risk for destruction, loss or damage to the apparatus, or any portion of the Apparatus, through the date and time it is delivered to the Buyer. The Company shall deliver good and merchantable title to the Apparatus at the time it is delivered to the Buyer. The Buyer shall bear the sole responsibility and risk for destruction, loss or damage to the Apparatus upon the date and time it takes delivery of the Apparatus.

PIGGY BACK ORDERS:

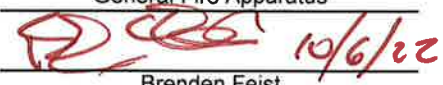
The Company, at its sole discretion, will allow the terms of the contract to be extended to both the Buyer, as well as to other Municipal, State, or Federal agencies for similar unit(s). The Company will allow tag on / additional orders for up to three (3) years from the date of contract execution. To facilitate pricing, the Company will quote the original price plus manufacturer's price increases or Producer's Price Index (PPI) whichever is greater as it applies to either Fire Apparatus and/ or commercial heavy truck industries.

MISCELLANEOUS PROVISIONS:

This agreement shall be construed in accordance with the laws of the State of South Dakota. The parties agree that any litigation arising from or in connection with any dispute between the parties under this agreement shall be venue in South Dakota. The parties agree that this agreement bears a rational relationship to the State of South Dakota, and they consent to the personal jurisdiction of such state and further consent and stipulate to venue in the above described court.

The amount in this proposal shall remain firm for a period of 30 days from the date of same.

Respectfully submitted,

Dealer: General Fire Apparatus
Sales Rep:  10/6/22
Brenden Feist

Buyer:

We accept the above proposal and enter into contract with signature below.

Title: _____

Title: _____

Date

After company receipt of this document signed by the Buyer, the document will be reviewed and upon approval, countersigned by the Company thereby putting the document in force.

Rosenbauer South Dakota, LLC

Title: _____

Date

www.rosenbaueramerica.com

info@rosenbaueramerica.com

ROSENBAUER SOUTH DAKOTA, LLC.
100 THIRD STREET
P.O. BOX 57
LYONS, SOUTH DAKOTA 57041
P: 605.543.5591

ROSENBAUER MINNESOTA, LLC.
5181 260TH STREET
P.O. BOX 549
WYOMING, MINNESOTA 55092
P: 651.462.1000

ROSENBAUER MOTORS, LLC.
5190 260TH STREET
P.O. BOX 549
WYOMING, MINNESOTA 55092
P: 651.462.1000

ROSENBAUER AERIALS, LLC.
870 SOUTH BROAD STREET
FREMONT, NEBRASKA 68025
P: 402.721.7622

APPENDIX C

CHANGE ORDER POLICY

This change order policy is intended to reflect the increased cost of changes which result in delayed deliveries, confused paperwork, poor production flow and increased potential of trucks being built to incorrect specifications. With your cooperation, changes can be kept to a minimum which means we will be able to reduce lead times, increase production and maintain costs which will benefit all of us.

Our objective is accurate, high quality and on-time deliveries exceeding our customer expectations.

Changes any time after the order is received may delay the quoted delivery date. Significant design or component changes will have the largest impact on the schedule and quoted delivery date. Changes that occur later in the process will also have the largest impact on the schedule and quoted delivery date.

All time fences are reference to contract execution date if not otherwise stated.

Change Window #1

All changes will be priced at standard pricing and specials will be priced through our normal process. Significant changes made to the vehicle during this time period may result in a delivery extension.

RBM Chassis	0-60 days
RBA Aerial	0-60 days
Rosenbauer Body	0-60 days

Change Window #2

All changes are subject to a 25% mark-up, as well as a \$250.00 change order processing fee. All changes are subject to factory review and may be denied due to engineering or lead time issues.

RBM Chassis	61-75 days
RBA Aerial	61-75 days
Rosenbauer Body	61-120 days

Change Window #3

All changes are subject to a 50% mark-up, and 50% restocking fee on deleted items, as well as a \$250.00 change order processing fee. All changes are subject to factory review and may be denied due to engineering or lead time issues. No major components can be changed at this time; major components are considered engine, transmission, axles, suspension, cab, frame (wheelbase), seats, water pump and water tank.

RBM Chassis	76-120 days
RBA Aerial	76-120 days
Rosenbauer Body	121-180 days

Change Window #4

Changes are not recommended at this time. Any changes requested will be priced on a time and material basis, as well as a \$500.00 change order processing fee. Any changes requested, and that are quoted to the customer, must be approved by the customer within three days or they will not be valid.

RBM Chassis	After 120 days
RBA Aerial	After 120 days
Rosenbauer Body	After 180 days

**Note: Any late change orders that are factory driven will be done at cost and no additional mark up or penalties will apply.*

BUYER INITIALS: _____

www.rosenbaueramerica.com

info@rosenbaueramerica.com

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City of Ontario
444 SW 4th St
Ontario, OR 97914-3497

ID# 2369

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QUOTATION

General Fire Apparatus

General Fire Apparatus-PNWEE
3924 East Trent Avenue
Spokane, Washington 99202
509-242-2710

Quote No: 10285-0010
08/08/2022

Page 1

PART NO	DESCRIPTION	QTY
== Bid Prep Forms - 601.022 06/01/22 ==		
ROSENBAUER APPARATUS SOLUTIONS - RAS - 02 JUNE 2022		
00-00-1100	Information Request Form (Factory Required)	1
00-00-1300	General Fire FXR Timberwolf Stock #2 - Freightliner Chassis	1
00-00-1499	Overall Height Restriction, NONE	1
00-00-1509	Overall Length Restriction, NONE	1
00-00-1519	Overall Width Restriction, NONE	1
00-00-1529	Wheelbase Restriction, NONE	1
00-00-1539	Angle of Approach, NFPA Minimum, 8 Degrees	1
00-00-1549	Angle of Departure, NFPA Minimum, 8 Degrees	1
00-00-3220	Contract Change Notice	1
00-12-1100	Financial Stability Response	1
01-06-0560	Electronic Stability Control	1
01-07-0062	-- Technical Drawings, Representative Drawings (4-View)(Left/Right/Rear/Front)	1
01-07-1100	Change Orders	1
02-02-0100	Pre-Construction Conference At Fire Dept.	1
02-02-0300	Inspection Trip	1
02-03-0500	ISO Compliance	1
02-03-0200	Single Source Response, Rosenbauer	1
02-06-0100	User's List - Ten Similar Apparatus	1
02-06-0200	Company History, South Dakota Division	1
02-10-4000	Delivery (1001 to 1250 miles)	1
02-13-5030	Delivery To End User	1
02-13-7200	Body Mfg Service & Support Requirements	1
02-13-7300	Local Sales and Service Vehicle Support	1
02-13-7400	Toll Free Service Number	1
== RSD Timberwolf Warranties - 601.022 06/01/22 ==		
01-16-0150	-- Warranty, Apparatus, Body Warranty, 1 Year	1
01-19-0250	-- Warranty, Body, Alum, 5 Years	1
01-19-2800	-- Warranty, Subframe, Lifetime Galv	1
01-20-1005	-- Warranty, Paint, AkzoNobel, 5 Years	1
01-21-0150	-- Warranty, Lettering and Striping, 1 Year	1
01-17-0860	-- Pump Warranty, Rosenbauer, 5 Year	1
01-17-1050	-- Plmbg Warranty, Stainless Steel, 10 Years	1
01-18-0250	-- Warranty, Foam Tank, UPF	1
01-18-0450	-- Warranty, Water Tank, UPF	1
01-33-3100	-- Manuals, Body Complete, 1 Set Printed	1
01-33-3710	-- In Process Photos	1
01-33-3810	-- Manuals, Body, Complete, Customized, Operation & Familiarization	1
02-90-1500	Chassis, International 4 Dr	1
== Use Drop Down For Chassis Options - 1217.021 12/17/21 ==		

PART NO	DESCRIPTION	QTY
== RSD Timberwolf Pumper DC Electrical System - 601.022 06/01/22 ==		
50-03-1000	Elecal, Base, Standard, W/O Load Mgmt	1
50-05-1510	-- Electrical Jct Box, Weather Resistant	1
50-10-2000	-- High Idle System	1
50-12-1120	Swth Panel/Elecal Console, Btwn Cab Seats, Blk LineX Ctd	1
10-13-4250	-- Binder Storage Module, Cab, Commercial Chassis, Rear of Console, Three (3) 2"	1
10-13-3540	-- Exterior Finish, Cabinet, To Match Cab Interior	1
10-13-3550	-- Interior Finish, Cabinet, Natural	1
10-13-8000	-- Cup Holder, Black	2
50-15-1100	Batteries, With Supl'd Chs	1
50-15-3100	Battery Swth, Mstr Disconnect , Chs Sppld	1
50-20-1600	Shore Power Inlet, KUSS Super Auto-Eject 20A, With Digital Display 091-55-194	1
	SHOP NOTE: Wired to the Inverter. Red Color Cover	
50-20-1124	-- Shore Power Inlet, Below Left Front Cab Door, Commercial	1
50-42-2000		1
50-43-1010	--	1
50-43-2500	--	1
51-16-5015	-- Fldlt, Fire Tech, FT-MB-18-FT-B, 25" Light Bar Mnt, Black	1
54-15-6100	-- Scene Lt Swth , Cab Switch Panel	1
52-01-1200	Back Up Alarm	1
52-08-1009	-- Hand Lights, NFPA Compliance - Spl'd/Instl'd by DEPT	1
52-15-1200	Radio Antenna Base, Supply and Install, Ea	2
53-01-1200	Marker Lts, LED, DOT Requirements	1
53-02-1300	License Plate Brkt, Stainless, No Lt, Rr	1
53-03-0080	Code 3 Rr DOT LED Lting Pkg (4x6)	1
53-03-2100	-- Tail/Brake Lts, Code 3, LED, 4"x6" (Pair)	1
53-04-2100	-- Turn Signals, Code 3, LED, 4"x6" (Pair)	1
53-06-3000	-- Backup Lts, Code 3, LED, 4"x6" (Pair)	1
53-07-1220	-- Tail Lt Bezel, 4 Lts, Code 3, Model 65 Series (Pair)	1
53-05-1800	Turn Signals, Mid Bdy, LED Marker Lt (Pair)	1
54-01-1238	-- Ground Lts, Front Bmpr, 2 Door, LED, TecNiq Pair	1
54-02-1620	-- Ground Lts, Cab, 4 Door, LED, TecNiq (Four)	1
54-02-2320	-- Step Lts, Cab, (2) Pair LED Four	1
54-03-1280	-- Ground Lts, Pump Panel , LED, TecNiq Pair	1
	SHOP NOTE: Locate these Directly Under the Rear Mount Pump Panel	
54-03-1680	-- Ground Lts, Rear Step , LED, TecNiq Pair	1
	SHOP NOTE: Please locate these under the L-3 & R-3 Compartments	
54-04-1999	-- Lt Swth , Ground Lts w/ Park Brake	1
54-10-1450	Step Lt, Rr Tailboard, LED, Ea	2
54-11-2100	Lt Swth , Step/Wlkwy Lts Wired Park Brake Swth	1
54-15-4802	-- Scene Lt, FireTech, Guardian Junior, FT-GSMJR, Surface Mnt	6
54-15-4892	-- Bezel, FireTech, Black	6
54-15-5500	-- Scene Lt Lctn, Left Side Of Bdy	2
54-15-5600	-- Scene Lt Lctn, Right Side Of Bdy	2
54-15-5700	-- Scene Lt Lctn, Rr Of Bdy	2
54-15-6400	-- Scene Lt Swth , Left Scene Lts, Cab Switch Panel	1

PART NO	DESCRIPTION	QTY
54-15-6500	-- Scene Lt Swtch , Right Scene Lts, Cab Switch Panel	1
54-15-6600	-- Scene Lt Swtch , Rr Scene Lts, Cab Switch Panel	1
55-11-2400	Dr Open/Hazard Wrn Lt, Flashing, Whelen 3SR00FRR LED Round w/Alarm	1
56-01-1340	Siren, Elect, Code 3 3492S XCEL	1
56-02-1600	-- Spkr, F-S Dynamax, ES100C 100 Watt	1
56-02-1650	-- Spkr Grille, Stnls Stl, "R"	1
56-03-1800	-- Spkr Lctn, To Be Determined by Body Mfg	1
57-03-1220	-- Lt Bar, Code 3, 21TRNFPA1 58" 21-30091-C	1
57-10-0600	-- Lightbar Cntrl, with Master Warning Switch	1
58-72-2200	-- Wrn Lts, Code 3, Upper Rear, (2) PrizmII 4x6	1
57-21-5000	-- Wrn Lt, Drvr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
57-21-5001	-- Wrn Lt, Offcr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
58-47-2200	-- Wrn Lts, Code 3, Upper Side Front, (2) PrizmII 4x6	1
57-21-5000	-- Wrn Lt, Drvr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
57-21-5001	-- Wrn Lt, Offcr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
58-62-2200	-- Wrn Lts, Code 3, Upper Side Rear, (2) PrizmII 4x6	1
57-21-5000	-- Wrn Lt, Drvr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
57-21-5001	-- Wrn Lt, Offcr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
CAB WARNING LTS		
58-04-2300	-- Wrn Lts, Code 3, Low Frnt, (2) PriZm II 4x6 LED	1
57-21-5000	-- Wrn Lt, Drvr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
57-21-5001	-- Wrn Lt, Offcr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
58-10-2000	-- Wrn Lts, Code 3, Intrst, (2) 2x5 LXEX1F LED	1
57-21-7100	-- Wrn Lt, Drvr, Code 3 LED X Red LED, Clear Lens, Ea	1
57-21-7101	-- Wrn Lt, Offcr, Code 3 LED X Red LED, Clear Lens, Ea	1
58-27-2000	-- Wrn Lts, Code 3, Low Mid Bdy (2) LXEX1F LED	1
57-21-7100	-- Wrn Lt, Drvr, Code 3 LED X Red LED, Clear Lens, Ea	1
57-21-7101	-- Wrn Lt, Offcr, Code 3 LED X Red LED, Clear Lens, Ea	1
58-37-2000	-- Wrn Lts, Code 3, Low Rr Side (2) LXEX1F LED	1
57-21-7100	-- Wrn Lt, Drvr, Code 3 LED X Red LED, Clear Lens, Ea	1
57-21-7101	-- Wrn Lt, Offcr, Code 3 LED X Red LED, Clear Lens, Ea	1
58-82-2100	-- Wrn Lts, Code 3, Lwr Rr, (2) PrizmII 4x6	1
57-21-5000	-- Wrn Lt, Drvr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
57-21-5001	-- Wrn Lt, Offcr, Code 3 PriZm II 4x6 Red LED, Clear Lens, Ea	1
== RSD Timberwolf Chassis Modifications - 601.022 06/01/22 ==		
10-02-1100	-- Label, Data, Fluid Levels	1
10-02-1200	-- Label, Data, Height x Length, Weight	1
10-02-1300	-- Label, Data, "No Ride" Rr Step	1
10-02-2100	-- Label, Indicating Number of Seats	1
10-02-2500	-- Label, "Caution: Do Not Wear Helmet While Seated"	1
10-03-1230	-- Chassis Preparation, Comm, 4 Door, Tmbrwlf/Airwlf	1
10-04-2600	--	1
10-04-3528	-- Bumper, Hvy Dty Steel Flat, Pntd	1
10-04-2154	-- Bumper Ext, 20", By Bdy Bldr	1
10-04-2344	-- Bumper Gravelshield, 20", By Bdy Bldr	1
10-06-1600	-- Tire Pressure Indicator, Sngl Axle, Commercial, RWTG1235	1
10-07-1100	-- Exhaust, Extension Under LH Bdy	1
10-08-2100	-- Mud Flaps, Rr Whls, Blk, w/ Bdy	1
10-10-0800	-- Cab Step Overlay, 4 Dr LH Side w/Compt	1
SHOP NOTE:		
Compartment For The Booster Reel		
10-10-0900	-- Cab Step Overlay, 4 Dr RH Side w/Compt	1
SHOP NOTE:		

PART NO	DESCRIPTION	QTY
	Compartment For The Booster Reel	
10-12-6300	SCBA Brkt, Cab Seat, Zico "NFPA" Restraint, Ea HZ-KD-ULLH	4
10-19-3100	-- Air Inlet, Mnl - Specify Lctn	1
	== RSD Timberwolf Pumper Pump & Plumbing - 601.022 06/01/22 ==	
20-27-3100	-- Pump, Rosenbauer, NH 1500 GPM, NPHP, Rr Mt PTO	1
20-27-0150	-- Rosenbauer Pump Body, Light Alloy	1
27-10-3100	-- Pressure Gvrnr, FRC, Pump Boss 400 Series, w/Bdy	1
20-28-3400	-- Pump Shift, Rosenbauer, PTO, Pump and Roll	1
27-03-1750	-- Gauge, Dschg, 2-1/2" 600#, In Cab, Pump and Roll	1
20-28-4100	-- High Pressure Plumbed to Bumper Turret	1
20-28-4200	-- High Pressure Plumbed to Hose Reel	1
20-29-1200	-- Primer, Trident Air Primer, Automatic	1
20-29-1250	-- Primer Control - Main Pump Rocker Switch	1
	STAINLESS STEEL PUMP PLUMBING *	
21-00-2002	-- Screens/Anodes, Pump, 6"	1
21-00-3300	-- Piping, Stnls Stl - 1250 GPM & Up	1
21-01-0200	-- Pump Drain, Master, Manifold, Push Pull Type	1
21-01-5500	-- Intk Manifold, Stnls Stl	1
21-01-6500	-- Dschg Manifold, Stnls Stl	1
21-01-7100	-- Painting, Pump & Piping, Silver	1
21-01-8100	-- Threads, National Hose (NST)	1
22-30-4100	-- Intk, Mstr, Gtd, 6", Mnl, Bttrfly, Rear, Bhnd Pnl	1
21-01-2500	-- Drain/Bleeder, IC Lift-Up, Mnl 1/4 Turn	1
22-41-5700	-- Cap, 6", Chrome Long Hndl	1
22-51-8810	-- Tank-To-Pump, Water Tank, 4" Butterfly Vlv, Elec/Air, N/NH Series, EXT	1
23-02-1200	-- Tank Fill/Cooling Line, Water Tank, 1-1/2"	1
24-62-1150	-- Vlv Mfger, AKR, 8000, (1-1/2")	1
22-55-4050	-- Intk Vlv Cntrl, AKR, Mnl Swing Type-Adjacent	1
25-08-1200	-- Foam System, RBA HP, Fix Mix, Pump Panel and Cab Cntrl	1
25-08-1312	-- HP-FIXMIX, Foam Supply	1
25-08-1330	-- Proportioning Rate, HP-FIXMIX, 0.5%	1
25-20-1200	-- Foam Plmbg, Sngl Class A Tank, 1" Mnl Vlv	1
25-21-1300	-- Foam Tank, Intgrl Poly, 20 Gal, Class A	1
25-22-9100	-- Foam Tank, No Manufacturer Preference	1
25-23-1000	-- Foam Tank Drain, 1" Gate Vlv, Under Tank	1
20-30-3400	-- Pump Instn, Rr Mt PTO, By Bdy Bldr	1
20-31-3600	Dump-Relief Vlv, Suction Side, TFT A18	1
20-31-4200	Pump Cooler, Bypass-To-Tank, 1/2"	1
20-31-5100	Heat Exchanger, Engine, Hook-Up Only	1
20-31-1000	-- Fire Pump Testing - Pumpers/Tankers	1
20-31-1100	-- Pump Test, Pumper, UL	1
20-31-1500	-- Pump Test, Label	1
22-30-1100	Intk, Gtd, 2-1/2", Rr Left Side, Rr Mt	1
21-01-2502	-- Drain/Bleeder, IC Lift-Up, Mnl 1/4 Turn - Spec Only	1
22-41-1100	-- Plug, 2-1/2", Chrome Rocker Lug, w/Chain	1
24-62-1250	-- Vlv Mfger, AKR, 8000, (2-1/2")	1
22-55-4050	-- Intk Vlv Cntrl, AKR, Mnl Swing Type-Adjacent	1
23-14-3100	Dschg, 1-1/2" Frnt Bmpr Crosslay, NST	1
	SHOP NOTE:	
	Note: Front Bumper to have closed ends. The ends shall not be open.	
21-01-2200	-- Drain/Bleeder, Class 1, Automatic	1

PART NO	DESCRIPTION	QTY
23-08-3500	-- Crosslay Cvr, Vinyl, End Flaps - Frnt Bmpr	1
23-08-3600	-- Crosslay Cvr, Vinyl, End Flaps	1
29-20-5602	-- Vinyl Color, BLACK	1
29-20-5602	--	1
24-61-1225	-- Vlv Mfgr, AKR, 8000, (2"), KZCO Electric	1
24-53-6220	-- Vlv Cntrl, AKR, 2.0" Elec, KZCO, Rocker Switch	1
27-02-1500	-- Gauge, Dschg, IC, 2-1/2" (0-400 PSI), WF	1
23-20-1600	Dschg, Speedlay, 2-1/2", Right Rear Face, Tmbrwlf	1
21-01-2302	-- Drain/Bleeder, Class 1, Mnl 1/4 Turn - Spec Only	1
24-01-2400	-- Adptr, Reducing, 2-1/2" NST F x 1-1/2" NST M, Chrome	1
24-61-1252	-- Vlv Mfgr, AKR 8000, 2-1/2", Mnl Swng Type-Adj, TS-7	1
24-53-0820	-- Dschg Vlv Cntrl, AKR, Mnl Swing Type-Adj, TS-7	1
27-02-1500	-- Gauge, Dschg, IC, 2-1/2" (0-400 PSI), WF	1
23-20-2110	Dschg, 2-1/2", Rr Cntr Pmp Pnl, Left Side, Tmbrwlf/Airwlf	1
21-01-2302	-- Drain/Bleeder, Class 1, Mnl 1/4 Turn - Spec Only	1
24-02-1202	-- Elbow, Flange x 2-1/2"M, Chrome	1
24-03-1400	-- Cap, 2-1/2", NST Chrome, Rocker Lug, w/Chain	1
24-61-1252	-- Vlv Mfgr, AKR 8000, 2-1/2", Mnl Swng Type-Adj, TS-7	1
24-53-0820	-- Dschg Vlv Cntrl, AKR, Mnl Swing Type-Adj, TS-7	1
27-02-1500	-- Gauge, Dschg, IC, 2-1/2" (0-400 PSI), WF	1
23-20-3310	Dschg, 3", Rr Cntr Pmp Pnl, Right Side, Tmbrwlf/Airwlf	1
21-01-2302	-- Drain/Bleeder, Class 1, Mnl 1/4 Turn - Spec Only	1
24-02-1402	-- Elbow, Flange x 3"M, Chrome	1
24-03-1500	-- Cap, 3", Chrome, Rocker Lug, w/Chain	1
24-61-1302	-- Vlv Mfgr, AKR 8000, 3", Mnl Swng Type w/ SC-Adj, Twlf	1
24-53-0830	-- Dschg Vlv Cntrl, AKR Man Swng Type-Adj, TS-7 w/Slow Cloz	1
27-02-1500	-- Gauge, Dschg, IC, 2-1/2" (0-400 PSI), WF	1
23-20-2610	Dschg, 2-1/2", Left Rear Upper Face, Tmbrwlf/Airwlf	1
21-01-2302	-- Drain/Bleeder, Class 1, Mnl 1/4 Turn - Spec Only	1
24-01-2400	-- Adptr, Reducing, 2-1/2" NST F x 1-1/2" NST M, Chrome	1
24-03-1200	-- Cap, 1-1/2", NST Chrome, Rocker Lug, w/Chain	1
24-61-1252	-- Vlv Mfgr, AKR 8000, 2-1/2", Mnl Swng Type-Adj, TS-7	1
24-53-0820	-- Dschg Vlv Cntrl, AKR, Mnl Swing Type-Adj, TS-7	1
27-02-1500	-- Gauge, Dschg, IC, 2-1/2" (0-400 PSI), WF	1
24-30-3610	-- Hose Reel, HAN, RH Side Cmpt, Elec, Stl Pntd - Tmbrwlf	1
24-31-2100	-- Hose Reel, Rwnd Cntrl, Weatherproof Push Button	1
24-32-1210	-- Dschg, Hose Reel, 1", Class 1 Valve	1
24-32-1800	-- Dschg, Hose Reel, Plmbd to High Pressure	1
24-33-1300	-- Hose, Water, 800#, 3/4-in x 150-ft, Three (3) 50-ft Lengths	1
24-33-7200	-- Nzl, Rosenbauer, Servo-Nepiro, High Pres, 1" NST	1
24-33-8000	-- Nzl, Mtg, Hose Reel	1
24-33-9600	-- Roller, Hose Reel, Captive, Four Sided	1
80-43-1600	-- Painting, Hose Reel, Silver Grey	1
== RSD Timberwolf Pumper Pump Compt - 601.022 06/01/22 ==		
26-40-1100	Pump Enclsr, Specs, RrMt, Compt C/S	1
26-40-2100	-- Pump Panel Lctn, Rr Mt, Rr Center	1
26-40-4100	-- Pump Cntrl Panel Enc Door, Rr Mt, Rr Center, Roll Up	1
26-40-3100	Pump Cntrl Panel, Rr Mt Stnls Stl	1
26-40-5500	Pump Access Panels, Rr Mt, Side Cmpts Bhnd Rr Whls	1
SHOP NOTE:		
Painted to Match the compartment walls		
26-50-1200	Heater, Pump Enc, 30,000BTU, w/Swtch on Pmp Oprtr's Pnl	1

PART NO	DESCRIPTION	QTY
26-55-1100	Labels, Test Data and Safety Placards	1
26-55-2400	Labels, Innovative Controls Color Coded	1
26-56-2000	Pump Panel Lt (1), Actuated w/Pump Engagement	1
27-01-2610	-- Mstr Gauges BEZEL Assy w/Test Taps, IC, 4" PSI(600) #3101813	1
27-01-4100	Gauge, Test Taps	1
27-35-4024	Water/Foam Gge, IC, 10-LED Wtr/Fm Dual Dsply , Pmp Pnl (Strght) 3030359-04	1
27-35-6104	-- Water Tank Gauge, Whelen PS TANK2 LED, Level Lts, Pair, IC	1
	== RSD Timberwolf Single Axle Pumper - 601.022 06/01/22 ==	
25-26-1400	-- Water Tank, 750 Gal, Pmpr/Tnkr , Poly	1
25-25-0060	-- Water Tank, "T" Tank	1
25-44-1300	-- Water Tank, Fill Tower, 10" x 10", <1500 Gals	1
25-42-1100	-- Water Tank, Base Specs, Poly	1
25-42-1190	-- Water Tank, Manufacturer, No Preference, Poly	1
29-10-1000	Hosebed, Grating, Extrd Alum, <180" Long	1
29-10-5100	-- Hosebed, Strge Cpcty, 55 Cubic Feet, Minimum	1
29-10-8100	Hosebed, Divider, 1/4" Alum	2
29-10-8300	-- Hosebed, Divider, Handhole Cutouts	2
29-10-8600	Alum Box Around Fill Towers	1
29-20-2000	Hosebed Cvr, Vinyl, <180" L, <74" W, Velcro	1
29-20-5602	-- Vinyl Color, BLACK	1
29-20-7200	Hosebed Lts, Recess In Sides, Rr Swtch-Four (4)	1
	SHOP NOTE:	
	Inside the pumphouse behind the roll up door.	
30-00-0299	Raw Material Surcharge - Single Axle	1
30-01-1980	Bdy Const - Rosenbauer FX - 3/16" Alum - SA Timberwolf	1
	SHOP NOTE:	
	This is an FXR RSD Body.	
30-01-2250	-- Electrolysis Corrosion Cntrl	1
30-02-2200	-- Smooth Alum Compt Floors	1
30-10-1100	-- Sub Frame, Hot-Dip Galv	1
30-10-1010	-- Sub Frame, Hot-Dip Galv (Design Notice)	1
31-01-1800	-- Bdy, Frmd Alum, Pmpr/Tnkr , 160"	1
44-06-2200	-- Whl Well Panel, Alum Pntd, Sngl Axle - Alum	1
44-06-4100	-- Fenderette, Polished Aluminum	1
31-01-2138	100" OAW, Full Depth Compartments	1
29-00-1300	-- Hosebed, Pmpr, <180" L, 74" Wide	1
32-03-0084	-- Cmpt Height, 79" High Left	1
32-03-1084	-- Cmpt Height, 79" High Right	1
32-04-1338	Pntd Roll Up, HL/HR	1
30-02-1140	-- Roll-Up Drs - Amdor	7
30-02-1260	-- Dr Strap, EZ-Pull Down, Ea	7
30-02-1210	-- Dr Locks, Roll-Up, Ea	7
32-05-1125	-- Ahd Rr Whls - Full Ht Comp't - Roll Up Door - Painted	1
	SHOP NOTE:	
	Full Depth / Full Height Compartments	
44-40-1100	-- Vents, Compts, Louvers, Includes Filters (Ea)	1
45-01-1050	-- Shelving Tracks, (2) Unistrut, Alum	1
55-01-5114	-- Cmpt LED Lt, Luma Bar, (2) Ea Cmpt	1
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	1
32-05-1360	-- Upr Hgh Sde - Sgle Comp't - Roll Up Door - Painted	1

PART NO	DESCRIPTION	QTY
44-40-1100	-- Vents, Compts, Louvers, Includes Filters (Ea)	1
45-01-1050	-- Shelving Tracks, (2) Unistrut, Alum	1
55-01-5114	-- Cmpt LED Lt, Luma Bar, (2) Ea Cmpt	1
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	1
32-05-1725	-- Bhnd Rr Whls - Full Ht Comp't - Roll Up Door - Painted	1
SHOP NOTE: Full Depth / Full Height Compartments		
44-40-1100	-- Vents, Compts, Louvers, Includes Filters (Ea)	1
45-01-1050	-- Shelving Tracks, (2) Unistrut, Alum	1
55-01-5114	-- Cmpt LED Lt, Luma Bar, (2) Ea Cmpt	1
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	1
32-06-1125	-- Ahd Rr Whls - Full Ht Comp't - Roll Up Door - Painted	1
SHOP NOTE: Full Depth / Full Height Compartments		
44-40-1100	-- Vents, Compts, Louvers, Includes Filters (Ea)	1
45-01-1050	-- Shelving Tracks, (2) Unistrut, Alum	1
55-01-5114	-- Cmpt LED Lt, Luma Bar, (2) Ea Cmpt	1
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	1
32-06-1460	-- Upr Hgh Sde - Sgle Comp't - Roll Up Door - Painted	1
44-40-1100	-- Vents, Compts, Louvers, Includes Filters (Ea)	1
45-01-1050	-- Shelving Tracks, (2) Unistrut, Alum	1
55-01-5114	-- Cmpt LED Lt, Luma Bar, (2) Ea Cmpt	1
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	1
32-06-1725	-- Bhnd Rr Whls - Full Ht Comp't - Roll Up Door - Painted	1
SHOP NOTE: Full Depth / Full Height Compartments		
44-40-1100	-- Vents, Compts, Louvers, Includes Filters (Ea)	1
45-01-1050	-- Shelving Tracks, (2) Unistrut, Alum	1
55-01-5114	-- Cmpt LED Lt, Luma Bar, (2) Ea Cmpt	1
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	1
33-60-1180	Rr Bdy, Flat Back	1
32-08-0210	-- High Angle Compartments	1
44-40-1020	-- Vents, Compts, Louvers (Ea)	1
55-01-5112	-- Cmpt LED Lt, Luma Bar, (1) Ea Cmpt	2
55-06-1100	-- Cmpt Lt, Dr Swtch, Auto, Ea	2
33-60-1820	-- Rr Bdy, High Angle of Departure, Rr Mt Pumper	1
90-02-4100	Ladder Strge, In Hosebed, With Dr	1
90-02-5300	Ladder Mtg, Fldg Attic, External	1
90-03-0225	Ladders, Ground, Provd'd By Bdy Bldr, SD	1
90-16-5400	Pike Pole Mtg, In Ladder Tunnel, Ea	2
90-16-6115	Pike Pole Provd'd By, Bdy Bldr SD	1
== RSD Timberwolf Pumper Common Body Parts - 601.022 06/01/22 ==		
44-01-1450	-- Bdy Trim, Frnt Cmpt, Ht of Side Cmpts, Alum T/P	1
44-01-6020	-- Catwalks Top of Side Cmpts, Painted	1
Rr BODY DESIGN - PUMPER/TANKER		
44-01-4000	-- Bdy Trim, Entire Rr Bdy, Smooth for Chevron Stripe	1
33-62-6100	-- Full Width Fold Down Rr Step	1
44-30-1850	-- Roof Access Ladder, Alum Tubing, Fold-Up, Left Rr	1
33-70-1300	-- Handrails, Rr Step, Vert, 48", Pair	1
33-70-2100	-- Handrails, Pmpr, Below Hosebed, Horz, 48"	1

PART NO	DESCRIPTION	QTY
33-70-3700	-- Handrails, Pmpr, Top of Hosebed Sides, Rr, 12", Pair	1
44-02-1100	-- Rub Rails, Lwr Bdy, Extrd Alum	1
44-02-2000	-- Rub Rails, Spacers, Nylon	1
44-11-5160	Whl Well Cmpt, Ahd of Whls Left Side, Tmbrwlf/Airwlf	1
44-10-1600	-- Whl Well Cmpt, Sngl SCBA, Poly Tube, S/S Dr, (Fire Shopp)	1
44-10-6000	-- Whl Well Cmpt, SCBA Cmpt Straps	1
44-11-5360	Whl Well Cmpt, Bhnd Whls Left Side, Tmbrwlf/Airwlf	1
44-10-1600	-- Whl Well Cmpt, Sngl SCBA, Poly Tube, S/S Dr, (Fire Shopp)	1
44-10-6000	-- Whl Well Cmpt, SCBA Cmpt Straps	1
44-11-5560	Whl Well Cmpt, Ahd of Whls Right Side, Tmbrwlf/Airwlf	1
44-10-1600	-- Whl Well Cmpt, Sngl SCBA, Poly Tube, S/S Dr, (Fire Shopp)	1
44-10-6000	-- Whl Well Cmpt, SCBA Cmpt Straps	1
44-11-5760	Whl Well Cmpt, Bhnd Whls Right Side, Tmbrwlf/Airwlf	1
44-10-1600	-- Whl Well Cmpt, Sngl SCBA, Poly Tube, S/S Dr, (Fire Shopp)	1
44-10-6000	-- Whl Well Cmpt, SCBA Cmpt Straps	1
== RSD Timberwolf - AC Electrical System - 601.022 06/01/22 ==		
60-17-1300	-- Inverter, 1800W, 12V, Xantrex Freedom HF1800, w/ Trnsfr Sw	1
60-20-8100	-- Gntr Wiring, Type SO Cable, Rubber Cvred	1
60-25-9610	Shore Power Strip, 120V, 15 Amp, 4-Plug Strip Rcptcl	3
== RSD Timberwolf Equipment Systems - 601.022 06/01/22 ==		
== RSD Timberwolf Pumper Single Axle - Pnt/Ltr/St - 601.022 06/01/22 ==		
80-22-1504	Bdy Paint, Sngl Axle, Pmpr/Tnkr - Sngl Color	1
80-06-1100	-- Apparatus Color	1
SHOP NOTE: The apparatus shall be ____ in color.		
80-30-1200	Cmpt Finish, Spatter Coat, Up to 8 Cmpts	1
SHOP NOTE: Red Spatter Color Matching the Apparatus Body Exterior Color		
80-40-1100	Whls, Alum, By the Chassis Manufacturer	1
80-42-1500	Bdy Paint, Touch Up, 2 oz. Bttl, One Color	1
80-43-1099	Undercoating, Bdy, Sngl Axle	1
80-43-2996	-- Blacked Out Items- Line-X/Paint	1
80-50-2000	Lettering, 4" Scotchlite Reflect, 75 Letters	1
80-70-2020	Stripe, Sngl Reflective, 6", "Hockey Stick" Design	1
80-73-1100	-- Reflective Pin Stripe Black	1
80-75-1600	-- Reflective Stripe Material, White	1
80-72-1100	Stripe, Reflective 3M, Chevron Pattern Entire Rr Red/Yellow	1
80-72-1799	=== NO Rear Roll-Up Door Chevron Striping - Pick to Select ===	1
80-79-1000	NFPA Standing / Walking Surfaces Yellow Safety Tape (NFPA 15.7.1.6)	1
== Pumper/Tanker - Loose Equipment - 601.022 06/01/22 ==		
90-01-5900	Whl Chocks Pair Zico #SAC-44 Fldg w/ Mts	1
90-03-3100	-- Ladder, Roof, Duo-Safety, 10' Alum 775-A	1
90-07-4060	-- Ladder, Ext, Duo-Safety, 22' Alum, 3 Sect 925-A	1
90-08-2600	-- Ladder, Attic, Duo-Safety, 10' Alum, Fold 585-A	1
90-16-2300	-- Pike Pole, 6' Fbgls, Round Hndl	1
90-16-2800	-- Pike Pole, 10' Fbgls, Round Hndl	1
90-47-0100	Miscellaneous Loose Hardware, Bolts-Nuts-Washers-Screws	1

One (1)
00-00-1539

ANGLE OF APPROACH

The angle of approach for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.

One (1)
00-00-1549

ANGLE OF DEPARTURE

The angle of departure for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.

One (1)
00-00-3220

CONTRACT CHANGE NOTICE

The quoted delivery time is based upon our receipt of the specified materials required to produce the apparatus in a timely manner. "Delivery" means the date company is prepared to make physical possession of vehicle available to the customer.

The Company shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond the Company's control which make the Company's performance impracticable, including but not limited to civil wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, pandemics, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

After execution and acceptance of this Purchase Process, the Buyer may request that the Company incorporate a change to the Products or the Specifications for the Products by delivering a Change Order to the Company; provided, however, that any such Change Order must be in writing and include a description of the proposed change sufficient to permit the Company to evaluate the feasibility of such Change Order. Within seven (7) working days of receipt of a Change Order, the Company will inform the Buyer in writing of the feasibility of the Change Order, the earliest possible implementation date for the Change Order, of any increase or decrease in the Purchase Price resulting from such Change Order, and of any effect on production scheduling or delivery resulting from such Change Order. The Company shall not be liable to the Buyer for any delay in performance or delivery arising from any such Change Order. Purchase Price may be modified only by mutual written agreement of the Parties because of changes to the Apparatus required or requested by the Buyer during the construction process pursuant to Appendix C, Change Order Policy. Any changes in the Purchase Price resulting from changes to the Apparatus required or requested by the Buyer during the construction process shall be stated in the Change Order signed by both parties. Additional Changes: If various state or federal regulatory agencies (e.g., NFPA, DOT, EPA) require changes to the specification

and/or the product that result in a cost increase to comply therewith this cost will be added to the Purchase Price to be paid by the customer.

One (1)
00-12-1100

FINANCIAL STABILITY SPECIFICATIONS

With high-profile instances of fire apparatus manufacturers encountering financial difficulties, it is imperative that fire departments be diligent in evaluating the financial position of the companies they solicit to build on their emergency response vehicles. A contract entered into with a company on shaky ground is a dangerous prospect, since conducting business with a manufacturer in such condition could open the department to monumental problems.

Take, for instance, the growing theme of manufacturers *requiring* as opposed to *offering* pre-payment and progressive payment options with a corresponding discount off the price of a vehicle. Such offers are made with an ulterior motive in mind, as it can be generally inferred that manufacturers requiring pre-payments and progressive payments do so because they need your cash *today* to fund production of other vehicles already in the backlog.

Should problems arise, as has been the case in situations too numerous to mention, your department risks losing any down payments already made or even the entire cost of a piece of equipment should certain pre-pay discount situations go awry.

While pre-payment discounts may be enticing, it is important to know just how stable the manufacturer seeking your funds is before you make that commitment. If you enter into one of these agreements and the manufacturer hits a rough patch, it is you that will be hurting, because your funds may not be recoverable. However, if you enter into a contract with a financially sound manufacturer, you will reap all of the benefits of a well-built truck at a lower cost. You may equally, by taking advantage of the time-value of money, be able to afford more truck than initially thought, because funds saved by leveraging pre-payment options could allow you get some added features that you might not necessarily have been able to afford.

With this in mind, it must be noted that Rosenbauer is a company with rock-solid financial stability. This is a statement not made lightly, as we can prove it to you. We can provide language that you can insert into your bid specifications that stipulates that in order for bids to be accepted by a fire department, the company bidding must meet several fiscal criteria.

The first criteria call for the successful bidder to meet a debt-to-equity ratio not exceeding a 2.0 rating. Rosenbauer presently stands at a 1.51 rating, which is well-below the accepted rating. This low number results from Rosenbauer owning more assets with a marginal debt service. This means we are not using lenders to fund our operations, nor our growth.

The second requirement is that the debt coverage ratio of the successful body builder exceeds a 100 rating. The higher the number, the better able a company is to meet its payment obligations with banks and creditors. Rosenbauer's number is at 279.6, which is nearly three times the required amount. The higher the debt coverage ratio, the easily and more fluidly a company is positioned to pay its monthly obligations and operating costs.

The third criteria require that the equity ratio of the successful bidder must exceed .30 rating. A higher equity ratio indicates that the body builder has increased flexibility to meet its financial obligations which translates into greater financial stability. Rosenbauer currently has an equity ratio of .387 which is well above the accepted rating and an excellent indicator of financial strength.

When exploring and evaluating various manufacturers to consider for building your apparatus, there is little doubt you will find one that stands on as firmly a financial ground as Rosenbauer. While others are experiencing stressful issues that raise doubts as to the company's long-term viability, Rosenbauer continues to demonstrate a strengthening of its financial position in the apparatus manufacturing industry. Because Rosenbauer meets and exceeds all the above-stated financial bid requirements, we are best positioned to ensure customers of a strong relationship with the company, which cannot be claimed by most of our competitors in this volatile market.

The Rosenbauer America Dun and Bradstreet number is 02-447-3584. To acquire a Dun and Bradstreet report, telephone them at 1-800-234-3867 (in Canada 800-463-6362) or visit their web site address at www.dnb.com. Dun and Bradstreet is nationally recognized, independent financial analysis company.

One (1)
01-06-0560

ELECTRONIC STABILITY CONTROL

Electronic stability control shall be supplied on the chassis.

One (1)
01-07-0062

ENGINEERING BLUEPRINTS

ROSENBAUER has submitted "proposal" blueprints which are "representative" of the vehicle being proposed and these have been generated on computer-aided-design (CAD) equipment.

The blueprints are provided as follows:

Sheet No. 1:

- Left side exterior view
- Right side exterior view
- Rear exterior view
- Front view

ROSENBAUER shall provide construction drawings for approval prior to actual construction of the vehicle.

The design of the equipment is in accordance with the best engineering practices. The equipment design and accessory installation shall permit accessibility for use, maintenance and service. All components and assemblies shall be free of hazardous protrusions, sharp edges, cracks or other elements, which might cause injury to personnel or equipment.

All oil, hydraulic, and air tubing lines and electrical wiring shall be located in protective positions properly attached to the frame or body structure and shall have protective loom or grommets at each point where they pass through structural members, except where a through-frame connector is necessary.

Parts and components will be located or positioned for rapid and simple inspection and recognition of excessive wear or potential failure. Whenever functional layout of operating components determines that physical or visual interference between items cannot be avoided, the item predicted to require the most maintenance shall be located for best accessibility.

One (1)
01-07-1100

CHANGE ORDERS

To ensure the proper engineering and construction of the purchaser's custom fire apparatus in a timely manner, the contractor shall consider the order final and complete after any changes made during the pre-construction conference are mutually approved. Change orders requested after the pre-construction conference are discouraged. It shall be understood and agreed that any changes, if approved, after the order has been released to Engineering, shall constitute a valid cause for production delay and without penalty to the contractor.

One (1)
02-02-0100

PRE-CONSTRUCTION CONFERENCE (AT FIRE DEPARTMENT)

A pre-construction conference shall be conducted at the Fire Department Headquarters, at which time all final designs and equipment mounting locations will be approved, prior to any sheet metal being cut. A factory-trained dealer shall be present during the pre-construction conference to answer any design questions relating to the layout of the apparatus. All expenses for travel, meals, and lodging shall be included. BIDDER SHALL INDICATE INTENTION TO PROVIDE THE REQUIRED PRE-CONSTRUCTION CONFERENCE IN THE PROPOSAL PACKET.

One (1)
02-02-0300

INSPECTION TRIPS

Inspection trip(s) for Fire Department personnel shall be made to the facility during the course of construction of the apparatus. Successful bidder shall consult with Fire Department committee chairperson as to the proper timing of the inspection trip(s). Air travel (for distances over 250 miles), meals, and lodging expenses shall be included. BIDDER SHALL INDICATE INTENTION TO PROVIDE THE REQUIRED INSPECTION TRIP(S) IN THE PROPOSAL PACKET.

One (1)
02-03-0500

ISO COMPLIANCE

The manufacturer shall operate a Quality Management System under the requirements of ISO 9001. These standards sponsored by the "International Organization for Standardization (ISO)" specify the quality systems that shall be established by the manufacturer for design, manufacture, installation and service. A copy of the certificate of compliance shall be included with the bid.

One (1)
02-03-0200

SINGLE SOURCE MANUFACTURER

Rosenbauer is a "Single Source" manufacturer meeting the requirements specified by your bid specifications. Rosenbauer maintains an integrated approach to all aspects of manufacturing including, but not limited to, the chassis and cab, engineered assemblies, apparatus body, pump module, fabricated components, aerial devices, and all related appurtenant. Rosenbauer and our subsidiaries take sole responsibility of each apparatus we manufacture, guaranteeing parts and service availability within your specified time frames.

Final assembly of our proposed apparatus takes place on our premises. The chassis and aerial device are engineered and manufactured within wholly or partially owned Rosenbauer facilities eliminating split warranty responsibility.

ONE CALL SERVICE RESPONSE

Rosenbauer assumes the total responsibility for warranty services for each apparatus we build. These services include, but are not limited to, all components used in the manufacture of the apparatus, the specified chassis, cab, and body. A designated factory staff is employed to maintain "One Call" warranty and repair service coverage. Many members of our nationwide dealer network also provide and maintain service facilities and on-site service response capabilities. Additionally, contracted service centers are strategically placed across the nation to provide immediate response to any issue or situation that may arise with any of our apparatus.

In addition, (purchasers name) may elect to perform warranty services and repairs in (purchasers name) own service facility while this vehicle is within a warranty coverage period, Rosenbauer will provide all necessary support and consideration. We stock a full line of support parts at our factory, which can be expedited to your location if necessary.

One (1)
02-06-0100

DELIVERED UNITS

The vehicle manufacturer shall provide a listing of ten (10) recently delivered units of similar design. The list shall include the customer name, address, contact person and phone number who represents the purchaser.

One (1)
02-06-0200

ROSENBAUER SOUTH DAKOTA COMPANY OVERVIEW

Please allow us to share with you a brief summary of the history and condition of Rosenbauer South Dakota, LLC formally known as Central States Fire Apparatus, LLC, Rosenbauer America Companies.

Rosenbauer South Dakota, LLC is located in Lyons, S.D., where it manufactures a complete line of fire apparatus including pumpers, tankers, rescue units, etc. The company operates in modern facilities consisting of 155,000 sq.ft., which features computer controlled fabricating equipment, down-draft paint booths and CAD system. Production currently averages over fifty (50) units per month.

Rosenbauer South Dakota began manufacturing fire apparatus in 1979 and incorporated under the laws of South Dakota in 1982. The company specializes in extruded aluminum construction that has been field proven for over forty years.

In view of the changes that our industry has gone through in the past few years, we felt it was important to take advantage of economies of scale, yet be aligned with an organization that is 100% committed to the fire service. Thus, on 5-1-98 Rosenbauer South Dakota merged with Rosenbauer, International of Leonding, Austria and (Rosenbauer Minnesota (General Safety)) of Wyoming, Minnesota. Rosenbauer South Dakota looks forward to the opportunity of expanded growth in the domestic and international markets.

Rosenbauer South Dakota is a profitable, financially secure company, and is listed and rated by Dun & Bradstreet. For your convenience, Rosenbauer South Dakota's Duns number is 10-229-2117. Rosenbauer South Dakota's Bank is the Home Federal Savings Bank in Crooks, SD. The contact person at the bank is Mr. Randy Snyders. Rosenbauer South Dakota's Federal ID# is 46-0448012.

Thank you for considering a Rosenbauer unit. We are sure that you will be more than pleased with a quality apparatus from Rosenbauer.

Feel free to contact us with any questions or concerns you may have regarding our proposal for fire apparatus.

One (1)
02-10-4000

DELIVERY

Final delivery of the completed apparatus shall be made F.O.B. Fire Department Headquarters.

One (1)
02-13-5030

DELIVERY

The apparatus shall be delivered complete and ready for operation. The apparatus, to insure proper break-in of all components, shall be delivered under its own power - rail or truck freight is not acceptable.

One (1)
02-13-7200

BODY MANUFACTURER SERVICE AND SUPPORT REQUIREMENTS

To ensure the purchaser a source of service and parts over the anticipated life of the apparatus, the manufacturer shall provide supporting information establishing their permanency in the industry and include in the proposal a description of our service abilities and facilities.

The manufacturer shall stock a complete line of firefighting equipment and parts for this apparatus. Location of the manufacturing plant and nearest service facility must be outlined in the bid submission, including a complete history of the manufacturer. The manufacturer shall include in the bid a description of the service abilities and facilities.

The manufacturer's facilities shall provide, as a minimum, the following:

- Full body shop
- Paint spray booths for entire apparatus
- Sheet metal shears and brake press
- Fabrication and sheet metal department
- Plumbing facilities and UL testing area at service center
- Service and parts store for walk-in sales
- Engineering and office support personnel
- Adequate indoor storage of vehicle while service is being performed

Prior to the award of the contract the manufacturer shall make available the service center for an inspection tour at the convenience of the fire officials and or their designates (manufacturer is not responsible for travel costs associated with this visit). Although local service is available, the manufacturer shall be solely responsible for coordination and processing of all warranty claims.

One (1)
02-13-7300

LOCAL SALES AND SERVICE VEHICLE SUPPORT

The manufacturer and local sales/service facility shall provide information pertaining to authorized local sales representative of the apparatus. The representative is capable of repairing the apparatus and has a service center located within _____ miles of the purchaser. This facility provides complete repair, maintenance and service of the apparatus.

This dealer shall have in their employ, qualified full-time employee(s) who are capable and certified of repairing the apparatus. The local service dealer shall make available their service center for inspection tour at the convenience of the fire officials and or their designates.

1. Service Center Name:
2. Location:
3. Telephone:
4. Fax:

5. Square Footage of Service Center:

6. Is the Service Center Enclosed and Heated: YES _____ NO _____

7. Number of Service Technicians:

8. Service Shop and Sources to Handle the Following:

A) Body Repairs Including Welding YES _____ NO _____

B) Minor Paint Work YES _____ NO _____

C) Chassis Repairs and Service YES _____ NO _____

D) Major Component Repairs & Service YES _____ NO _____

E) Electric Repairs and Service YES _____ NO _____

One (1)
02-13-7400

TOLL FREE SERVICE NUMBER

Due to the nature of emergency fire and rescue services being subject to respond at any time of the day or night, the municipality requires that this also applies to the selling Dealer and the manufacturer.

On a typical day to day basis the request for service is expected to be requested from the selling Dealer. However, if the Dealer's service center is not readily available the municipality needs assurance that the OEM (Original Equipment Manufacturer) can be reached for assistance.

With that said, each bidder shall supply a toll-free telephone number that provides OEM emergency service assistance. This number, when called, shall be directed to a call center, then to an OEM service technician, 24 hours a day, 365 days a year.

There shall be a minimum of ten (10) OEM service technicians at any time in the que to answer an incoming emergency service call. One of which shall be the OEM's National Service Manager.

In the interest of providing the minimum level of acceptable service for the new apparatus this shall be considered a requirement of the successful bidder/proposal.

One (1)

== RSD Timberwolf Warranties - 601.022 06/01/22 ==

One (1)
01-16-0150

BODY WARRANTY

We warrant each new motorized fire apparatus manufactured by ROSENBAUER AMERICA, LLC for a period of ONE YEAR from the date of delivery, except for chassis and other components noted herein.

Under this warranty we agree to furnish any parts to replace those that have failed due to defective material or workmanship where there is no indication of abuse, neglect, unusual or other than normal service providing that such parts are, at the option of ROSENBAUER AMERICA, LLC, made available for our inspection at our request, returned to our factory or other location designated by us with transportation prepaid within thirty days after the date of failure or within one year from the date of delivery of the apparatus to the original purchaser, whichever occurs first, and inspection indicates the failure was attributed to defective material or workmanship.

The warranty on the chassis and chassis supplied components, storage batteries, generators, electrical lamps and other devices subject to deterioration is limited to the warranty of the manufacturer thereof and adjustments for the same are to be made directly with the manufacturer by the customer.

This warranty will not apply to any fire apparatus that has been repaired or altered outside our factory in any way, which in our opinion might affect its stability or reliability.

This warranty shall not apply to those items that are usually considered normal maintenance and upkeep services: including, but not limited to, normal lubrication or proper adjustment of minor auxiliary pumps or reels.

This warranty is in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on our part. We neither assume nor authorize any person to assume for us any liability in connection with the sales of our apparatus unless made in writing by ROSENBAUER AMERICA, LLC.

One (1)
01-19-0250

ALUMINUM BODY WARRANTY - FIVE YEAR

Rosenbauer America, LLC warrants to the original purchaser only, that the all-aluminum body, fabricated by Rosenbauer America, LLC, under normal use and with reasonable maintenance, be structurally sound and will remain free from corrosion perforation for a period of FIVE (5) years.

This warranty does not apply to the following items that are covered by a separate warranty: paint finish, hardware, moldings, and other accessories attached to this body. In addition, this warranty does not apply to any part or accessory manufactured by others and attached to this body.

ROSENBAUER AMERICA, LLC MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, WITH RESPECT TO THE ALUMINUM BODY AND ALL IMPLIED

**WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE
AND HEREBY DISCLAIMED.**

Rosenbauer America, LLC will replace without charge, repair or make a fair allowance for any defect in material or workmanship demonstrated to its satisfaction to have existed at the time of delivery or not due to misuse, negligence, or accident. If Rosenbauer America, LLC elects to repair this body, the extent of such repair shall be determined solely by Rosenbauer America, LLC, and shall be performed solely at the Rosenbauer America, LLC factory, or at an approved facility. The expense of any transportation to or from such repair facility shall be borne by the purchaser and is not an item covered under this warranty.

Rosenbauer America, LLC will not be liable for damages and under no circumstances will its liability exceed the price for a defective body. The remedies set forth herein are exclusive and in substitution for all other remedies to which the purchaser would otherwise be entitled.

Rosenbauer America, LLC will be given a reasonable opportunity to investigate all claims. The purchaser must commence any action arising out of, based upon or relating to agreement or the breach hereof, within twelve months from the date the cause of the action occurred.

Note: Surety bond, if required, will cover standard one year warranty period only and will not cover any extended warranties allowed by seller or other component manufacturers.

One (1)
01-19-2800

GALVANIZED SUBFRAME WARRANTY

Subject to the provisions, limitations and conditions set forth in this warranty, Rosenbauer America, LLC (hereby referred to as "seller"), hereby warrants to each original purchaser only that each new hot dip galvanized body subframe (exclusive of paint finish and hardware) is structurally sound and free of all structural defects of both material and workmanship and further warrants that it will maintain such structural integrity for the duration of ownership by the original purchaser. This warranty terminates upon transfer of possession or ownership by the original purchaser.

This warranty is conditioned upon normal use and reasonable maintenance of such subframe; prompt written notice of all defects to seller or one of the seller's then authorized dealers in the area; no repair or additions there to except by seller or authorized by it; said defect not resulting from misuse, negligence, accident, remount, overloading beyond applicable weight rating by customer or third parties. If any such conditions are not complied with, this warranty shall become void and unenforceable.

Should repairs become necessary under the terms of the warranty, the extent of that repair shall be determined solely by the seller and shall be performed solely at Rosenbauer America, LLC or a repair facility designated by the seller. The expense of any transportation to or from such repair facility shall be that of the purchaser and is not an item covered by this warranty.

Seller reserves the unrestricted right at any time from time to time to make changes in the design of and/or improvements on its products without thereby imposing any obligation on itself to make corresponding changes or improvements in or on its products theretofore manufactured.

EXCLUSIONS AND LIMITATIONS: THIS MANUFACTURER'S WARRANTY IS PROVIDED IN PLACE OF ANY AND ALL OTHER REPRESENTATIONS OR IMPLIED WARRANTIES. NO PERSON IS AUTHORIZED TO MAKE ANY REPRESENTATIONS OR WARRANTY ON BEHALF OF ROSENBAUER AMERICA, LLC OR ANY OF ITS DISTRIBUTORS OTHER THAN SET FORTH IN THIS MANUFACTURER'S WARRANTY. YOUR RIGHT TO SERVICE AND REPLACEMENT OF PARTS ON THE TERMS EXPRESSLY SET FORTH HERIN ARE YOUR EXCLUSIVE REMEDIES AND NEITHER THE MANUFACTURER NOR ANY OF ITS DISTRIBUTORS SHALL BE LIABLE FOR DAMAGES, WHETHER ORDINARY, INCIDENTAL OR CONSEQUENTIAL.

Note: Surety bond, if required, will cover standard one year warranty period only and will not cover any extended warranties allowed by seller or other component manufacturers.

One (1)
01-20-1005

PAINT WARRANTY - FIVE YEAR

The AkzoNobel paint performance guarantee will cover the areas of the vehicle finished with the specified product for a period of FIVE (5) year beginning the day the vehicle is delivered to the purchaser.

The full apparatus body, manufactured and painted by Rosenbauer America, LLC, shall be covered for the following paint failures as outlined on the guarantee certificate:

- Peeling or delaminating of the topcoat and/or other layers of paint.
- Cracking or checking.
- Loss of gloss caused by cracking, checking, or hazing.
- Any paint failure caused by defective AkzoNobel finishes, which are covered by this guarantee.

All guarantee exclusions, limitations, and methods of claims are covered in the full certificate provided to the original purchaser.

Note: Surety bond, if required, will cover standard one year warranty period only and will not cover any extended warranties allowed by seller or other component manufacturers.

One (1)
01-21-0150

LETTERING WARRANTY

Rosenbauer America, LLC warrants to the original purchaser only, that the lettering and striping, installed by Rosenbauer America, LLC, will remain free from defects for a period of one (1) year under normal use.

Rosenbauer America, LLC will replace without charge, repair or make a fair allowance for any

defect in material or workmanship demonstrated to its satisfaction to have existed at the time of delivery or not due to misuse, negligence, or accident. If Rosenbauer America, LLC elects to repair this item, the extent of such repair shall be determined solely by Rosenbauer America, LLC, and shall be performed solely at the Rosenbauer America, LLC factory, or at an approved facility. The expense of any transportation to or from such repair facility shall be borne by the purchaser and is not an item covered under this warranty.

One (1)
01-17-0860

PUMP WARRANTY

The fire pump manufacturer shall provide a five (5) year warranty. The manufacturer shall supply details of their warranty information with their bid submission.

One (1)
01-17-1050

STAINLESS STEEL PLUMBING WARRANTY

The manufacturer shall provide a ten (10) year warranty on the stainless steel plumbing components and installation. The manufacturer shall supply details of their warranty information with their bid submission.

One (1)
01-18-0250

FOAM TANK WARRANTY

UNITED PLASTIC FABRICATION INC. Warrants each UPF POLY-TANK IIE Booster/Foam tank to be free from manufacturing defects in material and workmanship for the service life of the vehicle (vehicle must be actively used in fire suppression). The UPF POLY-TANK IIE must be installed in accordance with the United Plastic Fabricating installation manual. Every UPF POLY-TANK IIE is thoroughly inspected and tested for leaks before leaving our facility. Should any problems develop with your UPF POLY-TANK IIE booster/foam tank and will not meet performance criteria during the service life of the vehicle, notify UPF in writing or call our TOLL-FREE SERVICE HOT LINE 1-800-USA-POLY. Provide UPF with the serial number and a description of the problem. If the tank problem would render the truck out of service, UPF will dispatch a service technician WITHIN 48 HOURS (2 DAYS) to repair the tank. (This time period is for North America only). If the vehicle can remain in service, UPF will dispatch a service technician within a mutually agreed upon time period.

We will repair, or at our option, replace the tank with a new UPF POLY-Tank IIE. UPF will cover customary and reasonable costs to remove and install the UPF POLY-TANK IIE. This warranty will not cover tanks that have been improperly installed, misused or abused, and the serial number must not have, been altered, defaced or removed. UPF will not cover any unauthorized third-party repairs or alterations. Any of these actions may void the warranty.

THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED, WHICH EXTEND BEYOND THE DESCRIPTION OF THE FACE HEREOF. THERE IS NO EXPRESS OR IMPLIED WARRANTY OF MERCHANTABILITY OR A WARRANTY OF FITNESS

FOR A PARTICULAR PURPOSE. ADDITIONALLY, THIS WARRANTY IS IN LIEU OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF UNITED PLASTIC FABRICATION, INC.

This warranty contains the entire warranty. It is the sole warranty and price agreements or representation, whether oral or written, are either merged herein or expressly cancelled. UNITED PLASTIC FABRICATION, INC. Neither assumes, nor authorizes any person supposing to act on its behalf, to change, nor assume for it, any warranty or liability concerning its product.

IN NO EVENT WILL UNITED PLASTIC FABRICATION, INC BE LIABLE FOR AN AMOUNT IN EXCESS OF THE PRESENT RETAIL, PURCHASE PRICE PLUS INSTALLATION AND REMOVAL COST OF THE BOOSTER TANK, FOR ANY LOSS OR DAMAGE, WHETHER DIRECT OR INDIRECT, INCIDENTAL, CONSEQUENTIAL, OR OTHERWISE ARISING OUT OF FAILURE OF ITS PRODUCT.

This warranty gives you specific legal rights, and you may have other rights, which vary from state to state. Some states do not allow exclusion or limitation of incidental or consequential damage, so the above limitation or exclusion may not apply to you. Some states do not allow limitation on how long an implied warranty lasts, so the above limitation may not apply to you.

One (1)
01-18-0450

WATER TANK WARRANTY

UNITED PLASTIC FABRICATION INC. Warrants each UPF POLY-TANK IIE Booster/Foam tank to be free from manufacturing defects in material and workmanship for the service life of the vehicle (vehicle must be actively used in fire suppression). The UPF POLY-TANK IIE must be installed in accordance with the United Plastic Fabricating installation manual. Every UPF POLY-TANK IIE is thoroughly inspected and tested for leaks before leaving our facility. Should any problems develop with your UPF POLY-TANK IIE booster/foam tank and will not meet performance criteria during the service life of the vehicle, notify UPF in writing or call our TOLL-FREE SERVICE HOT LINE 1-800-USA-POLY. Provide UPF with the serial number and a description of the problem. If the tank problem would render the truck out of service, UPF will dispatch a service technician WITHIN 48 HOURS (2 DAYS) to repair the tank. (This time period is for North America only). If the vehicle can remain in service, UPF will dispatch a service technician within a mutually agreed upon time period.

We will repair, or at our option, replace the tank with a new UPF POLY-Tank IIE. UPF will cover customary and reasonable costs to remove and install the UPF POLY-TANK IIE. This warranty will not cover tanks that have been improperly installed, misused or abused, and the serial number must not have, been altered, defaced or removed. UPF will not cover any unauthorized third-party repairs or alterations. Any of these actions may void the warranty.

THERE ARE NO WARRANTIES, EXPRESSED OR IMPLIED, WHICH EXTEND BEYOND THE DESCRIPTION OF THE FACE HEREOF. THERE IS NO EXPRESS OR IMPLIED WARRANTY OF MERCHANTABILITY OR A WARRANTY OF FITNESS

FOR A PARTICULAR PURPOSE. ADDITIONALLY, THIS WARRANTY IS IN LIEU OF ALL OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF UNITED PLASTIC FABRICATION, INC.

This warranty contains the entire warranty. It is the sole warranty and price agreements or representation, whether oral or written, are either merged herein or expressly cancelled. UNITED PLASTIC FABRICATION, INC. Neither assumes, nor authorizes any person supposing to act on its behalf, to change, nor assume for it, any warranty or liability concerning its product.

IN NO EVENT WILL UNITED PLASTIC FABRICATION, INC BE LIABLE FOR AN AMOUNT IN EXCESS OF THE PRESENT RETAIL, PURCHASE PRICE PLUS INSTALLATION AND REMOVAL COST OF THE BOOSTER TANK, FOR ANY LOSS OR DAMAGE, WHETHER DIRECT OR INDIRECT, INCIDENTAL, CONSEQUENTIAL, OR OTHERWISE ARISING OUT OF FAILURE OF ITS PRODUCT.

This warranty gives you specific legal rights, and you may have other rights, which vary from state to state. Some states do not allow exclusion or limitation of incidental or consequential damage, so the above limitation or exclusion may not apply to you. Some states do not allow limitation on how long an implied warranty lasts, so the above limitation may not apply to you.

One (1)
01-33-3100

BODY MANUAL - PRINTED WITH DIGITAL COPY

Rosenbauer shall provide with the vehicle upon delivery, one (1) complete delivery manual. This manual shall be in a notebook type binder, with reference tabs for each section of the vehicle.

Within each section shall be:

- Individual component manufacturer instruction and parts manuals
- Warranty forms for the body
- Warranty forms for all major components
- Warranty instructions and format to be used in compliance with warranty obligations
- Wiring diagrams
- Installation instruction and drawings for major parts
- Visual graphics and electronic photos for the installation of major parts
- Necessary normal routine service forms, publications and components of the body portion of the apparatus
- Technical publications for training and instruction on major body components
- Warning and safety related notices for personnel protection
- Cab and chassis manuals on parts, service and maintenance shall be provided

One (1)
01-33-3710

IN PROCESS PHOTOS

There shall be a series of photos provided as the apparatus progresses through the production process. There will be a minimum of four (4) photos per interval and a total of six intervals, one (1) upon chassis arrival, four (4) during construction and one (1) upon completion.

One (1)
01-33-3810

OPERATION AND FAMILIARIZATION MANUAL

The apparatus manufacturer shall supply, at delivery, customized Operation & Familiarization Manual, complete with full-color photos of the actual, completed apparatus with each feature and control identified and its function explained.

Safety, Operation, Maintenance and Troubleshooting sections will include information about each major component of the apparatus (chassis, pump, foam system, generator, electrical devices, etc.). The manual shall be specific to the apparatus (or group of apparatus) being delivered.

All safety and warning labels shall be represented in the manual for subsequent safety inspections to ensure their continued presence on the apparatus.

The manufacturer shall submit a sample manual with the bid proposal. Failure to do so will result in rejection of the proposal. Reference to "on delivery" or "at pre-build" submission is not an acceptable response for the bid document.

"Similar" or "Representative" manuals will not be accepted.

One (1)
50-03-1000

LOW VOLTAGE ELECTRICAL SYSTEM SPECIFICATIONS

The electrical system shall include all panels, electrical components, switches and relays, wiring harnesses and other electrical components. The electrical equipment installed by the apparatus manufacturer shall conform to current automotive electrical system standards, the latest Federal DOT standards, and the requirements of the applicable NFPA standards.

All wiring shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for the protected circuit. Voltage drops in all wiring from the power source to the using device shall not exceed 10 percent. The wiring and wiring harness and insulation shall be in conformance to applicable SAE and NFPA standards. The wiring harness shall conform to SAE J-1128 with GXL temperature properties. All exposed wiring shall be protected in a loom with a minimum 289 degree Fahrenheit rating. All wiring looms shall be properly supported and attached to body members. The electrical conductors shall be constructed in accordance with applicable SAE standards, except when good engineering practice requires special construction.

The wiring connections and terminations shall use a method that provides a positive mechanical and electrical connection and shall be installed in accordance with the device manufacturer's instructions. Electrical connections shall be with mechanical type fasteners and large rubber grommets where wiring passes through metal panels.

The wiring between the cab and body shall be joined using Deutsche type connectors or an enclosed in a terminal junction panel area. This system will permit body removal with minimal impact on the apparatus electrical system. All connections shall be crimp-type with insulated shanks to resist moisture and foreign debris such as grease and road grime. Weather-resistant connectors shall be provided throughout to ensure the integrity of the electrical system.

Any electrical junction or terminal boxes shall be weather resistant and located away from water spray conditions. In addition, the main body junction panel shall house the automatic reset breakers and relays where required.

There shall be no exposed electrical cabling, harnesses, or terminal connections located in compartments, unless they are enclosed in a junction box or covered with a removable electrical panel. The wiring shall be secured in place and protected against heat, liquid contaminants and damage. Wiring shall be uniquely identified every three-inches (3") by color coding or permanent marking with a circuit function code and identified on a reference chart or electrical wiring schematic per requirements of applicable NFPA #1901 standards.

The electrical circuits shall be provided with low voltage overcurrent protective devices. Such devices shall be accessible and located in required terminal connection locations or weather resistant enclosures. The overcurrent protection shall be suitable for electrical equipment and shall be automatic reset type and meet SAE standards. All electrical equipment, switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. The system shall have electro-magnetic interference suppression provided as required in applicable SAE standards.

The electrical system shall include the following:

- Electrical terminals in weather exposed areas shall have a non-conductive grease or spray applied. A corrosion preventative compound shall be applicable to all terminal plugs located outside of the cab or body.
- The electrical wiring shall be harnessed or be placed in a protective loom.
- Holes made in the roof shall be caulked with silicone. Large fender washers shall be used when fastening equipment to the underside of the cab roof.
- Any electrical component that is installed in an exposed area shall be mounted in a manner that will not allow moisture to accumulate in it.
- A coil of wire must be provided behind an electrical appliance to allow them to be pulled away from mounting area for inspection and service work.
- All lights that have their sockets in a weather exposed area shall have corrosion preventative compound added to the socket terminal area.

The warning lights shall be switched in the chassis cab with labeled switches in an accessible location. Individual rocker switches shall be provided only for warning lights provided over the minimum level of warning lights in either the stationary or moving modes. All electrical equipment

switches shall be mounted on a switch panel mounted in the cab convenient to the operator. The warning light switches shall be of the rocker type. For easy nighttime operation, an integral indicator light shall be provided to indicate when the circuit is energized. All switches shall be appropriately identified as to their function.

A single warning light switch shall activate all required warning lights. This switch will allow the vehicle to respond to an emergency and "call for the right of way". When the parking brake is applied, a "blocking right of way" system shall automatically activate per requirements of the applicable NFPA standards. All "clear" warning lights shall be automatically turned off upon application of the parking brake.

NFPA REQUIRED TESTING OF ELECTRICAL SYSTEM

The apparatus shall be electrically tested upon completion of the vehicle and prior to delivery. The electrical testing, certifications, and test results shall be submitted with delivery documentation per requirements of the applicable NFPA standards. The following minimum testing shall be completed by the apparatus manufacturer:

1. Reserve capacity test:

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged. The engine shall be shut off and the minimum continuous electrical load shall be activated for ten (10) minutes. All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a failed test.

2. Alternator performance test at idle:

The minimum continuous electrical load shall be activated with the engine running at idle speed. The engine temperature shall be stabilized at normal operating temperature. The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

3. Alternator performance test at full load:

The total continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of two (2) hours. Activation of the load management system is permitted during this test. However, if an alarm sounds due to excessive battery discharge, as detected by the system requirements in the NFPA standards, or a system voltage of less than 11.7 volts dc for more than 120 seconds is present, the test has failed.

4. Low voltage alarm test:

Following the completion of the above tests, the engine shall be shut off. The total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates. The battery voltage shall be measured at the battery terminals. With the

load still applied, a reading of less than 11.7 volts dc for a 12 volt system shall be considered a test failure. The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

NFPA REQUIRED DOCUMENTATION

The following documentation shall be provided on delivery of the apparatus:

- a. Documentation of the electrical system performance tests required above.
- b. A written load analysis, including:
 1. The nameplate rating of the alternator.
 2. The alternator rating under the conditions.
 3. Each specified component load.
 4. Individual intermittent loads.

One (1)
50-05-1510

WEATHER RESISTANT ELECTRICAL JUNCTION BOX

The electrical junction or terminal boxes shall be weather resistant and located away from water spray conditions. In addition, the main body junction panel shall house the automatic reset breakers and relays where required. The main body junction panel shall be located in the pump compartment.

One (1)
50-10-2000

HIGH IDLE SYSTEM

There shall be a high idle system furnished and installed on the apparatus. The high idle system shall have an on/off switch located in the chassis on the switch console. The system shall have an interlock that will disable the solenoid if the parking brake is not completely set.

One (1)
50-12-1120

ELECTRICAL CONSOLE WITH EMERGENCY LIGHT SWITCH PANEL – THERMAL COATED

An electrical console shall be constructed of .125" black LineX coated smooth aluminum material, and mounted in the cab of the truck chassis. Console shall be designed and installed between the driver and passenger seats. The top face of the console shall be designed as the switch panel for all emergency light switches. The switch panel shall be hinged for easy access to the switch connections.

All emergency light switches shall be lighted, rocker style. Switches shall be internally lit when the switch circuit is in the on position. A plug-in identification label is to be provided and installed adjacent to each rocker switch with backlighting provided behind the label.

SWITCHES

A rocker style internally lighted switch shall be provided and wired through a heavy-duty relay to activate power to the emergency lights. The emergency lights shall be activated by a single "MASTER SWITCH" on the electrical console.

One (1)
10-13-4250

BINDER STORAGE MODULE

One (1) cab storage module shall be provided at the rear of the center console to accommodate a minimum of three (3) 2" three ring binders. The binders shall be stored one (1) wide and three (3) high in the module. The module shall include a nylon safety belt for retaining the binder when not in use. The compartment shall be fabricated of smooth aluminum.

One (1)
10-13-3540

The cabinet's exterior finish shall match the interior finish of the chassis cab.

One (1)
10-13-3550

The cabinet's interior shall have a natural finish.

Two (2)
10-13-8000

Two (2) cup holders shall be provided and installed.

One (1)
50-15-1100

BATTERY SYSTEM

The battery system shall be supplied with the chassis.

One (1)
50-15-3100

MASTER ELECTRIC SWITCH

One (1) battery disconnect switch shall be located conveniently to the driver of the apparatus. The switch shall disconnect the 12 volt power supply from the battery system.

One (1)
50-20-1600

AUTO-EJECT

A Kussmaul "Super Auto-Eject" 20-amp automatic disconnect device shall be provided and installed on the 110 volt shoreline connection. The device shall be complete with weatherproof cover and matching plug with digital display, part number 091-55-194, incorporated into the cover. The Auto-Eject shall be activated by the chassis starter switch to disconnect the plug. The Super Auto-Eject shall be completely sealed to prevent contamination of the mechanism by inclement weather and road conditions. The Super Auto-Eject shall have an internal switch to open and close the AC circuit after the mating connector is inserted and before the connector is removed.

SHOP NOTE

Wired to the Inverter. Red Color Cover

One (1)
50-20-1124

SHORE POWER PLUG

The shore power plug shall be located in the step area below the left front cab door of the commercial chassis.

One (1)
50-42-2000

One (1)
50-43-1010

One (1)
50-43-2500

One (1)
51-16-5015

LED SCENE LIGHT

A Fire Tech FT-MB-18-FT-B brow light shall be provided and installed below the light bar. The light shall produce 7,920 lumens and be powder coated black.

One (1)
54-15-6100

SCENE LIGHT SWITCHING

One (1) scene light switch with indicator shall be installed on the cab main switch panel to control all scene light(s). The switch shall be labeled "SCENE LIGHTS".

One (1)
52-01-1200

BACK-UP ALARM

One (1) automatic electric back-up alarm shall be wired to the back-up light circuit, and mounted

under the rear of the apparatus body.

One (1)
52-08-1009

HAND LIGHTS

All NFPA required portable hand lights supplied by the Customer must be installed before the apparatus is placed into service.

Two (2)
52-15-1200

RADIO ANTENNA BASE

Two (2) radio antenna base shall be supplied and installed on the apparatus, the antenna coax terminating in the cab. The location shall be determined by the customer.

One (1)
53-01-1200

MARKER LIGHTS

LED marker lights shall be installed on the vehicle in conformance to the Department of Transportation requirements.

One (1)
53-02-1300

LICENSE PLATE BRACKET

One (1) stainless steel license plate bracket shall be provided at the rear of the apparatus.

One (1)
53-03-2100

TAIL LIGHTS

One (1) pair of Code 3 LED tail/brake lights shall be provided. The rectangular 4" x 6" light shall be red.

One (1)
53-04-2100

TURN SIGNALS

One (1) pair of Code 3 turn signals shall be provided. The rectangular LED lights shall be 4" x 6" in dimension.

One (1)
53-06-3000

BACKUP LIGHTS

One (1) pair of Code 3 Series 65 LED backup lights shall be installed on the rear of the apparatus body. The dimensions shall be 4" x 6" and the lens color shall be clear.

One (1)
53-07-1220

FOUR LIGHT HOUSING

One (1) pair of chrome plated tail light housings shall be supplied. Each housing shall be designed to hold four (4) Code 3 Model 65 series rear lights located at the lower rear corners of the body.

One (1)
53-05-1800

MID BODY LED TURN SIGNALS

One (1) pair of mid body LED turn signals shall be provided. The location of the turn lights shall be at mid-body near the rear wheel axle.

One (1)
54-01-1238

FRONT BUMPER GROUND LIGHTS

Two (2) TecNiq E10 LED ground lights shall be installed on the chassis cab, one under each side of the front bumper.

One (1)
54-02-1620

CAB GROUND LIGHTS

Four (4) TecNiq E10 LED ground lights shall be installed on the chassis cab, one under each cab door.

One (1)
54-02-2320

CAB STEP LIGHTS

There shall be LED cab step lights supplied below the chassis cab doors. The lights shall be mounted below the cab doors and illuminate the chassis cab steps. There shall be two (2) LED lights located on each side of the chassis cab.

One (1)
54-03-1280

PUMP PANEL GROUND LIGHTS

Two (2) TecNiq LED #LED E10 ground lights shall be installed under the pump panel running boards. One (1) light shall be located on the driver's side and one (1) light located on the officer's side of the apparatus.

SHOP NOTE

Locate these Directly Under the Rear Mount Pump Panel

One (1)
54-03-1680

REAR STEP GROUND LIGHTS

Two (2) TecNiq LED #LED E10 ground lights shall be installed under the rear step. One (1) light shall be located on the driver's side and one (1) light located on the officer's side of the apparatus.

SHOP NOTE

Please locate these under the L-3 & R-3 Compartments

One (1)
54-04-1999

The ground lights shall automatically activate when the parking brake is applied.

Two (2)
54-10-1450

REAR TAILBOARD LIGHTS

Two (2) LED step lights with clear lens shall be installed to illuminate the step surfaces at the rear of the apparatus body.

One (1)
54-11-2100

The step/walkway light switch shall be installed and wired to the parking brake.

Six (6)
54-15-4802

SCENE LIGHT

Six (6) FireTech Guardian Junior FT-GSMJR scene light shall be provided. The fixture shall be designed to attach to the side of the apparatus and emit light both straight down the side of the body, and in a perpendicular plane to the mounting sheet on to the scene area near the apparatus. The fixture shall incorporate 3 rows of LEDs, with the center row of 4 LEDs using conical acrylic optics mounted in alignment with each other. The other two rows of LEDs shall use an integrated linear optic to emit light downward asymmetrically. A moisture blocking vent valve shall be installed in the body of the fixture to allow for equalization of internal pressure without introduction of moisture into the housing.

Six (6)
54-15-4892

The fixture shall have a black housing, black rubber gasket and a black trim bezel.

Two (2)
54-15-5500

SCENE LIGHT LOCATION

Two (2) scene light shall be located on the left side of the apparatus body.

Two (2)

54-15-5600

SCENE LIGHT LOCATION

Two (2) scene light shall be located on the right side of the apparatus body.

Two (2)

54-15-5700

SCENE LIGHT LOCATION

Two (2) scene light shall be located on the rear of the apparatus body.

One (1)

54-15-6400

SCENE LIGHT SWITCHING

One (1) scene light switch with indicator shall be installed on the cab main switch panel to control the left side scene light(s). The switch shall be labeled "LEFT SCENE".

One (1)

54-15-6500

SCENE LIGHT SWITCHING

One (1) scene light switch with indicator shall be installed on the cab main switch panel to control the right side scene light(s). The switch shall be labeled "RIGHT SCENE".

One (1)

54-15-6600

SCENE LIGHT SWITCHING

One (1) scene light switch with indicator shall be installed on the cab main switch panel to control the rear scene light(s). The switch shall be labeled "REAR SCENE".

One (1)

55-11-2400

DO NOT MOVE APPARATUS LIGHT

The front headliner of the cab shall include a flashing red Whelen round LED light, 3SR00FRR, with a red lens clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound while the light is activated.

The flashing red light shall be 3.00 inches in diameter and shall be located centered left to right for greatest visibility.

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

One (1)

56-01-1340

SIREN CONTROL HEAD

A Code 3 3492S XCEL electronic siren control head with remote dual amplifier shall be provided and mounted on the dash in the switch panel in a location specific to the customer's needs. The siren shall feature 200-watt output, remote switching for horn ring if a horn ring siren selector switch is ordered, air horn available at any time, wail, yelp, hi-lo, radio broadcast, public address, noise canceling microphone, park kill, instant "ON", adjacent backlighting and scroll mode.

One (1)
56-02-1600

SPEAKER

One (1) Federal Signal DynaMax 100-watt speaker, Model #ES100C, shall be installed. The speaker shall feature a Neodymium driver and a high strength composite housing that is chemical resistant and maintains rigidity at high temperatures.

One (1)
56-02-1650

SPEAKER

One (1) stainless steel grille shall be installed on the speaker.

One (1)
56-03-1800

SPEAKER LOCATION

The siren speaker shall be installed on the apparatus bumper extension, as determined by the body manufacturer.

One (1)
57-03-1220

LIGHTBAR

One (1) Code 3 58" light bar shall be included with the apparatus cab. The light bar shall be a model 21-30091-C and shall be mounted on the roof of the cab, towards the front, above the windshield.

Each light bar shall feature:

- Twelve (12) Red TORUS LED directional lightheads
- Clear hard coated lenses to provide extended life/luster protection against UV & chemical stresses
- Designed in accordance with NFPA Zone A requirements

One (1)
57-10-0600

LIGHTBAR ACTIVATION

The front upper light bar shall be activated through the master warning switch.

One (1)
58-72-2200

UPPER REAR BODY WARNING LIGHTS

One (1) pair of Code 3 LED warning lights shall be installed, one each side of the apparatus body, at the upper rear of the body. The dimensions of the lights shall be 4" x 6".

One (1)
57-21-5000

The driver side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
57-21-5001

The officer side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
58-47-2200

UPPER FRONT BODY WARNING LIGHTS

One (1) pair of Code 3 LED warning lights shall be installed, one each side of the apparatus body, at the front corner of the body. The dimensions of the lights shall be 4" x 6".

One (1)
57-21-5000

The driver side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
57-21-5001

The officer side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
58-62-2200

UPPER REAR BODY WARNING LIGHTS

One (1) pair of Code 3 LED warning lights shall be installed, one each side of the apparatus body, at the rear corner of the body. The dimensions of the lights shall be 4" x 6".

One (1)
57-21-5000

The driver side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
57-21-5001

The officer side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
58-04-2300

LOWER FRONT WARNING LIGHTS

One (1) pair of Code 3 LED lights shall be installed, one each side on the front of the chassis cab. The dimensions of the lights shall be 4" x 6".

One (1)
57-21-5000

The driver side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
57-21-5001

The officer side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
58-10-2000

INTERSECTION WARNING LIGHTS

One (1) pair of Code 3 LED lights shall be installed one each side of the chassis cab. The dimensions of the lights shall be 2" x 5" and shall have a red lens.

One (1)
57-21-7100

The driver side warning light shall be a Code 3 LXEX1F-R red-LED's with clear lens. The dimensions of the lights shall be 2" x 5".

One (1)
57-21-7101

The officer side warning light shall be a Code 3 LXEX1F-R red-LED's with clear lens. The dimensions of the light shall be 2" x 5".

One (1)
58-27-2000

LOWER MID-BODY WARNING LIGHTS

One (1) pair of Code 3 LED warning lights shall be installed, one each side of the apparatus, mid-body. The dimensions of the lights shall be 2" x 5".

One (1)
57-21-7100

The driver side warning light shall be a Code 3 LXEX1F-R red-LED's with clear lens. The dimensions of the lights shall be 2" x 5".

One (1)
57-21-7101

The officer side warning light shall be a Code 3 LXEX1F-R red-LED's with clear lens. The dimensions of the light shall be 2" x 5".

One (1)
58-37-2000

LOWER REAR SIDE WARNING LIGHTS

One (1) pair of Code 3 LED warning lights shall be installed, one each side of the apparatus body, towards the rear of the body. The dimensions of the lights shall be 2" x 5".

One (1)
57-21-7100

The driver side warning light shall be a Code 3 LXEX1F-R red-LED's with clear lens. The dimensions of the lights shall be 2" x 5".

One (1)
57-21-7101

The officer side warning light shall be a Code 3 LXEX1F-R red-LED's with clear lens. The dimensions of the light shall be 2" x 5".

One (1)
58-82-2100

LOWER REAR BODY WARNING LIGHTS

One (1) pair of Code 3 LED warning lights shall be installed, one each side of the apparatus body, at the rear of the body. The dimensions of the lights shall be 4" x 6".

One (1)
57-21-5000

The driver side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)
57-21-5001

The officer side warning light shall be a Code 3 PriZm II 4612CR-75 red-LED's with clear lens.

One (1)

== RSD Timberwolf Chassis Modifications - 601.022 06/01/22 ==

One (1)
10-02-1100

FLUID DATA PLAQUE

One (1) fluid data plaque containing required information shall be provided based on the applicable components for this apparatus, compliant with NFPA Standards:

- Engine oil
- Engine coolant
- Chassis transmission fluid
- Drive axle lubricant
- Power steering fluid
- Pump transmission lubrication fluid
- Other NFPA applicable fluid levels or data as required

Location shall be in the driver's compartment or on driver's door.

One (1)
10-02-1200

DATA & WARNING LABELS

HEIGHT LENGTH & WEIGHT

A highly visible label indicating the overall height, length, and weight of the vehicle shall be installed in the cab dash area.

One (1)
10-02-1300

NO RIDE LABEL

One (1) "NO RIDERS" label shall be applied on the vehicle at the rear step area or other applicable areas. The label shall warn personnel that riding in or on these areas, while the vehicle is in motion is prohibited.

One (1)
10-02-2100

CAB SEATING POSITION LIMITS

One (1) label shall be installed in the cab to indicate seating positions for firefighters. A weight allowance of 250 pounds for each shall be factored into the gross vehicle weight rating of the chassis.

One (1)
10-02-2500

HELMET WARNING TAG

One (1) label shall be installed in the cab, visible from each seating position. The label shall read "CAUTION: DO NOT WEAR HELMET WHILE SEATED." Helmets must be properly stowed while the vehicle is in motion according to the current edition of NFPA 1901.

One (1)

10-03-1230

CHASSIS PREPARATION

Prior to installation of the fire pump, apparatus body, or cab steps, all components which extend out beyond the chassis frame rails shall be removed and relocated to the area within the frame rails allowing for maximum side depth compartmentation.

One (1)
10-04-2600

One (1)
10-04-3528

HEAVY DUTY FRONT BUMPER

The chassis shall feature a heavy duty bumper constructed from ASTM A36, 1/4" thick steel and painted primary job color. The bumper shall be 12" high by 102" wide with two inch (2") flanges and chamfered corners.

Integral heavy duty steel bumper "wings" shall extend from the bumper to the cab.

A contoured apron / gravel shield fabricated from NFPA compliant, slip-resistant polished aluminum shall enclose the area between the bumper and the cab.

The bumper shall be painted to match the chassis color.

One (1)
10-04-2154

BUMPER EXTENSION

The chassis frame shall be extended forward approximately 20" with reinforced steel angle and structural channel by the body builder. The extension shall be designed to support the bumper and other equipment to be installed.

One (1)
10-04-2344

FRONT BUMPER GRAVELSHIELD

A 20" front to rear filler panel constructed from NFPA compliant, slip resistant .190" aluminum tread plate material shall be provided on the front chassis frame extension. The extension shall be covered on the top and sides, up to the level of front bumper and shall be reinforced to support one (1) firefighter (approximately 250 pounds) and the equipment specified to be installed. Aluminum fabrications are to be completely bolted in place and removable using stainless steel threaded fasteners with Ny-Lok nut fasteners.

One (1)
10-06-1600

TIRE PRESSURE INDICATOR

There shall be a tire pressure indicator, p/n RWTG1235, at each tire's valve stem on the vehicle that shall indicate if there is insufficient pressure in the specific tire.

One (1)
10-07-1100

EXHAUST SYSTEM

The chassis exhaust shall be modified and redirected to the left side of the apparatus and will exit ahead of the rear wheel.

One (1)
10-08-2100

REAR MUD FLAPS

One (1) pair of black mud flaps shall be installed behind the rear wheels.

One (1)
10-10-0800

CAB ENTRANCE STEPS

The four (4) door chassis shall be equipped with a modular step/fuel tank enclosure constructed from slip resistant aluminum tread plate to conform with applicable NFPA standards. The step/enclosure is to completely cover the fuel tank, and is to include a radius cut-out allowing access to the fuel tank fill. The entire step/enclosure is to be of a one piece design, bolted in place for ease of removal.

Heavy channel steel underbody supports shall be provided to support the right and left side cab entrance steps. Supports shall be attached directly to the chassis frame rails, and shall provide adequate support to the steps to minimize flex and distortion.

The overlay shall be provided with a storage compartment. A hinged door with latch shall be provided on the storage compartment.

SHOP NOTE

Compartment For The Booster Reel

One (1)
10-10-0900

CAB ENTRANCE STEPS

The four (4) door chassis shall be equipped with a modular step enclosure constructed from slip resistant aluminum tread plate to conform with applicable NFPA standards. The entire step/enclosure is to be of a one piece design, bolted in place for ease of removal.

Heavy channel steel underbody supports shall be provided to support the right and left side cab entrance steps. Supports shall be attached directly to the chassis frame rails, and shall provide adequate support to the steps to minimize flex and distortion.

The overlay shall be provided with a storage compartment. A hinged door with latch shall be

provided on the storage compartment.
SHOP NOTE
Compartment For The Booster Reel

Four (4)
10-12-6300

SCBA BRACKET

Four (4) Zico SCBA bracket, HZ-KD-ULLH, shall be provided for installation in the cab mounted SCBA seat. An NFPA approved cylinder retention strap shall be supplied.

One (1)
10-19-3100

AIR SHORELINE CONNECTION

One (1) compressed air inlet fitting shall be provided for connection to an external air source to maintain the air brake pressure. The air inlet shall have a check valve installed to prevent air from escaping from the air storage tanks on the chassis.

One (1)
One (1)
20-27-3100

ROSENBAUER NH FIRE PUMP

A Rosenbauer Model NH-1500 fire pump shall be mounted and installed. The rear mount combination normal and high pressure pump system shall have a rated capacity of 1500 GPM and shall meet all applicable sections of NFPA standards. The pump shall be constructed and mounted in accordance with the following specifications.

Pump Performance

Normal Pressure

100% of rated capacity at 150 pounds net pressure
70% of rated capacity at 200 pounds net pressure
50% of rated capacity at 250 pounds net pressure
100% of rated capacity at 165 pounds net pressure

High Pressure

100 GPM at 600 PSI

The pump shall be capable of normal volume and high pressure flows simultaneously. Multiple discharge outlets shall be designed to flow both normal volume and high pressure at the same time.

Pump Body

The pump shall incorporate a single stage normal pressure 1500 GPM impeller assembly.
The pump shall incorporate a high pressure, four-stage pump with a 100 GPM rating at 600 PSI.

Both the normal pressure and high pressure impellers shall be housed in the same pump body. A single impeller shaft shall support both the normal and high pressure impellers. Separate normal and high pressure pumps will not be acceptable.

The main pump body shall be easily removable without disturbing setting of the pump on the chassis or engine.

The pump manufacturer shall test the pump for 10 minutes hydrostatically at a pressure of 500 PSIG. Hydrostatic certification by the pump manufacturer shall be provided.

Impeller and Shaft

The high-grade light alloy impellers shall be accurately balanced and mounted on a stainless steel pump shaft. The shaft shall be supported by three roller bearings; two located in the gearbox and one in the suction inlet. Bearings shall be protected from water and sediment by maintenance free self-adjusting mechanical seals.

Both the normal pressure and high pressure impellers will be installed in an oppositely imposed manner to balance the thrust load and to increase bearing and seal life.

Pump Drive System

Fire pump shall incorporate high strength helical gear drive single stage transmission. Pump drive system shall be with a heavy-duty PTO system bolted directly to the chassis transmission. There shall be a heavy-duty drive shaft furnished from the PTO to the rear mount pump transmission.

One (1)
20-27-0150

Pump Body Material

The pump body is to be of high quality seawater resistant light alloy. All parts that come into contact with water shall be special treated light alloy or stainless steel. Heavy cast iron pumps are not acceptable.

One (1)
27-10-3100

PRESSURE GOVERNOR AND MONITORING DISPLAY

One (1) Fire Research PumpBoss model PBA400-A00 pressure governor and monitoring display kit shall be provided on the pump panel. The kit shall include a control module, pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 6 3/4" high by 4 5/8" wide by 1 3/4" deep. Inputs for monitored information shall be from a J1939 databus or independent sensors. Outputs for engine control shall be on the J1939 databus or engine specific wiring.

The following continuous displays shall be provided:

- CHECK ENGINE and STOP ENGINE warning LEDs
- Engine RPM; shown with four daylight bright LED digits more than 1/2" high
- Engine OIL PRESSURE; shown on an LED bar graph display in 10 psi increments
- Engine TEMPERATURE; shown on an LED bar graph display in 10 degree increments
- BATTERY VOLTAGE; shown on an LED bar graph display in 0.5 volt increments
- PSI / RPM setting; shown on a dot matrix message display
- PSI and RPM mode LEDs
- THROTTLE READY LED.

A dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. The brightness of the displays shall be automatically adjusted for day or night viewing.

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

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

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

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

One (1)
20-28-3400

PTO PUMP SHIFT SPECIFICATIONS -- PUMP AND ROLL

An electric powered PTO pump shift shall be installed in the cab driver's area where not subject to accidental engagement.

An electric powered locking rocker switch for PTO pump engagement shall be installed in the cab driver's area. The pump shift system shall permit "pump and roll" operations, as well as stationary pumping operations.

The following indicator lights shall be included with pump shift.

1. A green indicator light, labeled "PUMP ENGAGED" shall indicate pump PTO has successfully been engaged.
2. A green indicator light, labeled "OK TO PUMP" shall indicate the PTO is engaged and parking brake is activated. Pump control is through the pressure governor.
3. A red indicator light, labeled "PUMP & ROLL" shall indicate the PTO is engaged and parking brake is released. Pump control is through the driver's throttle pedal.
4. Pump shift and interlocks shall comply with applicable sections of the NFPA standards.
5. An instruction label and nameplate shall be provided to indicate proper pump engagement instructions.

One (1)
27-03-1750

IN-CAB PUMP AND ROLL DISCHARGE PRESSURE GAUGE

One (1) 2-1/2" discharge pressure gauges (0-600 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located in the chassis cab for pump and roll operations.

One (1)
20-28-4100

PLUMBING - HIGH PRESSURE SIDE

The high pressure side of the Rosenbauer pump shall be plumbed to the front bumper turret.

One (1)
20-28-4200

PLUMBING - HIGH PRESSURE SIDE

The high pressure side of the Rosenbauer pump shall be plumbed to the hose reel.

One (1)
20-29-1200

TRIDENT PRIMER – AUTOMATIC

An automatic fire pump priming system shall be provided and installed. The system shall be oil-less type and environmentally safe. Once engaged, the system shall be fully automatic and not require any action from the pump operator/engineer when pump draft is lost. This feature provides an additional safety margin by maintaining pump flow from the available water source automatically during drafting operations. When air is introduced during a drafting operation from

conditions such as whirlpools or turbulence from porta-tank refill operations, the priming system shall automatically engage to remove the air and stabilize water flow and pump pressure. For additional safety, the entire system shall operate at less than 70dBA of ambient noise.

The priming system shall engage automatically whenever the pump discharge falls below five (5) psi and shall remain engaged until a pump prime has been achieved. The priming system shall automatically disengage when a positive pump discharge pressure has been established. The electrical current draw from the chassis batteries shall not exceed four (4) amps at any given time of operation and allow for unlimited run time without causing an overheat condition for of any of the system components.

A single engagement switch shall be provided on the pump control panel that will allow the operator to engage the automatic pump priming system. There shall be a light provided on the pump control panel to indicate when the system is engaged. The pump shall be capable of taking suction and discharging water with a lift of 10 feet in not more than 30 seconds with the pump dry, through 20 feet of suction hose of appropriate size. The priming system shall comply with applicable sections of NFPA standards.

One (1)
20-29-1250

PRIMER CONTROL

A rocker switch control shall be provided on the pump operator's panel, for the main pump primer control.

One (1)
21-00-2002

PUMP ANODES

There shall be sacrificial, zinc anodes in the pump steamer ports which shall protect the pump and piping from electrolysis. These anodes shall also act as screens.

One (1)
21-00-3300

PUMP PLUMBING SYSTEM

The fire pump plumbing system shall be of rigid stainless steel pipe or flexible piping with stainless steel fittings. Mechanical grooved couplings shall be installed to permit flexing of the plumbing system and allow for quick removal of piping or valves for service. Flexible hose couplings shall be threaded stainless steel or mechanical grooved coupling connections.

The fire pump and plumbing shall be hydrostatically tested in compliance to applicable sections of NFPA standards. The test results shall be included in the delivery documentation.

One (1)
21-01-0200

FIRE PUMP MASTER DRAIN

The fire pump plumbing system and fire pump shall be piped to a single push-pull type master pump drain assembly.

ADDITIONAL LOW POINT DRAINS

The plumbing system shall be equipped with additional low point manually operated drain valves to allow total draining of the fire pump plumbing system. These valves shall be accessible from the side of the vehicle and labeled.

One (1)
21-01-5500

STAINLESS STEEL INTAKE MANIFOLD

The suction manifold assembly shall be fabricated with Schedule #10 type 304 stainless steel. All threaded fittings shall be a minimum of Schedule 10 stainless steel. The suction manifold assembly shall have radiused sweep elbows to minimize water turbulence into the suction volute. The suction manifold shall be welded and pressure tested prior to installation. The stainless steel manifold assembly shall be attached to the pump intake volute with a heavy-duty, flexible Victaulic coupling.

The stainless steel manifold assembly shall have a ten (10) year warranty.

One (1)
21-01-6500

STAINLESS STEEL DISCHARGE MANIFOLD

The discharge manifold assembly shall be fabricated with minimum of Schedule #10 Type 304 stainless steel. All threaded fittings shall be a minimum of Schedule #40 stainless steel. The discharge manifold assembly shall have radiused sweep elbows to minimize water turbulence. The manifold shall be welded and pressure tested prior to installation. The stainless steel manifold inlet shall be attached to the pump discharge and have additional brackets as required to support the discharge manifold, valves and related components.

The stainless steel manifold assembly shall have a ten (10) year warranty.

One (1)
21-01-7100

FIRE PUMP & PLUMBING SYSTEM PAINTING

The fire pump and plumbing system shall be painted by the fire apparatus manufacturer. The fire pump and the plumbing shall be painted metallic silver.

One (1)
21-01-8100

HOSE THREADS

The hose threads shall be National Standard Thread (NST) on all base threads on the apparatus intakes and discharges.

One (1)
22-30-4100

GATED 6" INTAKE -- REAR

One (1) 6" gated suction intake shall be installed behind the rear pump panel to supply the fire pump from an external water supply. A manually operated butterfly valve with built in adjustable relief valve shall be provided on the intake. The valve shall be manually operated with a hand wheel control located adjacent to the intake connection.

The intake shall be provided with a 3/4" drain and bleeder valve, controlled at the base of the pump panel. An inlet fitting with 6" NST thread shall be provided, complete with a removable strainer screen.

One (1)
21-01-2500

An Innovative Controls 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift, to open and push down, to close.

One (1)
22-41-5700

One (1) 6" chrome plated cap shall be provided. The threads shall be NST and the cap shall be equipped long handles.

One (1)
22-51-8810

WATER TANK TO PUMP LINE

One (1) 4" water tank to fire pump line shall be provided with a 4" electric over air operated butterfly style suction valve, 4" piping, and with flex hose and stainless steel hose clamps. The tank to pump line shall be equipped with a check valve to prevent pressurization and the possibility of backfilling of the water tank. The valve shall be capable of being controlled at the pump operator's panel and in the cab.

The line shall be flow tested during the fire pump testing and shall meet applicable requirements of NFPA standards.

One (1)
23-02-1200

FIRE PUMP TO WATER TANK FILL LINE

One (1) 1-1/2" fire pump to water tank refill and pump bypass cooler line shall be provided. The valve shall be a full flow quarter turn ball valve with 1-1/2" piping and flex hose to tank. The valve control handle shall have a nameplate located near the valve control.

One (1)

24-62-1150

The valve shall be an Akron 8000 Series one and one half-inch (1-1/2") valve with a stainless ball.

One (1)

22-55-4050

The valve shall be equipped with one (1) manually operated, swing-type manual control located adjacent the intake. The valve shall be equipped with a color-coded name plate.

One (1)

25-08-1200

ROSENBAUER FOAM SYSTEM -- PUMP PANEL& CAB CONTROLLED

One (1) built in Rosenbauer Fix Mix foam system, suitable for all commercially available foaming agents, shall be incorporated into the construction of the Rosenbauer pump. The system shall provide a constant proportioning regardless of water pressure and volume. The Rosenbauer Fix Mix system shall be capable of providing foam at high pressure.

The foam system shall be controlled from the pump panel and the chassis cab console.

One (1)

25-08-1312

The system shall be capable of providing a constant foam proportioning independent of pump output and pump pressure. The system shall have a control switch at the pump operator's panel and the chassis cab for controlling the foam proportioner foam supply.

One (1)

25-08-1330

The system shall deliver foam at a proportioning rate of 0.5%.

One (1)

25-20-1200

1" FOAM TANK CONTROL -- CLASS A

One (1) Class A foam tank shall be plumbed with 1" valve and corrosion resistant hose from the foam tank to the foam inlet of the foam system. The manually opened valve shall be provided behind the pump panel with a label.

One (1)

25-21-1300

INTEGRAL CLASS A FOAM TANK -- 20 GALLON

One (1) twenty (20) gallon Class A foam tank shall be installed within the water tank. The non-corrosive foam tank shall meet applicable sections of NFPA standards. The foam concentrate tank shall be provided with sufficient wash partitions so that the maximum dimension perpendicular to the plane of any partition shall not exceed 36 inches. The swash partition(s) shall extend from wall to wall and cover at least 75 percent of the area of the plane of the partition.

The foam concentrate tank shall be provided with a fill tower or expansion compartment having a

minimum area of 12 square inches and having a volume of not less than 2 percent of the total tank volume. The fill tower opening shall be protected by a completely sealed air-tight cover. The cover shall be attached to the fill tower by mechanical means. The fill opening shall be designed to incorporate a 1/4 inch removable screen and shall be located so that foam concentrate from a five (5) gallon container can be dumped directly to the bottom of the tank to minimize aeration without the use of funnels or other special devices.

The foam tank fill tower shall be equipped with a pressure/vacuum vent that enables the tank to compensate for changes in pressure or vacuum when filling or withdrawing foam concentrate from the tank. The pressure/vacuum vent shall not allow atmospheric air to enter the foam tank except during operation or to compensate for thermal fluctuations. The vent shall be protected to prevent foam concentrate from escaping or directly contacting the vent at any time. The vent shall be of sufficient size to prevent tank damage during filling or foam withdrawal.

A color coded label or visible permanent marking that reads "FOAM TANK FILL" shall be placed at or near any foam concentrate tank fills opening. A label shall be placed at or near any foam concentrate tank fill opening that specifies the type of foam concentrate the system is designed to use. Any restrictions on the types of foam concentrate that can be used with the system shall also be stated, and a warning message that reads "WARNING: DO NOT MIX BRANDS AND TYPES OF FOAM."

The foam concentrate tank outlet connection shall be designed and located to prevent aeration of the foam concentrate and shall allow withdrawal of 80 percent of the foam concentrate tank storage capacity under all operating conditions with the vehicle level.

One (1)
25-23-1000

FOAM TANK DRAIN -- UNDER TANK

The foam tank shall have one (1) 1" gate valve drain provision installed.

One (1)
20-30-3400

PTO FIRE PUMP DRIVESHAFTS AND INSTALLATION

The rear mounted PTO fire pump shall be installed and shall include installation of the fire pump, modification and/or fabrication of new drivelines and all pump-mounting brackets. The PTO drive shaft(s) shall be spin balanced prior to final installation.

One (1)
20-31-3600

INTAKE RELIEF/DUMP VALVE

One (1) TFT A18 series, 2-1/2" intake relief/dump valve preset at 125 psi shall be permanently installed on the suction side of the fire pump. The valve shall have an adjustment range of 75 psi to 250 psi, and shall be designed to automatically self-restore to a non-relieving position when

excessive pressure is no longer present.

Discharge side of the intake relief valve shall be plumbed away from the pump operator.

One (1)
20-31-4200

FIRE PUMP COOLING

The fire pump shall be equipped with 1/2" cooling line from the pump to the water tank. This re-circulation line shall be controlled by a pump panel control valve with nameplate label noting it as the "fire pump bypass cooler". There shall be a check valve installed in the pump cooler line to prevent tank water from back flowing into the pump when it is not in use.

One (1)
20-31-5100

CHASSIS ENGINE HEAT EXCHANGER COOLING SYSTEM

The apparatus shall be equipped with a heat exchanger for supplementary chassis engine cooling during fire pump operations. A manually opened valve, mounted at the operator's panel, shall direct water from the fire pump to the heat exchanger that is mounted in the engine radiator cooling hose. The system shall provide cooling water from the fire pump to circulate around the engine radiator coolant without mixing or coming in direct contact with the engine coolant.

A nameplate label shall be installed on the pump panel noting "engine cooling system" with "on-off" opening directions noted.

One (1)
20-31-1100

UNDERWRITERS LABORATORIES FIRE PUMP TEST

The pump shall undergo an Underwriters Laboratories Incorporated test per applicable sections of NFPA standards, prior to delivery of the completed apparatus.

The UL acceptance certificate shall be furnished with the apparatus on delivery.

One (1)
20-31-1500

FIRE PUMP TEST LABEL

A fire pump performance and rating label shall be installed on the fire apparatus pump panel. The label shall denote levels of pump performance and testing completed at factory. These shall include GPM at net pump pressure, RPM at such level, and other pertinent data as required by applicable NFPA standards. In addition, the pressure control device, tank to pump flow tests, and other required testing shall be completed.

In addition, the entire pump, suction and discharge passages shall be hydrostatically tested to a pressure as required by applicable NFPA standards. The pump shall be fully tested at the pump manufacturer's factory to the performance specifications as outlined by applicable NFPA standards. Pump shall be free from objectionable pulsation and vibration.

If applicable, the fire pump shall be tested and rated as follows:

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

One (1)
22-30-1100

REAR LEFT SIDE 2-1/2" GATED INTAKE

One (1) 2-1/2" gated suction intake shall be installed on rear left side of apparatus to supply the fire pump from an external water supply. The control valve shall be a quarter turn ball valve and shall have 2-1/2" NST female thread of brass, chrome plated, or stainless steel material. The intake shall be provided with a removable screen and equipped with a 3/4" drain and bleeder valve, controlled at the base of the pump panel or rear panel of apparatus.

One (1)
21-01-2502

An Innovative Controls 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a recessed ID label provision. The handle shall lift to open and push down to close.

One (1)
22-41-1100

One (1) 2-1/2" chrome plated plug shall be provided. The threads shall be NST and the plug shall be equipped rocker lugs and chain or cable securement.

One (1)
24-62-1250

The valve shall be an Akron 8000 Series two and one half-inch (2-1/2") valve with a stainless ball.

One (1)
22-55-4050

The valve shall be equipped with one (1) manually operated, swing-type manual control located adjacent the intake. The valve shall be equipped with a color-coded name plate.

One (1)
23-14-3100

FRONT BUMPER -- 1-1/2" CROSSLAY DISCHARGE

One (1) 1-3/4" front bumper crosslay installed at the bumper deck area. The discharge shall be supplied by a 2" quarter turn full flow ball valve at the pump panel. The discharge shall terminate with a swivel with 2" NPT female x 1-1/2" male NST hose threads. The swivel shall be mounted in the floor of hosebed.

The plumbing shall be flexible hose with abrasion resistant support mountings. Auxiliary low point drains shall be provided on the discharge line.

The crosslay hose bed shall be constructed of smooth aluminum with a minimum capacity of 200 feet of fire department supplied 1-3/4" diameter double jacket hose and nozzle.

The hosebed shall be constructed with slots integrated into the hosebed floor. The hose bed openings shall be equipped with hose and nozzle securement devices to comply with applicable NFPA standards.

SHOP NOTE

Note: Front Bumper to have closed ends. The ends shall not be open.

One (1)
21-01-2200

A Class 1 automatic type 3/4" bleeder valve shall be installed.

One (1)
23-08-3500

VINYL CROSSLAY COVER

The crosslay hosebed shall be equipped with a vinyl cover and shall be secured with hook and loop fasteners.

One (1)
23-08-3600

VINYL CROSSLAY END FLAPS

The crosslay hosebed shall be equipped with end flaps and shall be secured utilizing a hook and loop fastening system at the sides of the crosslay hosebed.

One (1)
29-20-5602

The vinyl cover shall be black in color.

One (1)
24-61-1225

The specified valve shall be an Akron 8000 Series two-inch (2") valve with a stainless ball.

One (1)
24-53-6220

The valve shall be equipped with a KZCO KZ, Valve Model EH-2 12 volt electric actuator. The valve control shall be push button or rocker type switch with indicator light provided. When the valve is open, the indicator light shall illuminate. When the valve is closed the indicator light shall be off.

The control shall be properly identified with a color-coded name plate.

One (1)
27-02-1500

One (1) 2-1/2" IC discharge pressure gauges (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located on the pump instrument panel.

One (1)
23-20-1600

RIGHT REAR FACE -- 2-1/2" SPEEDLAY DISCHARGE

One (1) 2-1/2" discharge shall be installed on the right side lower rear face of the body next to the rear center pump compartment and controlled by a quarter turn ball valve on the pump panel. The discharge shall have 2-1/2" NPT x 2-1/2" NST male hose threads. An engraved nameplate label shall be provided adjacent the control handle.

REMOVEABLE TRAY FOR SPEEDLAY HOSEBED

The speedlay hosebed shall be equipped with a "U" shaped aluminum hose tray. The unit shall be equipped with pull out hand holes and retaining devices to secure the tray, nozzle, and hose in transit. The tray shall have a storage capacity of 150' of 1-3/4" double jacket fire hose.

SPEEDLAY ACCESS

A vertically hinged, single panel aluminum door with stainless steel D-handle latch shall provide access to the speedlay discharge and speedlay hosebed. The door shall be attached to the apparatus body with a full length, heavy duty stainless steel piano style hinge.

One (1)
21-01-2302

A Class 1 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a 1"x 1 1/2" recessed ID label provision.

One (1)
24-01-2400

One (1) chrome plated reducing adapter with rocker lugs shall be provided with 2-1/2" NST rigid female x 1-1/2" NST male hose threads.

One (1)
24-61-1252

The specified valve shall be an Akron 8000 Series two and one half-inch (2-1/2") valve with a stainless ball.

One (1)
24-53-0820

One (1) manually operated swing-type, self-locking control located adjacent to the valve shall be supplied for the specified discharge. The control handle shall be an Akron TS-7 handle (7" long). The valve shall be equipped color-coded name plate.

One (1)

27-02-1500

One (1) 2-1/2" IC discharge pressure gauges (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located on the pump instrument panel.

One (1)
23-20-2110

REAR CENTER PUMP PANEL LEFT SIDE -- 2-1/2" DISCHARGE

One (1) 2-1/2" discharge shall be installed on the left side of the rear center pump panel and shall be controlled by a quarter turn ball valve on the rear mount pump control panel. The discharge shall have 2-1/2" NPT x 2-1/2" NST male hose threads. An engraved nameplate label shall be installed adjacent the valve control handle.

One (1)
21-01-2302

A Class 1 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a 1"x 1 1/2" recessed ID label provision.

One (1)
24-02-1202

One (1) chrome plated elbow bolted directly to the valve body shall be provided with 2-1/2" NST male hose threads.

One (1)
24-03-1400

One (1) 2-1/2" NST rocker lug chrome plated vented cap and cable or chain securement shall be provided.

One (1)
24-61-1252

The specified valve shall be an Akron 8000 Series two and one half-inch (2-1/2") valve with a stainless ball.

One (1)
24-53-0820

One (1) manually operated swing-type, self-locking control located adjacent to the valve shall be supplied for the specified discharge. The control handle shall be an Akron TS-7 handle (7" long). The valve shall be equipped color-coded name plate.

One (1)
27-02-1500

One (1) 2-1/2" IC discharge pressure gauges (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located on the pump instrument panel.

One (1)
23-20-3310

REAR CENTER PUMP PANEL RIGHT SIDE -- 3" DISCHARGE

One (1) 3" discharge shall be installed on the right side of the rear center pump panel and shall be controlled by a quarter turn ball valve on the rear mount pump control panel. The discharge shall have 3" NST male hose threads. An engraved nameplate label shall be installed adjacent the valve control handle.

One (1)
21-01-2302

A Class 1 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a 1"x 1 1/2" recessed ID label provision.

One (1)
24-02-1402

One (1) chrome plated elbow bolted directly to the valve body shall be provided with 3" NST male hose threads.

One (1)
24-03-1500

One (1) 3" NST rocker lug chrome plated vented cap and cable or chain securement shall be provided.

One (1)
24-61-1302

The specified valve shall be an Akron 8000 Series three-inch (3") valve with a stainless ball.

One (1)
24-53-0830

One (1) manually operated swing-type, self-locking control located adjacent to the valve shall be provided for the specified discharge. The control handle shall be equipped with a manual slow-close device. The valve shall be equipped color-coded name plate.

One (1)
27-02-1500

One (1) 2-1/2" IC discharge pressure gauges (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located on the pump instrument panel.

One (1)
23-20-2610

LEFT REAR UPPER FACE -- 2-1/2" DISCHARGE

One (1) 2-1/2" discharge shall be installed on the left side upper rear face of the body just below the hosebed area and controlled by a quarter turn ball valve on the pump panel. The discharge shall have 2-1/2" NPT x 2-1/2" NST male hose threads. An engraved nameplate label shall be provided adjacent the control handle.

One (1)

21-01-2302

A Class 1 3/4" cast bronze quarter-turn drain/bleeder valve shall be installed. The valve shall be complete with a chrome plated bronze ball, reinforced teflon seals, and blow-out proof stem rated to 600 PSI. A chrome plated zinc handle shall be provided on each drain valve complete with a 1"x 1 1/2" recessed ID label provision.

One (1)

24-01-2400

One (1) chrome plated reducing adapter with rocker lugs shall be provided with 2-1/2" NST rigid female x 1-1/2" NST male hose threads.

One (1)

24-03-1200

One (1) 1-1/2" NST rocker lug chrome plated vented cap and cable or chain securement shall be provided.

One (1)

24-61-1252

The specified valve shall be an Akron 8000 Series two and one half-inch (2-1/2") valve with a stainless ball.

One (1)

24-53-0820

One (1) manually operated swing-type, self-locking control located adjacent to the valve shall be supplied for the specified discharge. The control handle shall be an Akron TS-7 handle (7" long). The valve shall be equipped color-coded name plate.

One (1)

27-02-1500

One (1) 2-1/2" IC discharge pressure gauges (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters. The gauges will be located on the pump instrument panel.

One (1)

24-30-3610

ELECTRIC REWIND HOSE REEL

One (1) Hannay painted steel hose reel with leak proof ball bearing swing joint, adjustable friction brake, electric and crank rewind shall be installed. The reel shall be plumbed with wire reinforced, high-pressure hose coupled. The reel shall be designed to hold 125% of the specified hose capacity. The reel shall be bolted to a mounting system for easy service or removal.

The hose reel is to be mounted in a right side body compartment ahead of the rear wheels.

One (1)

24-31-2100

A push button hose reel rewind switch shall be installed to control the electric rewind hose reel. The exact location shall be determined at construction.

One (1)

24-32-1210

A Class 1, 1" ball valve gated discharge line shall be furnished with the valve located adjacent to the booster reel and plumbed using 1" I.D. wire reinforced, high pressure hose. The valve shall be operated using a Class One quarter-turn chrome plated handle attached directly to the valve complete with 1" x 1 1/2" ID label.

One (1)
24-32-1800

The specified hose reel shall be piped to the high pressure side of the fire pump.

One (1)
24-33-1300

Three (3) 50' foot lengths (150') of 3/4" water hose with pin lug couplings and 800 PSI working pressure shall be provided and mounted on the specified hose reel.

One (1)
24-33-7200

One (1) Rosenbauer Servo-Nepiro 'high pressure' nozzle with detachable foam tube shall be furnished and installed on the specified booster hose reel. The nozzle shall have a 1" NST female connection.

One (1)
24-33-8000

The specified booster reel nozzle shall be mounted adjacent the hose reel area in secure clip or clamp type mountings.

One (1)
24-33-9600

One (1) stainless steel four sided captive type roller assembly shall be provided. The location of the captive rollers shall be:

One (1)
80-43-1600

HOSE REEL PAINTING

The hose reel(s) shall be painted silver grey.

One (1)
26-40-1100

REARMOUNT PUMP ENCLOSURE

The rearmount pump enclosure, rear pump, and plumbing installation shall be contained entirely in the rear compartment and shall be supported from the rear body sub-structure. The pump, plumbing, and controls shall be totally enclosed in the rear compartment to contain the system inside the body.

Nameplates labels shall be furnished for the discharges and intakes and for other controls and indicators.

Located within the module shall be:

- Electric primer.
- Pump area service lights.
- All gauge piping and hoses.
- Intake dump valve.
- Pressure control device and throttle control.
- Pump engagement lights.
- Engine instruments.
- Master intake and discharge gauges
- Tank fill control.
- Tank-to-pump control.

One (1)
26-40-2100

PUMP PANEL LOCATION -- REAR CENTER

The operator's instrument panel for the rear mount pump shall be located at the rear center of the apparatus body.

One (1)
26-40-4100

PUMP CONTROL PANEL ROLL-UP DOOR -- REAR CENTER

The rear mount pump operator's panel shall be located at the rear center of the apparatus body. A roll-up style compartment door shall be provided for the door opening.

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
26-40-3100

PUMP CONTROL PANEL -- REARMOUNT

The pump operator's instrument panel for the rear mount pump shall be constructed of 14 gauge #304 brushed stainless steel and be fastened to the pump enclosure with 1/4" stainless steel bolts.

One (1)
26-40-5500

REARMOUNT PUMP AND PLUMBING ACCESS

The rear mount pump enclosure and plumbing area shall be accessible through removable panels, with stainless steel bolts in rear side compartment walls.

SHOP NOTE

Painted to Match the compartment walls

One (1)
26-50-1200

PUMP COMPARTMENT HEATER SYSTEM

The interior of the pump enclosure shall be equipped with a minimum of 30,000 BTU hot water heater system. The unit shall be piped to the chassis radiator system with standard heater hose. The hose shall be properly clamped and secured in place, and be properly protected from engine exhaust or mechanical damage.

The heater unit shall be equipped with a 12-volt blower fan with control located on the pump operator's panel.

One (1)
26-55-1100

LABELS

Safety, information, data, and instruction labels for apparatus shall be provided and installed at the operator's instrument panel.

The labels shall include rated capacities, pressure ratings, and engine speeds as determined by the certification tests. The no-load governed speed of the engine, as stated by the engine manufacturer, shall also be included.

The labels shall be provided with all information and be attached to the apparatus prior to delivery.

One (1)
26-55-2400

COLOR CODED PUMP PANEL LABELING AND NAMEPLATES

Discharge and intake valve controls shall be color coded in compliance to guidelines of applicable sections of NFPA standards.

Innovative Controls permanent type nameplates and instruction panels shall be installed on the pump panel for safe operation of the pumping equipment and controls.

One (1)
26-56-2000

PUMP ENGAGED LIGHT

One (1) pump panel light shall be illuminated at the time the fire pump is engaged into operation. The remaining lights shall be controlled by a switch located on the operator's instrument panel.

One (1)
27-01-2610

MASTER DISCHARGE AND INTAKE GAUGE BEZEL

Two (2) 4" diameter IC discharge pressure and intake gauges (30"-0-600 PSI) shall be provided. The gauges and test ports shall be mounted in an IC bezel assembly, part number 3101813. The gauges will be located on the pump instrument panel.

The master gauges shall have clear scratch resistant molded crystals with captive O-ring seals shall be used to ensure distortion free viewing and to seal the gauge. The gauges shall be filled with a synthetic mixture to dampen shock and vibration, lubricate the internal mechanisms, prevent lens condensation and ensure proper operation from -40°F to +160°F. Each gauge shall exceed ANSI B40.1 Grade A requirements with an accuracy of +/- 1.5% full scale and include a size appropriate phosphorous bronze bourdon tube with a reinforced lap joint and large tube base to increase the tube life and gauge accuracy. A polished chrome-plated brass bezel shall be provided to prevent corrosion and protect the lens and gauge case.

One (1)
27-01-4100

TEST TAPS

Test taps for pump intake and pump pressure shall be provided on the pump instrument panel and be properly labeled.

One (1)
27-35-4024

WATER/FOAM TANK LEVEL GAUGE - PUMP PANEL

The apparatus shall be equipped with an Innovative Controls SL Series Tank Level Monitor System shall be installed. The display model # shall be 3030359-04. The system shall include an electronic dual water/foam display module, two (2) pressure transducer-based sender units, and two (2) 15' connection cables. The display module shall show the volume of water/foam in the tanks using 10 super bright easy-to-see LEDs arrangement. The 10-LED arrangement shall form a straight vertical pattern to easily distinguish the tank level at a glance. Tank level indication is enhanced by the use of green LEDs at the full and near-full levels, amber LEDs between $\frac{3}{4}$ and $\frac{1}{4}$ tank levels, and red LEDs at the near-empty and empty levels. The electronic dual water/foam display module shall be waterproof and shock resistant being encapsulated in a urethane-based potting compound. The potted dual water/foam display module shall be mounted to a chrome plated panel-mount bezel with a durable easy-to-read polycarbonate insert featuring blue graphics and a water icon for water and red graphics and a foam icon for foam.

All programming functions shall be accessed and performed from the front of the display module. The programming includes self-diagnostics, manual or self-calibration, and networking capabilities to connect remote slave displays. Low tank level warnings shall include flashing red LEDs starting below the $\frac{1}{4}$ level and an output for an audible alarm.

The display module shall receive an input signal from a pressure transducer. This stainless steel sender unit shall be installed on the outside of the water tank near the bottom. All wiring, cables and connectors shall be waterproof without the need for sealing grease.

Location of the water/foam tank level display shall be at the pump panel.

One (1)
27-35-6104

WATER TANK LEVEL LIGHTS

Two (2) Whelen PS-TANK2 vertically mounted LED lights shall be installed one each side of the apparatus to allow for monitoring the water tank level from a distance.

They shall be configured as follows:

- GREEN - Position 1 indicates FULL
- BLUE - Position 2 indicates 3/4
- AMBER - Position 3 indicates 1/2
- RED - Position 4 indicates 1/4

Each light shall remain illuminated until the water level drops below full 3/4, 1/2, or 1/4 levels. When the level drops below 1/4 the RED light will flash to indicate an empty tank. The Whelen PS-TANK water tank level lights shall be controlled with an Innovatic Controls remote driver.

One (1)
25-26-1400

WATER TANK - 750 GALLON

The apparatus shall be equipped with a seven-hundred-fifty (750) gallon polypropylene water tank. The tank shall be equipped with a four-inch (4") overflow pipe (a six-inch (6") overflow pipe shall be provided if required by dump valve installation).

One (1)
25-25-0060

WATER TANK

The apparatus shall be equipped with a "T" shaped tank.

One (1)
25-44-1300

WATER TANK FILL TOWER

A fill tower measuring approximately 10" x 10" square shall be provided on the water tank up to and including 1500 gallons total capacity.

One (1)
25-42-1100

The apparatus shall be equipped with a polypropylene water tank. The tank body and end bulkheads shall be constructed of .75" thick, polypropylene, nitrogen-welded and tested inside and out. Tank construction shall conform to applicable NFPA standards. The tank shall carry a lifetime warranty.

The transverse and longitudinal .375" thick swash partitions shall be interlocked and welded to each other as well as to the walls of the tank. The partitions shall be designed and equipped with vent holes to permit air and liquid movement between compartments.

The .5" thick cover shall be recessed .375" from the top of the side walls. Hold down dowels shall extend through and be welded to both the covers and the transverse partitions, providing rigidity during fast fill operations. Drilled and tapped holes for lifting eyes shall be provided in the top area of the booster tank.

A combination vent/water fill tower shall be provided at front of the tank. The 0.5" thick polypropylene fill and overflow tower shall be equipped with a hinged lid and a removable polypropylene screen. The overflow tube shall be installed in fill tower and piped with a minimum schedule 40 PVC pipe through the tank.

The water tank sump shall be located in the forward area of the tank. There will be a schedule 40 polypropylene tank suction pipe from the front of the tank to the tank sump. The tank drain and clean out shall be located in the bottom of the tank sump. The sump shall have a minimum 3" threaded outlet on the bottom to be used for a combination clean out and drain.

The pump to tank refill connection shall be sized to mate with tank fill discharge line. A deflector shield inside the tank will also be provided.

The tank shall rest on the body cross members in conjunction with such additional cross members, spaced at a distance that would not allow for more than 530 square inches of unsupported area under the tank floor. In cases where overall height of the tank exceeds 40 inches, cross member spacing must be decreased to allow for not more than 400 square inches of unsupported area.

The tank must be isolated from the cross members through the use of hard rubber strips with a minimum thickness and width dimension of 1/4" x 1" and a hardness of approximately 60 durometer. The rubber must be installed so it will not become dislodged during normal operation of the vehicle. Additionally, the tank must be supported around the entire bottom outside perimeter and captured both in the front and rear as well as side to side to prevent tank from shifting during vehicle operation.

A picture frame type cradle mount with a minimum of 2" x 2" x 1/4" mild steel, stainless steel, or aluminum angle shall be provided or the use of corner angles having a minimum dimension of 4" x 4" x 1/4" by 6" high are permitted for the purpose of capturing the tank.

Although the tank is designed on a free floating suspension principle, it is required that the tank have adequate vertical hold down restraints to minimize movement during vehicle operation. If proper retention has not been incorporated into the apparatus hose floor structure, an optional mounting restraint system shall be located on top of the tank, half way between the front and the rear on each side of the tank. These stops can be constructed of steel, stainless steel or aluminum angle having minimum dimensions of 3" x 3" x 1/4" and shall be approximately 6" to 12" long. These brackets must incorporate rubber isolating pads with a minimum thickness of 1/4" inch and a hardness of 60 durometer affixed on the underside of the angle. The angle should then be bolted to the body side walls of the vehicle while extending down to rest on the top outside edge of the upper side wall of the tank.

Hose beds floors must be so designed that the floor slat supports extend full width from side wall to side wall and are not permitted to drop off the edge of the tank or in any way come in contact with the individual covers where a puncture could occur. Tank top must be capable of supporting loads up to 200 lbs per sq. foot when evenly distributed. Other equipment such as generators, portable pumps, etc. must not be mounted directly to the tank top unless provisions have been designed into the tank for that purpose. The tank shall be completely removable without disturbing or dismantling the apparatus structure.

One (1)
25-42-1190

The water tank shall be certified for the capacity of the water tank prior to delivery of the apparatus. This capacity shall be recorded on the manufacturer's record of construction and the certification shall be provided to the purchaser when the apparatus is delivered.

One (1)
29-10-1000

HOSEBED SINGLE AXLE

The hose bed compartment deck shall be constructed entirely from maintenance-free, extruded aluminum slats. The slats shall have an anodized, radiused ribbed top surface. The slats shall be of widths approximately 3/4" high x 6" wide and shall be welded into a one-piece grid system to prevent the accumulation of water and allow ventilation to assist in drying hose.

The apparatus hose body shall be properly reinforced without the use of angles or structural shapes and free from all projections that might injure the fire hose.

The main apparatus hose body shall run the full length of the apparatus body from behind the pump panel area to the rear face of the body.

The upper rear interior of the hose body on the right and left sides shall be overlaid with brushed stainless steel to protect the painted surface from damage by hose couplings.

One (1)
29-10-5100

HOSE BED STORAGE CAPACITY

The hose bed shall be designed to have a storage capacity for a minimum of 55 cubic feet of fire department supplied fire hose.

Two (2)
29-10-8100

ALUMINUM HOSEBED DIVIDER

Two (2) adjustable hosebed divider constructed of .250" aluminum shall be installed on the apparatus.

Two (2)
29-10-8300

Each hosebed divider installed on the apparatus shall be provided with a hand hole cut-out approximately 3" wide x 8" long.

One (1)
29-10-8600

ALUMINUM BOX

There shall be a full width smooth aluminum box fabricated around the fill tower(s).

One (1)
29-20-2000

VINYL HOSEBED COVER

The apparatus shall be equipped with a vinyl hosebed cover.

The cover, approximately 74" wide, shall be secured utilizing a velcro fastening system at the front and sides of the hosebed body.

One (1)
29-20-5602

The vinyl cover shall be black in color.

One (1)
29-20-7200

HOSEBED LIGHTS

Four(4) lights shall be recessed into the side panel of the hosebed to provide illumination for repacking of fire hose. The 12 volt LED lights shall be controlled by a switch located on the rear panel of the pumper body.

SHOP NOTE

Inside the pumphouse behind the roll up door.

One (1)
30-00-0000

BODY CONSTRUCTION

One (1)
30-01-1980

3/16" ALUMINUM BODY

The body shall be fabricated of aluminum extrusions, smooth aluminum sheet and aluminum treadplate.

The aluminum extrusion alloy shall be 6061 with a temper rating of T6, and have a tensile strength of 45,000 PSI and yield strength of 40,000 pounds. The aluminum extrusions shall 3" x 3" aluminum tubing, 1-3/4" x 3" aluminum tubing and 3" x 3" aluminum angle and specially designed extrusions, up to .250" wall thickness where applicable.

The smooth aluminum sheet material alloy shall be 5052 with a temper rating of H32, and have a tensile strength of 33,000 PSI and yield strength of 28,000 pounds.

The aluminum treadplate alloy shall be 3003 with a temper rating of H22, and have a tensile strength of 30,000 PSI and yield strength of 28,000 pounds.

The extrusions shall be designed as structural-framing members with the smooth aluminum and treadplate fabricated to form compartments, hosebeds, and floors. All aluminum material shall be welded together using the latest mig spray pulse arc welding system.

Compartment floors shall be of the sweep out design with the floor higher than the compartment door lip and to be water and dust proof. All compartments shall be made to the maximum practical dimensions to provide maximum storage capacity. To ensure maximum storage space, the apparatus shall be constructed without any void spaces between the body and the compartment walls. Double wall construction does not meet this requirement.

All exterior compartments shall have polished aluminum drip moldings installed above the doors where necessary to prevent water from entering the compartments.

Wheel well panels shall be formed aluminum that is welded in place. There shall be no visible bolt heads, retention nuts or fasteners on the exterior surface of the panel. To fully protect the wheel well area from road debris and to aid in cleaning, a full depth radius wheel well liner shall be provided. The frame side of the wheel well area on each side of the opening shall be attached to the frame side of the front and rear compartments. All seams on the frame side of the body shall be welded and caulked to prevent moisture from entering the compartments.

The rear wheel wells shall be radius cut for a streamlined appearance. A fenderette shall be furnished at each rear wheel well opening, held in place with stainless steel fasteners.

FASTENERS

All aluminum and stainless steel components shall be attached using stainless steel fasteners.

Compartment door hinges, handrails and running boards shall be attached using minimum 1/4" diameter machine bolt fasteners.

3/16" diameter fasteners shall only be used in nonstructural areas such as; door handles, trim moldings, gauge mounting, etc.

SHOP NOTE

This is an FXR RSD Body.

One (1)
30-01-2250

ELECTROLYSIS CORROSION CONTROL

The apparatus shall be assembled using ECK or electrolysis corrosion control, on all high corrosion potential areas, such as door latches, door hinges, trim plates, fenderettes, etc. This coating is a

high zinc compound that shall act as a sacrificial barrier to prevent electrolysis and corrosion between dissimilar metals. This shall be in addition to any other barrier material that may be used.

All 1/4" diameter and smaller screws and bolts shall be stainless steel.

Due to the expected life of the vehicle, proposals will only be acceptable from manufacturers that include these corrosion features.

One (1)
30-02-2200

COMPARTMENT FLOORS

The compartment floors shall be constructed of smooth aluminum material, to match the compartment interior walls.

One (1)
30-10-1100

GALVANIZED SUB-FRAME

The apparatus body subframe shall be constructed entirely of heavy steel structural channel material.

Two full frame lengths, three-inch (3") 3.4 pound per foot longitudinal steel channels shall form the sides of the body subframe and sides of the water tank cradle. Subframe crossmembers shall be fabricated with three inch (3") 3.4 pound per foot heavy steel channel cross members welded to the longitudinal body subframe sides and the full length frame pads.

Two full frame length 1/2" x 3" flat steel frame pads shall be attached to the body subframe and rest on top of the chassis frame rails for proper frame weight distribution.

The steel frame pads, longitudinal steel channels and subframe crossmembers shall be attached to the chassis frame rails using heavy "U" bolt fasteners to allow removal of the subframe and body assembly from the chassis. There shall be a barrier provided between the subframe and body to prevent electrolysis.

The rear subframe and lower body platform support members shall be of the "two piece" design, fabricated of 3.4 lb. Per foot heavy channel and welded to the full length subframe channel liners at the rear.

A minimum of two rear platform support channels shall be provided and constructed of 3.4 lb. Per foot heavy steel material. Each support channel shall have welded in gusset where the support meets the rear subframe rails.

After fabrication the entire subframe assembly shall be hot dip galvanized to prevent corrosion. The hot dip galvanized subframe shall have a lifetime warranty against failure due to corrosion.

This steel subframe shall carry the weight of the apparatus body, tank, water and equipment. This method of apparatus construction gives an excellent strength/weight ratio.

One (1)
30-10-1010

GALVANIZED SUB-FRAME

After fabrication the entire subframe assembly shall be hot dip galvanized to prevent corrosion. The hot dip galvanized subframe shall have a lifetime warranty against failure due to corrosion.

This steel subframe shall carry the weight of the apparatus body, tank, water and equipment. This method of apparatus construction gives an excellent strength/weight ratio.

This design maximizes the water and equipment that can be carried on the apparatus. As the amount of equipment and water that can be carried on the apparatus is critical to the effectiveness of the fire fighters, designs that do not utilize this method will not be considered.

One (1)
31-01-1800

BODY CONFIGURATION

The formed apparatus body shall be 160" long, reference the drawing for actual body length.

One (1)
44-06-2200

SINGLE AXLE WHEEL AREA

For ease of accessibility and maintenance, wheel well panels shall be double break formed painted smooth plate that is welded in place.

To fully protect the wheel well area from road debris and to aid in cleaning, a full depth (minimum of 25") radius wheel well liner shall be provided. Wheel well liner shall be smooth aluminum to prevent corrosion.

One (1)
44-06-4100

FENDERETTES

The rear wheel wells shall be radius cut for a streamlined appearance. A polished aluminum fenderette shall be furnished at each rear wheel well opening, held in place with concealed stainless steel fasteners.

One (1)
31-01-2138

BODY WIDTH

The overall width of the pumper body shall not exceed 100".

COMPARTMENT DEPTH

The side compartments on the pumper body shall have the following dimensions:

Lower portion depth of 26"
Upper portion depth of 26"

One (1)
29-00-1300

HOSEBED WIDTH

The width of the pumper body hosebed shall be 74".

One (1)
32-03-0084

COMPARTMENT HEIGHT

The left side body compartments shall be 79".

One (1)
32-03-1084

COMPARTMENT HEIGHT

The right side body compartments shall be 79" high.

Seven (7)
30-02-1140

ROLL UP DOOR CONSTRUCTION

Compartment doors shall be equipped with AMDOR™ brand roll-up doors complete with the following features:

1" aluminum double wall slats with continuous ball & socket hinge joint designed to prevent water ingress and weather tight recessed dual durometer seals,

Double wall reinforced bottom panel with stainless steel lift bar latching system, bottom panel flange with cut-outs for ease of access with gloved hands, reusable slat shoes with positive snap-lock securement, smooth interior door curtain to prevent equipment hang-ups,

One-piece aluminum door track / side frame, top gutter with non-marring seal, non-marring recessed side seals with UV stabilizers to prevent warpage ,

Dual leg bottom seal, with all wear component material to be Type 6 Nylon.

Seven (7)
30-02-1260

EZ-PULL DOWN STRAPS

Seven (7) elastic nylon straps shall be provided and installed on each roll up door . The straps shall be secured to the side wall of the interior compartment in a way that will allow the EZ-Pull strap to contract automatically and tuck inside the compartment when closed to prevent the strap from dangling and hindering closing of the door. When the door is the open position, the straps

shall be installed so that they are fully extended as to not interfere with removing items from the compartment. For the ease of locating, the straps shall be bright orange in color.

Seven (7)
30-02-1210

DOOR LOCKS

A cylindrical door lock shall be provided on the roll up door(s). The door lock shall operate a rod mechanism located within the bottom rail of the door that extends into both side rails when locked.

One (1)
32-05-1125

LEFT FRONT COMPARTMENT

There shall be one (1) full height compartment located ahead of the rear wheels. The compartment shall be equipped with a full height single painted roll up door.

The compartment shall be equipped with the following:

SHOP NOTE

Full Depth / Full Height Compartments

One (1)
44-40-1100

One (1) louver with filter shall be installed in the compartment.

One (1)
45-01-1050

ADJUSTABLE SHELVING TRACKS

The compartments shall be equipped with two (2) aluminum adjustable tracks, vertically mounted, that are bolted in place for adjustable shelving and equipment mounting.

One (1)
55-01-5114

COMPARTMENT LIGHTS

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
32-05-1360

LEFT OVERWHEEL COMPARTMENT

There shall be one (1) compartment above the rear wheels. The compartment shall be equipped with a single painted roll up door.

The compartment shall be equipped with the following:

One (1)
44-40-1100

One (1) louver with filter shall be installed in the compartment.

One (1)
45-01-1050

ADJUSTABLE SHELVING TRACKS

The compartments shall be equipped with two (2) aluminum adjustable tracks, vertically mounted, that are bolted in place for adjustable shelving and equipment mounting.

One (1)
55-01-5114

COMPARTMENT LIGHTS

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
32-05-1725

LEFT REAR COMPARTMENT

There shall be one (1) full height compartment located behind the rear wheels. The compartment shall be equipped with a full height single painted roll up door.

The compartment shall be equipped with the following:

SHOP NOTE

Full Depth / Full Height Compartments

One (1)
44-40-1100

One (1) louver with filter shall be installed in the compartment.

One (1)
45-01-1050

ADJUSTABLE SHELVING TRACKS

The compartments shall be equipped with two (2) aluminum adjustable tracks, vertically mounted, that are bolted in place for adjustable shelving and equipment mounting.

One (1)
55-01-5114

COMPARTMENT LIGHTS

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
32-06-1125

RIGHT FRONT COMPARTMENT

There shall be one (1) full height compartment located ahead of the rear wheels. The compartment shall be equipped with a full height single painted roll up door.

The compartment shall be equipped with the following:

SHOP NOTE

Full Depth / Full Height Compartments

One (1)
44-40-1100

One (1) louver with filter shall be installed in the compartment.

One (1)
45-01-1050

ADJUSTABLE SHELVING TRACKS

The compartments shall be equipped with two (2) aluminum adjustable tracks, vertically mounted, that are bolted in place for adjustable shelving and equipment mounting.

One (1)
55-01-5114

COMPARTMENT LIGHTS

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
32-06-1460

RIGHT HIGH SIDE COMPARTMENTS

There shall be one (1) compartment above the rear wheels. The compartment shall be equipped with a single painted roll up door.

The compartment shall be equipped with the following:

One (1)
44-40-1100

One (1) louver with filter shall be installed in the compartment.

One (1)
45-01-1050

ADJUSTABLE SHELVING TRACKS

The compartments shall be equipped with two (2) aluminum adjustable tracks, vertically mounted, that are bolted in place for adjustable shelving and equipment mounting.

One (1)
55-01-5114

COMPARTMENT LIGHTS

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
32-06-1725

RIGHT REAR COMPARTMENT

There shall be one (1) full height compartment located behind the rear wheels. The compartment shall be equipped with a full height single painted roll up door.

The compartment shall be equipped with the following:

SHOP NOTE

Full Depth / Full Height Compartments

One (1)
44-40-1100

One (1) louver with filter shall be installed in the compartment.

One (1)
45-01-1050

ADJUSTABLE SHELVING TRACKS

The compartments shall be equipped with two (2) aluminum adjustable tracks, vertically mounted, that are bolted in place for adjustable shelving and equipment mounting.

One (1)
55-01-5114

COMPARTMENT LIGHTS

Two (2) LUMA BAR vertically mounted roll-up compartment LED door lights shall be installed one each side of the door opening. The compartment lights shall be integrated into the roll-up door tracks with the light actuation with the door opening.

The lights shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

One (1)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
33-60-1180

REAR BODY CONFIGURATION

The rear of the apparatus body shall be of the flat back design.

One (1)
32-08-0210

HIGH ANGLE OF DEPARTURE COMPARTMENTS

Two (2) high angle of departure storage compartment shall be provided. There shall be one (1) installed under the behind the rear wheels body compartment on the left side and there shall be one (1) installed under the behind the rear wheels body compartment on the right side. The compartments shall be constructed from 1/8" smooth aluminum with an aluminum tread plate door and stainless steel hinge. A stainless steel, D-ring handle shall be provided for opening and closing the door. The door shall have weather stripping installed around the perimeter to provide for a weatherproof seal.

The dimensions for each compartment shall be as large as possible.

The compartments shall have turtile tile on the floor of the compartment.

One (1)
44-40-1020

A removable louvered vent shall be provided in the compartment.

Two (2)
55-01-5112

COMPARTMENT LIGHT

One (1) LUMA BAR vertically mounted roll-up compartment LED door light shall be installed on one side of the door opening. The compartment light shall be integrated into the roll-up door track with the light actuation with the door opening.

The light shall have a polycarbonate lens to eliminate breakage from impact and eliminate heat build up.

Two (2)
55-06-1100

The compartment light will be controlled by an automatic "On-Off" switch located on each compartment door.

One (1)
33-60-1820

REAR BODY

The apparatus body, behind the rear wheels shall be raised to allow for a high angle of departure.

One (1)
90-02-4100

SLIDE OUT LADDER MOUNTINGS IN HOSEBED WITH DOOR

The ladders shall be stored in the hosebed in a full width enclosed compartment. The area shall house three (3) sets of dual ladder slide in tracks to store specified ladders in a horizontal position. The mounting system shall be equipped with fiberglass angles and stop at front of ladders.

A full width aluminum diamond plate swing up door, with dual gas operators, shall be installed to enclose the ladder storage area.

One (1)
90-02-5300

EXTERIOR FOLDING ATTIC LADDER MOUNTING

An exterior mounting shall be provided for the specified folding attic ladder.

One (1)
90-03-0225

LADDER SOURCE

New ground ladders shall be provided by the body builder.

Two (2)
90-16-5400

PIKE POLE MOUNTING BRACKET

Two (2) tube shall be provided for pike pole mounting. The tube shall have a 2" interior diameter and shall be mounted in the ladder tunnel.

One (1)
90-16-6115

PIKE POLE SOURCE

The pike poles shall be provided by the body builder.

One (1)
44-01-1450

FRONT BODY PROTECTION PANELS

Aluminum tread plate overlays and panels shall be installed on the front of the body compartment from the lower edge to the top of the compartment doors.

One (1)
44-01-6020

CATWALKS

Painted catwalks shall be installed on the top of the compartments.

One (1)
44-01-4000

REAR BODY PROTECTION PANELS

The rear body panels of the body shall be a smooth material, to allow for the proper application and installation of a "Chevron" stripe on the rear.

One (1)
33-62-6100

FULL WIDTH FOLD DOWN REAR STEP

A full width, fold down rear step shall be furnished on the rear of the apparatus. The fold down

step shall have a specially designed off set, eccentric type bracket and be attached with stainless steel fasteners on each side. The step shall not protrude past the rear tailboard when in the upper stowed position. In the down position, the step shall reduce the height of the first step approximately 8"-10". Step shall have slip resistant surface.

One (1)
44-30-1850

ACCESS LADDER

One (1) access ladder constructed of rectangular aluminum tubing and round extruded aluminum non-slip rungs shall be installed on the left rear of the apparatus. The bottom portion of the ladder shall fold up in a secured position when not in use to maintain a high angle of departure. The ladder shall provide access to the top of the body.

One (1)
33-70-1300

HANDRAIL REAR STEP

Two (2) extruded aluminum non-slip handrails, approximately 48" in length, shall be provided and vertically mounted on the rear of the apparatus, one (1) on each side of the body.

One (1)
33-70-2100

HANDRAIL BELOW HOSEBED

One (1) extruded aluminum non-slip handrail, approximately 48" in length, shall be provided and horizontally mounted below the hosebed on the rear of the apparatus.

One (1)
33-70-3700

HANDRAIL TOP OF HOSE BED SIDES

Two (2) extruded aluminum non-slip handrails, approximately 12" in length, shall be provided and mounted, one (1) each side on the top of the hose bed sides, at the rear of the apparatus body.

One (1)
44-02-1100

EXTRUDED ALUMINUM RUB RAILS

Full body length polished aluminum rub rails shall be bolted in place on the lower right and left body sides. The side rub rails shall be a heavy extruded aluminum "C" channel.

One (1)
44-02-2000

NYLON SPACERS FOR RUB RAILS

There shall be nylon spacers provided between the rub rail and the body. This shall allow wash out and replacement in the event of damage.

One (1)

44-11-5160

WHEEL WELL COMPARTMENT LEFT SIDE AHEAD OF WHEELS

One (1) wheel well compartment shall be located on the left side in the rear wheel well panel ahead of the rear wheels of the type specified herein.

One (1)
44-10-1600

One (1) Fire Shopp Inc. breathing air cylinder storage compartment shall be provided and located in the rear wheel well of the apparatus body.

The cylinder storage compartment shall be constructed entirely of black polymer. The door assemblies shall be provided with a gasket between door and body side, bolted in-place and removable for repair or replacement.

Compartment shall be provided with SCBA cylinder scuff protection. A brushed stainless steel door shall be provided.

One (1)
44-10-6000

One (1) one-inch (1") wide loop of black webbing shall be installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in case of door failure. The loop shall be mounted, centered in the compartment and shall hang within one-inch (1") of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

One (1)
44-11-5360

WHEEL WELL COMPARTMENT LEFT SIDE BEHIND WHEELS

One (1) wheel well compartment shall be located on the left side in the rear wheel well panel behind the rear wheels of the type specified herein.

One (1)
44-10-1600

One (1) Fire Shopp Inc. breathing air cylinder storage compartment shall be provided and located in the rear wheel well of the apparatus body.

The cylinder storage compartment shall be constructed entirely of black polymer. The door assemblies shall be provided with a gasket between door and body side, bolted in-place and removable for repair or replacement.

Compartment shall be provided with SCBA cylinder scuff protection. A brushed stainless steel door shall be provided.

One (1)
44-10-6000

One (1) one-inch (1") wide loop of black webbing shall be installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in case of door failure. The loop shall

be mounted, centered in the compartment and shall hang within one-inch (1") of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

One (1)
44-11-5560

WHEEL WELL COMPARTMENT RIGHT SIDE AHEAD OF WHEELS

One (1) wheel well compartment shall be located on the right side in the rear wheel well panel ahead of the rear wheels of the type specified herein.

One (1)
44-10-1600

One (1) Fire Shopp Inc. breathing air cylinder storage compartment shall be provided and located in the rear wheel well of the apparatus body.

The cylinder storage compartment shall be constructed entirely of black polymer. The door assemblies shall be provided with a gasket between door and body side, bolted in-place and removable for repair or replacement.

Compartment shall be provided with SCBA cylinder scuff protection. A brushed stainless steel door shall be provided.

One (1)
44-10-6000

One (1) one-inch (1") wide loop of black webbing shall be installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in case of door failure. The loop shall be mounted, centered in the compartment and shall hang within one-inch (1") of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

One (1)
44-11-5760

WHEEL WELL COMPARTMENT RIGHT SIDE BEHIND WHEELS

One (1) wheel well compartment shall be located on the right side in the rear wheel well panel behind the rear wheels of the type specified herein.

One (1)
44-10-1600

One (1) Fire Shopp Inc. breathing air cylinder storage compartment shall be provided and located in the rear wheel well of the apparatus body.

The cylinder storage compartment shall be constructed entirely of black polymer. The door assemblies shall be provided with a gasket between door and body side, bolted in-place and removable for repair or replacement.

Compartment shall be provided with SCBA cylinder scuff protection. A brushed stainless steel door shall be provided.

One (1)
44-10-6000

One (1) one-inch (1") wide loop of black webbing shall be installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in case of door failure. The loop shall be mounted, centered in the compartment and shall hang within one-inch (1") of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

One (1)
60-17-1300

INVERTER

There shall be a DC to AC power inverter system with a 30-amp AC transfer switch furnished on the apparatus. The shore power shall be connected to the system AC output receptacle to supply power to the AC load. When the vehicle is underway and the shoreline power is disconnected, the automatic transfer switch connects the AC output receptacle to the power inverter that obtains power from the 12-volt battery system.

The Inverter shall be a Xantrex Freedom model HF1800 with the following features and components:

- 1800-Watt Power Inverter
- Automatic Transfer Switch
- Underwriters Laboratories Listed and Certified.
- On Board Battery Charger

One (1)
60-20-8100

LINE VOLTAGE WIRING INSTALLATION

Line voltage wiring in the apparatus shall be with Type SO or approved cable suitable for mobile applications. The flexible electrical cable shall have 600-volt insulation rated for at least 194 degrees F. All junction boxes shall conform to the National Electric Code and shall be accessible for service.

Electrical cable shall be supported within 6 inches of any junction box and at a minimum of every 24 inches of run. Supports shall be made of corrosion protected metal that does not cut or abrade the conduit or cable and shall be mechanically fastened to the vehicle.

Electrical cable shall not be attached to chassis suspension components, water or fuel lines, air or air brake lines, fire pump piping, hydraulic lines, exhaust system components, or low voltage wiring and shall be separated by a minimum of 12 inches from exhaust piping or properly shielded and separated from fuel lines by a minimum of 6 inches distance.

All wiring connections and terminations shall provide a positive mechanical and electrical connection. Connectors shall be installed in accordance with the manufacturer's instructions. Wire nuts or insulation displacement and insulation piercing connectors shall not be used.

Three (3)
60-25-9610

POWER DISTRIBUTION STRIP

Three (3) 15 amp power distribution strip with four (4) receptacles shall be provided. The strip shall be powered by the chassis shore line power.

One (1)
80-22-1504

BODY PAINT PROCESS

Facility Certification

The paint facility shall be in current compliance with 40 CFR (code of federal regulations) part 63 subpart HHHHHH national emission standards for hazardous air pollutants: Paint stripping and miscellaneous surface coating operations at area sources (6H-NESHAP). Spray guns shall also be compliant certified by paint gun manufacturer.

Cab / Module Prep

Prior to assembly, all joints and seams are to be mechanically etched. All welds shall be ground smooth prior to priming. The bare substrate of the module is first cleaned with a strong surface cleaner to remove fabrication and pneumatic tool oils. *The reason? Cleaning the surface prior to sanding prevents oils and contaminants from being imbedded into the substrate.* After sanding process, a mild surface cleaner removes any sanding dust residue along with pneumatic tool oil. A waterborne surface cleaner is available in case substrate was touched with bare hands or skin.

The following steps must be followed in sequence to properly apply paint to the Fire truck cab, chassis or module.

SURFACE PREP

- Clean entire modular body with Sikkens OTO using the two-cloth method, wipe on wet, wipe dry. *Reason: Wiping our surface cleaners on wet, contaminants loosen and float to the top. Those floating contaminants then get wiped off with an absorbent towel.*
- Using an orbital sander, (where polyester filler will be applied) 80-grit is used to provide a mechanical tooth for optimal adhesion. 180-grit is then used surrounding the 80-grit area. Sikkens M600 surface cleaner is then used to remove sanding dust and pneumatic tool oil. If bare hands or skin accidentally touched the surface, Sikkens Autoprep waterborne cleaner is used to remove natural oils. *Again: All surface cleaners are applied wet with one towel and wiped dry with another.*
- Rosenbauer approved polyester body filler is then applied over the 80-grit ground areas to cover the imperfections from welds. When body filler dries, it's first sanded with 80-grit then finish sanded with 180-grit to remove all 80-grit sand scratches. Blow off surface dust using approved air wand.
- After body work has been completed, the rest of the aluminum substrate on module gets sanded with 80-grit sandpaper until the surface is bright and sand scratches are consistent. Module gets

blown off again to remove all sanding dust.

- Step 1 is essential in achieving proper adhesion.

EPOXY PRIMER and HIGH BUILD primer surfacer APPLICATION PROCESS:

- First, if sanded aluminum substrate has not been primed within 8 hours, aluminum substrate gets re-abraded to remove oxidation that may have begun on aluminum surface. Aluminum substrate gets cleaned with Sikkens M600 surface cleaner using the 2-towel method. Surface cleaners do not get applied over body filler due to polyester filler being absorbent.
- One (1) coat of AkzoNobel LV262 Epoxy primer is applied. This epoxy primer slows down corrosion from happening if in case the unit (once out in the field) has stone chips or scratches down to aluminum. This product is a 2-component epoxy primer meaning it mixes with a hardener. Paint technicians are trained to properly apply this product to achieve a minimum of 1 mil DFT (Dry film thickness) required by AkzoNobel. A blank module schematic showing specific areas to measure dry film thickness is completed on each module /unit.
- Allow LV262 25 minutes minimum dry time prior to applying AkzoNobel LV650 primer surfacer. Apply two to three wet coats of AkzoNobel LV650 two component low VOC high build primer surfacer. A dry film thickness of up to 8 mils can be achieved prior to sanding. Minimum flash between coats is 30 seconds to 5 minutes. LV650 surfacer dries 3 different ways. 8 hour dry without accelerator, bake for 1 hour at 140-degrees or accelerate which allows technicians to sand in 45 minutes @70-degrees.

SANDING:

- Block sand entire module with 320-grit sandpaper minimizing any accidental cut throughs on edges. Blow off body with air gun and move module into paint booth.

PRE TOPCOAT PREPARATION

- Clean areas where Rosenbauer approved seam sealer is applied with Sikkens M600 surface cleaner. If by accident, bare hands or skin touched surface on cab or module, Autoprep waterborne cleaner is used on these areas prior to using M600 cleaner. Both cleaners are used with the 2-towel method.
- Seam seal with Rosenbauer approved non-shrinking moisture cured urethane seam sealer. Technicians follow seam sealer technical data sheets pertaining to application and dry times prior to applying AkzoNobel BT650 basecoat or 650 Topcoat single stage paint.
- Clean module with M600 surface cleaner. If by accident, bare hands or skin touched surface on module, Autoprep waterborne cleaner is used on these areas prior to using M600 cleaner. Both cleaners are used with the 2-towel method.
- If there are any visible cut throughs, paint techs first use a pre-treatment Alodine wipe followed by one coat of reduced LV262 epoxy primer over these areas and give a 20-minute flash prior to applying BT650 basecoat or Topcoat.
- Tack rag unit to remove any lint or dust that could have landed on surface.

TOPCOAT PROCEDURE

- Mix BT650 basecoat or Topcoat (single stage) polyurethane paint.
- Fluid and spray pattern checks are done prior to applying BT650 base, Topcoat and Clear coat.
- Apply BT650 basecoat until complete coverage is achieved. If Topcoat is applied, a minimum of 1.8 mils is recommended after cut and buff procedure. Note: Topcoat doesn't get clear coated.

- Allow solid color BT650 basecoat to flash 20 minutes prior to applying 3 coats Sikkens LV651 Glamour Clear coat.
- If a metallic color, allow BT650 basecoat to flash 45 minutes prior to applying 3 coats LV651 Glamour Clear coat. Bake body for 45 minutes once surface temp has reached 140-degrees.
- The mil thicknesses are as follows:
- Autocoat BT LV262 Epoxy Primer 1.0 to 1.5 mils
- Autocoat BT LV650 2K Primer Surfacer 1.0 to 3.0 mils
- Autocoat BT LV650 Basecoat color 1.0 to 1.8 mils
- Autocoat LV651 Clearcoat 2.0 to 3.0 mils
- Combined total: 5.0 to 9.3 mils

One (1)
80-06-1100

APPARATUS COLOR

SHOP NOTE

The apparatus shall be ____ in color.

One (1)
80-30-1200

INTERIOR COMPARTMENT FINISH

Eight (8) apparatus side compartment interiors are to be painted with a spatter finish material. The compartments shall be cleaned with a grease remover, and then the surface sanded and prepared for painting. The compartment shall be provided with two (2) coats of white epoxy. The compartments are then coated with a splatter paint top coat.

SHOP NOTE

Red Spatter Color Matching the Apparatus Body Exterior Color

One (1)
80-42-1500

TOUCH-UP PAINT

One (1) two (2) ounce bottle of touch-up paint shall be furnished with the completed truck at final delivery.

One (1)
80-43-1099

UNDERCOATING

The entire underside of the single axle apparatus body is to be cleaned and properly prepared for application of a sprayed on automotive type undercoating for added corrosion resistance. Undercoating is to be a solvent based, rubberized coating, black in color.

One (1)
80-43-2996

BLACKED OUT ITEMS - LINE-X / PAINT

The following items shall be either blacked out with Line-X or flat black paint.

One (1)
80-50-2000

SCOTCHLITE REFLECTIVE LETTERING

The lettering shall be applied with Scotchlite reflective material, shaded in black.

A quantity of seventy-five (75), four (4) inch letters are to be placed on the cab and on the body as directed by fire department.

One (1)
80-70-2020

REFLECTIVE STRIPING

A 6" wide 3M brand Scotchlite #680-10 reflective stripe shall be affixed to the perimeter of the vehicle. Striping shall be placed up to 60" above ground level and shall conform to the applicable NFPA reflectivity requirements. At least 50% of the perimeter length of each side and width of the rear and at least 25% of the perimeter width of the front of the vehicle shall have reflective stripe.

The side stripe shall be applied in a "Hockey Stick" pattern.

One (1)
80-73-1100

PIN STRIPE TRIM

A single layer tape stripe shall be applied above and below the reflective striping material. The color of the stripe shall be black.

One (1)
80-75-1600

COLOR OF STRIPING MATERIAL

The color of the 3M brand striping material shall be white.

One (1)
80-72-1100

CHEVRON STRIPING

The entire rear portion of the body shall have 3M reflective red and yellow striping installed. The chevron style striping shall be applied at a 45-degree upward angle pointing towards the center upper portion of the rear panel.

One (1)
80-79-1000

YELLOW SAFETY TAPE - STANDING & WALKING SURFACES

The apparatus shall be NFPA standard 15.7.1.6 designating any horizontal standing or walking surface higher than 48-in (1220 mm) from the ground and not guarded by railing or structure at least 12-in (300 mm) high shall have at least a 1-in (25 mm) wide safety yellow line delineation that contrasts with the background to mark the outside perimeter of the designated standing or walking surface area, excluding steps and ladders.

One (1)
90-01-5900

WHEEL CHOCKS WITH MOUNTS

A pair of Zico Model SAC-44 Quic-Chok folding wheel chocks shall be provided and mounted under the apparatus body with model SQCH-44H horizontal mounting brackets.

One (1)
90-03-3100

ROOF LADDER

One (1) Duo Safety Model 775-A, 10 foot aluminum roof ladder with folding steel roof hooks on one end and steel spikes on the other end shall be provided on the apparatus. The ladder shall meet or exceed all latest NFPA Standards.

One (1)
90-07-4060

EXTENSION LADDER

One (1) Duo-Safety Model 925-A, 22 foot three (3) section aluminum extension ladder shall be provided on the apparatus. The ladder shall meet or exceed all the latest NFPA standards.

One (1)
90-08-2600

FOLDING LADDER

One (1) Duo Safety Model 585-A, 10 foot folding aluminum ladder shall be provided on the apparatus. The ladder shall meet or exceed all the latest NFPA Standards.

One (1)
90-16-2300

PIKE POLE

One (1) 6' pike pole with round handle shall be provided. The pike pole shall be of fiberglass construction.

One (1)
90-16-2800

PIKE POLE

One (1) 10' pike pole with round handle shall be provided. The pike pole shall be of fiberglass construction.

One (1)

90-47-0100

MISCELLANEOUS HARDWARE

Miscellaneous loose hardware consisting of bolts, nuts, washers, and screws shall be supplied with the apparatus at time of delivery.

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SPECIFICATION PROPOSAL

Description	Weight Front	Weight Rear
Price Level		
M2 PRL-26M (EFF:7/26/21)		
Data Version		
SPECPRO21 DATA RELEASE VER 048		
Vehicle Configuration		
M2 106 CONVENTIONAL CHASSIS	5,709	3,503
2023 MODEL YEAR SPECIFIED		
SET BACK AXLE - TRUCK		
STRAIGHT TRUCK PROVISION		
LH PRIMARY STEERING LOCATION		
General Service		
TRUCK CONFIGURATION		
DOMICILED, USA (EXCLUDING CALIFORNIA AND CARB OPT-IN STATES)		
FIRE SERVICE		
EMERGENCY VEHICLES BUSINESS SEGMENT		
LIQUID BULK COMMODITY		
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
MAXIMUM 8% EXPECTED GRADE		
SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
MEDIUM TRUCK WARRANTY		
EXPECTED FRONT AXLE(S) LOAD : 14000.0 lbs		
EXPECTED REAR DRIVE AXLE(S) LOAD : 26000.0 lbs		
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 40000.0 lbs		



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Description	Weight Front	Weight Rear
Truck Service		
FIRE TANK - NO MAIN DRIVELINE DRIVEN SPLIT-SHAFT PTO/PUMP		
EXPECTED TRUCK BODY LENGTH : 0.0 ft		
ROSENBAUER		
EXPECTED BODY/PAYLOAD CG HEIGHT ABOVE FRAME "XX" INCHES : 32.0 in		
Engine		
CUM L9 360EV HP @ 2200 RPM, 2200 GOV RPM, 1150 LB-FT @ 1200 RPM, R/F/E	640	30
Electronic Parameters		
68 MPH ROAD SPEED LIMIT		
CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT		
PTO MODE ENGINE RPM LIMIT - 1100 RPM		
PTO MODE BRAKE OVERRIDE - SERVICE BRAKE APPLIED		
PTO RPM WITH CRUISE SET SWITCH - 700 RPM		
PTO RPM WITH CRUISE RESUME SWITCH - 800 RPM		
PTO MODE CANCEL VEHICLE SPEED - 5 MPH		
PTO GOVERNOR RAMP RATE - 250 RPM PER SECOND		
FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY		
PTO MINIMUM RPM - 700		
REGEN INHIBIT SPEED THRESHOLD - 5 MPH		
Engine Equipment		
2010 EPA/CARB/GHG21 CONFIGURATION		
NO 2008 CARB EMISSION CERTIFICATION		
OIL PAN FOR AWD AND AWD CONVERSIONS		
ENGINE MOUNTED OIL CHECK AND FILL		
SIDE OF HOOD AIR INTAKE WITH NFPA COMPLIANT EMBER SCREEN AND FIRE RETARDANT DONALDSON AIR CLEANER		
LN 12V 320 AMP 4962PGH PAD MOUNT ALTERNATOR	10	
(2) DTNA GENUINE, FLOODED STARTING, MIN 2000CCA, 370RC, THREADED STUD BATTERIES	10	
BATTERY BOX FRAME MOUNTED		



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Description	Weight Front	Weight Rear
STANDARD BATTERY JUMPERS		
LH BATTERY BOX MOUNTED AS FAR AFT AS POSSIBLE, NO GREATER THAN 34 INCHES BACK OF CAB		
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN		
NON-POLISHED BATTERY BOX COVER		
POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT	10	
CUMMINS TURBOCHARGED 18.7 CFM AIR COMPRESSOR WITH INTERNAL SAFETY VALVE		
STANDARD MECHANICAL AIR COMPRESSOR GOVERNOR		
AIR COMPRESSOR DISCHARGE LINE		
GVG, FIRE AND EMERGENCY SERVICE VEHICLES ENGINE WARNING		
CUMMINS ENGINE INTEGRAL BRAKE WITH VARIABLE GEOMETRY TURBO ON/OFF WITH BRAKE LAMPS	20	
RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH C-PILLAR MOUNTED VERTICAL TAILPIPE	30	25
ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND DASH MOUNTED SINGLE REGENERATION REQUEST/INHIBIT SWITCH		
11 FOOT 06 INCH (138 INCH+0/-5.9 INCH) EXHAUST SYSTEM HEIGHT		
STANDARD CURVE BRIGHT UPPER STACK(S)		
RH CURVED VERTICAL TAILPIPE C-PILLAR MOUNTED ROUTED FROM STEP		
6 GALLON DIESEL EXHAUST FLUID TANK		
100 PERCENT DIESEL EXHAUST FLUID FILL		
LH UNDER CAB DIESEL EXHAUST FLUID TANK LOCATION		
STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING		
STANDARD DIESEL EXHAUST FLUID TANK CAP		
STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILOPIPE SHIELD		
HORTON DRIVEMASTER ADVANTAGE ON/OFF FAN DRIVE		



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Description	Weight Front	Weight Rear
AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR LIGHT, NON ENGINE MOUNTED		
CUMMINS SPIN ON FUEL FILTER		
COMBINATION FULL FLOW/BYPASS OIL FILTER		
1100 SQUARE INCH ALUMINUM RADIATOR	70	
ANTIFREEZE TO -60F, ETHYLENE GLYCOL PRE- CHARGED SCA HEAVY DUTY COOLANT		
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES		
AUXILIARY ENGINE COOLING USING WATER FROM FIRE PUMP	10	
LOWER RADIATOR GUARD		
ALUMINUM FLYWHEEL HOUSING		
ELECTRIC GRID AIR INTAKE WARMER		
DELCO 12V 38MT HD STARTER WITH INTEGRATED MAGNETIC SWITCH		
Transmission		
ALLISON 3000 EVS AUTOMATIC TRANSMISSION WITH PTO PROVISION	200	60
Transmission Equipment		
ALLISON VOCATIONAL PACKAGE 198 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODEL EVS		
ALLISON VOCATIONAL RATING FOR FIRE TRUCK/EMERGENCY VEHICLE APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES		
PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		



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Description	Weight Front	Weight Rear
SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
ENGINE BRAKE RANGE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
ENGINE BRAKE RANGE ALTERNATE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED		
DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES		
VEHICLE INTERFACE WIRING CONNECTOR WITHOUT BLUNT CUTS, AT END OF FRAME		
ELECTRONIC TRANSMISSION CUSTOMER ACCESS CONNECTOR FIREWALL MOUNTED		
(2) CUSTOMER INSTALLED MUNCIE CS10 SERIES PTO'S		
PTO MOUNTING, LH SIDE AND TOP RH SIDE OF MAIN TRANSMISSION ALLISON		
MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED		
TRANSMISSION PROGNOSTICS - ENABLED 2013		
WATER TO OIL TRANSMISSION COOLER, IN RADIATOR END TANK		
MERITOR MTC-4210 AND MTC-4213 TRANSFER CASE OIL COOLER	20	
TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
MERITOR MTC 4210XL-EC 2-SPEED TRANSFER CASE	375	375
TRANSFER CASE SHIFT CONTROLS WITH TRANSFER CASE PTO ON/OFF SWITCH WHEN APPLICABLE		
SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)		
Front Axle and Equipment		
MX-14-120-EVO 14,000# 1790MM KPI SINGLE FRONT DRIVE AXLE	900	
5.13 FRONT AXLE RATIO		



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Description	Weight Front	Weight Rear
MXL 16T MERITOR EXTENDED LUBE FRONT STEERING AXLE DRIVELINE WITH HALF ROUND YOKES		
MERITOR 16.5X5 Q+ MX DRIVE AXLE CAST SPIDER HEAVY DUTY CAM FRONT BRAKES		
FIRE AND EMERGENCY SEVERE SERVICE, NON-ASBESTOS FRONT LINING		
MERITOR CAST IRON FRONT BRAKE DRUMS		
FRONT BRAKE DUST SHIELDS		
FRONT OIL SEALS		
STANDARD SPINDLE NUTS FOR ALL AXLES		
MERITOR AUTOMATIC FRONT SLACK ADJUSTERS		
TRW TAS-85 POWER STEERING	40	
POWER STEERING PUMP		
2 QUART SEE THROUGH POWER STEERING RESERVOIR		
CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		
Front Suspension		
14,600# TAPERLEAF FRONT SUSPENSION	170	
MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION		
FRONT SHOCK ABSORBERS		
Rear Axle and Equipment		
RS-26-185 26,000# T-SERIES SINGLE REAR AXLE		255
5.13 REAR AXLE RATIO		
IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING		
MXL 17T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES		
MXL 17T MERITOR EXTENDED LUBE INTERTRANSMISSION DRIVELINE WITH HALF ROUND YOKES		
DRIVER CONTROLLED TRACTION DIFFERENTIAL - SINGLE REAR AXLE		20
(1) DRIVER CONTROLLED DIFFERENTIAL LOCK REAR VALVE FOR SINGLE DRIVE AXLE		
BLINKING LAMP WITH EACH MODE SWITCH, DIFFERENTIAL UNLOCK WITH IGNITION OFF, ACTIVE <5 MPH		



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Description	Weight Front	Weight Rear
MERITOR 16.5X7 P CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, CAST SHOES		20
FIRE AND EMERGENCY SEVERE SERVICE NON- ASBESTOS REAR BRAKE LINING		
BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S)		
WEBB HEAVY WEIGHT CAST IRON REAR BRAKE DRUMS		80
REAR BRAKE DUST SHIELDS		5
REAR OIL SEALS		
HALDEX GOLDSEAL LONGSTROKE 1-DRIVE AXLE SPRING PARKING CHAMBERS		
HALDEX AUTOMATIC REAR SLACK ADJUSTERS		
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		
Rear Suspension		
26,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD		170
SPRING SUSPENSION - NO AXLE SPACERS		
STANDARD AXLE SEATS IN AXLE CLAMP GROUP		
FORE/AFT CONTROL RODS		
Brake System		
AIR BRAKE PACKAGE		
WABCO 4S/4M ABS		
REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES		
FIBER BRAID PARKING BRAKE HOSE		
STANDARD BRAKE SYSTEM VALVES		
STANDARD AIR SYSTEM PRESSURE PROTECTION SYSTEM		
STD U.S. FRONT BRAKE VALVE		
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE		
BW AD-9 BRAKE LINE AIR DRYER WITH HEATER	20	
AIR DRYER MOUNTED INBOARD ON LH RAIL		
STEEL AIR TANKS MOUNTED AFT INSIDE AND/OR BELOW FRAME JUST FORWARD OF REAR SUSPENSION, NO TRIPLE OR TORPEDO TANKS		
BW DV-2 AUTO DRAIN VALVE WITHOUT HEATER ON ALL TANK(S)		



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Description	Weight Front	Weight Rear
Trailer Connections		
UPGRADED CHASSIS MULTIPLEXING UNIT		
UPGRADED BULKHEAD MULTIPLEXING UNIT		
Wheelbase & Frame		
4950MM (195 INCH) WHEELBASE		
11/32X3-1/2X10-15/16 INCH STEEL FRAME (8.73MMX277.8MM/0.344X10.94 INCH) 120KSI	120	120
1250MM (49 INCH) REAR FRAME OVERHANG		
FRAME OVERHANG RANGE: 41 INCH TO 50 INCH	10	-80
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 82.09 in		
CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 77.59 in		
CALC'D FRAME LENGTH - OVERALL : 273.47 in		
CALCULATED FRAME SPACE LH SIDE : 74.22 in		
CALCULATED FRAME SPACE RH SIDE : 27.99 in		
SQUARE END OF FRAME		
FRONT CLOSING CROSSMEMBER		
STANDARD WEIGHT ENGINE CROSSMEMBER		
STANDARD CROSSMEMBER BACK OF TRANSMISSION		
STANDARD MIDSHIP #1 CROSSMEMBER(S)		
STANDARD REARMOST CROSSMEMBER		
STANDARD SUSPENSION CROSSMEMBER		
Chassis Equipment		
THREE-PIECE 14 INCH STEEL CENTER BUMPER WITH FLEXIBLE PLASTIC ENDS		
FRONT TOW HOOKS - FRAME MOUNTED	15	
BUMPER MOUNTING FOR SINGLE LICENSE PLATE		
FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS		
GRADE 8 THREADED HEX HEADED FRAME FASTENERS		
3D STEP VEHICLE MODEL		
TANK BODY 1501 TO 3000 GALLONS		
CLEAR FRAME RAILS FROM BACK OF CAB TO FRONT REAR SUSPENSION BRACKET, BOTH RAILS OUTBOARD		
Fuel Tanks		



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Description	Weight Front	Weight Rear
LH AND RH EXTERIOR GRAB HANDLES WITH SINGLE RUBBER INSERT		
HOOD MOUNTED CHROMED PLASTIC GRILLE		
CHROME HOOD MOUNTED AIR INTAKE GRILLE		
FIBERGLASS HOOD		
HOOD LINER, ADDED FIREWALL AND FLOOR HEAT INSULATION	5	
SINGLE ELECTRIC HORN		
REAR LICENSE PLATE MOUNT END OF FRAME		
INTEGRAL HEADLIGHTS WITH CHROME BEZELS; NON-COMPLIANT WITH FMVSS 108 HEADLIGHT HEIGHT REQUIREMENT		
LED AERODYNAMIC MARKER LIGHTS		
DAYTIME RUNNING LIGHTS		
OMIT STOP/TAIL/BACKUP LIGHTS AND PROVIDE WIRING WITH SEPARATE STOP/TURN WIRES TO 4 FEET BEYOND END OF FRAME		-5
STANDARD FRONT TURN SIGNAL LAMPS		
AUTOMATIC ON/OFF, ENGINE COMPARTMENT, HOOD ACTIVATED WORK LIGHT WITH MANUAL OVERRIDE	1	
DUAL WEST COAST BRIGHT FINISH HEATED MIRRORS WITH LH AND RH REMOTE		
DOOR MOUNTED MIRRORS		
102 INCH EQUIPMENT WIDTH		
LH AND RH 8 INCH BRIGHT FINISH CONVEX MIRRORS MOUNTED UNDER PRIMARY MIRRORS		
RH DOWN VIEW MIRROR		
STANDARD SIDE/REAR REFLECTORS		
63X14 INCH TINTED REAR WINDOW		
TINTED DOOR GLASS LH AND RH WITH TINTED NON-OPERATING WING WINDOWS		
MANUAL DOOR WINDOW REGULATORS		
1-PIECE SOLAR GREEN GLASS WINDSHIELD		
2 GALLON WINDSHIELD WASHER RESERVOIR WITHOUT FLUID LEVEL INDICATOR, FRAME MOUNTED		
Cab Interior		
OPAL GRAY VINYL INTERIOR		
MOLDED PLASTIC DOOR PANEL		
MOLDED PLASTIC DOOR PANEL		
BLACK MATS WITH SINGLE INSULATION		



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Description	Weight Front	Weight Rear
FORWARD ROOF MOUNTED CONSOLE WITH UPPER STORAGE COMPARTMENTS WITHOUT NETTING		
IN DASH STORAGE BIN		
(2) CUP HOLDERS LH AND RH DASH		
GRAY/CHARCOAL FLAT DASH		
SMART SWITCH EXPANSION MODULE		
5 LB. FIRE EXTINGUISHER	10	
HEATER, DEFROSTER AND AIR CONDITIONER		
STANDARD HVAC DUCTING		
MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH		
STANDARD HEATER PLUMBING		
VALEO HEAVY DUTY A/C REFRIGERANT COMPRESSOR		
BINARY CONTROL, R-134A		
PREMIUM INSULATION		
SOLID-STATE CIRCUIT PROTECTION AND FUSES		
12V NEGATIVE GROUND ELECTRICAL SYSTEM		
DOOR ACTIVATED DOME/RED MAP LIGHTS, FORWARD LH AND RH AND REAR LH, RH AND CENTER		
ALL UNIT(S) KEYED ALIKE WITH CUSTOMER SPECIFIED KEY NUMBER FT1031		
KEY QUANTITY OF 2		
CAB DOOR LATCHES WITH MANUAL DOOR LOCKS		
(1) 12V POWER SUPPLY (1) DUAL 2.1 AMP USB CHARGER IN DASH		
TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10	
SEATS INC 911 UNIVERSAL SERIES HIGH BACK AIR SUSPENSION DRIVER SEAT WITH NFPA 1901-2009/2016 COMPLIANT SEAT SENSOR	50	
SEATS INC 911 UNIVERSAL SERIES HIGH BACK AIR SUSPENSION PASSENGER SEAT WITH NFPA 1901-2009/2016 COMPLIANT SEAT SENSOR	40	15
SEATS INC 911 UNIVERSAL SERIES SCBA NON SUSPENSION LH, RH AND CENTER REAR PASSENGER SEATS WITH UNDER SEAT STORAGE AND NFPA 1901-2009/2016 COMPLIANT SEAT SENSOR	60	25
LH AND RH INTEGRAL DOOR PANEL ARMRESTS		



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Description	Weight Front	Weight Rear
VINYL WITH VINYL INSERT DRIVER SEAT		
VINYL WITH VINYL INSERT PASSENGER SEAT		
VINYL WITH VINYL INSERT REAR PASSENGER SEAT		
NFPA 1901-2009 HIGH VISIBILITY ORANGE SEAT BELTS		
ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN	10	
4-SPOKE 18 INCH (450MM) STEERING WHEEL		
DRIVER AND PASSENGER INTERIOR SUN VISORS		

Instruments & Controls

GRAY DRIVER INSTRUMENT PANEL
 GRAY CENTER INSTRUMENT PANEL
 ENGINE REMOTE INTERFACE WITH PARK BRAKE AND NEUTRAL INTERLOCKS
 BLACK GAUGE BEZELS
 LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
 2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES
 ENGINE COMPARTMENT MOUNTED AIR RESTRICTION INDICATOR WITH GRADUATIONS, WITH WARNING LIGHT IN DASH
 ELECTRONIC CRUISE CONTROL WITH SWITCHES IN LH SWITCH PANEL
 KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY
 ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED
 HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH
 2 INCH ELECTRIC FUEL GAUGE
 ENGINE REMOTE INTERFACE NOT CONFIGURED
 ENGINE REMOTE INTERFACE CONNECTOR IN ENGINE COMPARTMENT
 ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE
 2 INCH TRANSMISSION OIL TEMPERATURE GAUGE



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Description	Weight Front	Weight Rear
ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
WIRING PROVISION FOR CUSTOMER FURNISHED ROOF MOUNTED LIGHTBAR WITH 2 WIRES HANDLE UP TO 30 AMPS OF CURRENT		
CUSTOMER FURNISHED AND INSTALLED PTO CONTROLS		
ELECTRIC ENGINE OIL PRESSURE GAUGE		
OVERHEAD INSTRUMENT PANEL		
NFPA VEHICLE DATA RECORDER AND SEATBELT DISPLAY		
AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH, USB AND AUXILIARY INPUTS, J1939	10	
DASH MOUNTED RADIO		
(2) RADIO SPEAKERS IN CAB		
AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF		
ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER		
STANDARD VEHICLE SPEED SENSOR		
ELECTRONIC 3000 RPM TACHOMETER		
IDLE LIMITER, ELECTRONIC ENGINE		
DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		
SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY		
MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH		
ONE VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL AUTONEUTRAL AND WARNING INDICATOR		
SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, WASHER/WIPER AND HAZARD IN HANDLE		
INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS		

Design

PAINT: ONE SOLID COLOR

Color

CAB COLOR A: L0762EY MED RED ELITE EY



Prepared for:
 Russ Schmidt
 ROSENBAUER AMERICA BB
 100 3RD ST
 LYONS, SD 57041
 Phone: 605-543-5591



Prepared by:
 Carolyn LeBeau
 I-STATE TRUCK CENTER
 2901 WEST 60TH STREET N
 SIOUX FALLS, SD 57107
 Phone: 605-336-2995
 E-Mail:
 carolyn.lebeau@istatetruck.com

Description	Weight Front	Weight Rear
BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT		
BUMPER PAINT: FP24812 ARGENT SILVER DUPONT FLEX		
STANDARD E COAT/UNDERCOATING		
Certification / Compliance		
U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS		
Secondary Factory Options		
NO TIRE INFLATION DEVICE/SYSTEM		
Raw Performance Data		
CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 77.59 in		
TOTAL VEHICLE SUMMARY		

Weight Summary			
	Weight Front	Weight Rear	Total Weight
Factory Weight ⁺	9046 lbs	4896 lbs	13942 lbs
Total Weight ⁺	9046 lbs	4896 lbs	13942 lbs

(+) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

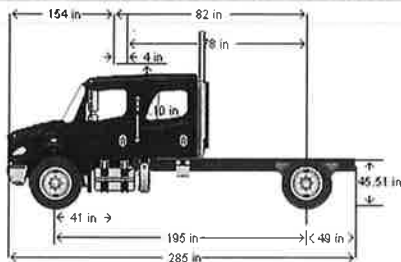


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DIMENSIONS



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model.....M2106
Wheelbase (545).....4950MM (195 INCH) WHEELBASE
Rear Frame Overhang (552).....1250MM (49 INCH) REAR FRAME OVERHANG
Fifth Wheel (578).....NO FIFTH WHEEL
Mounting Location (577).....NO FIFTH WHEEL LOCATION
Maximum Forward Position (in).....0
Maximum Rearward Position (in).....0
Amount of Slide Travel (in).....0
Slide Increment (in).....0
Desired Slide Position (in).....0.0
Cab Size (829).....154 INCH BBC HIGH-ROOF ALUMINUM CONVENTIONAL CREW CAB
Sleeper (682).....NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016).....RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY
WITH RH C-PILLAR MOUNTED VERTICAL TAILPIPE

TABLE SUMMARY - DIMENSIONS



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Dimensions	Inches
Bumper to Back of Cab (BBC)	153.5
Bumper to Centerline of Front Axle (BA)	40.7
Front Axle to Back of Cab (AC)	112.8
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	82.1
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	77.6
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	4.5
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	4.5
Back of Cab to End of Frame	131.3
Cab Height (CH)	74.1
Wheelbase (WB)	194.9
Frame Overhang (OH)	49.2
Overall Frame Length	273.5
Overall Length (OAL)	284.8
Rear Axle Spacing	0.0
Unladen Frame Height at Centerline of Rear Axle	45.5

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.

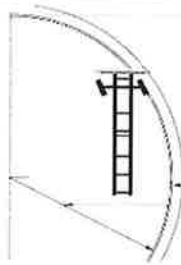


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TURNING RADIUS



Turning radius graphic and data provided strictly for comparisons between model configurations. Weather, road surfaces, and tire treads affect the results. It is strongly suggested that actual vehicles be measured before constructing any roads/driveways using this information. For specific figures regarding your configuration, please contact your CAE representative.

	Dimensions	Tolerance
Wall to Wall Diameter (ft)	63.5	+/- 3.0
Curb to Curb Diameter (ft)	61.8	+/- 3.0
Turning Radius (ft)	30.4	+/- 1.5

VEHICLE SPECIFICATIONS SUMMARY - TURNING RADIUS

Model.....M2106
Cab Size (829).....154 INCH BBC HIGH-ROOF ALUMINUM CONVENTIONAL CREW CAB
Wheelbase (545).....4950MM (195 INCH) WHEELBASE
Front Tires (093).....MICHELIN XDN2 12R22.5 16 PLY RADIAL FRONT TIRES
Width (in)11.3
Front Axle (400).....MX-14-120-EVO 14,000# 1790MM KPI SINGLE FRONT DRIVE AXLE
Kingpin Intersection (in).....69
Bumper (556).....THREE-PIECE 14 INCH STEEL CENTER BUMPER WITH FLEXIBLE PLASTIC ENDS
Width (in)93.5
Bumper Miter to Front Axle (in)21.458
Primary Steering Location (003).....LH PRIMARY STEERING LOCATION
Steering Gear (536).....TRW TAS-85 POWER STEERING
Dual Steering GearNONE
RamNONE
Rear Axle (420).....RS-26-185 26,000# T-SERIES SINGLE REAR AXLE
Axle Spacing (624).....NO AXLE SPACING

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



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**AGENDA REPORT
NEW BUSINESS
October 25, 2022**

To: Mayor and City Council

FROM: Dan Cummings, City Manager

THROUGH: Danny K. Cummings, City Manager

SUBJECT: RESOLUTION #2022-142 AND ORDINANCE #2817-2022 PUBLIC SAFETY FEE

DATE: October 17, 2022

PROPOSED MOTION:

RESOLUTION APPROVAL:

I MOVE THE CITY COUNCIL TO APPROVE RESOLUTION #2022-142, A RESOLUTION SETTING THE PUBLIC SAFETY FEE FROM \$5.00 TO \$3.63, EFFECTIVE JUNE 30, 2020, AND FROM \$3.63 TO \$0.00, EFFECTIVE JUNE 30, 2021.

OPTION 2: AFTER ADOPTION OF RESOLUTION #2022-142, REPEAL ESTABLISHING ORDINANCE IN ITS ENTIRETY:

IN ACCORDANCE WITH SECTION 8.2(2) OF THE CITY CHARTER, I MOVE THE CITY COUNCIL TO APPROVE ORDINANCE #2817-2022, AN ORDINANCE REPEALING ORDINANCE #2741-2018 IN ITS ENTIRETY AT A SINGLE MEETING BY TITLE ONLY AND DECLARING AN EMERGENCY.

IF THE MOTION ON THE ORDINANCE IS UNANIMOUS:

IN ACCORDANCE WITH SECTION 8.2(2) OF THE CITY CHARTER, I MOVE THE CITY COUNCIL TO APPROVE ORDINANCE #2817-2022, AN ORDINANCE REPEALING ORDINANCE #2741-2018 IN ITS ENTIRETY AT A SINGLE MEETING BY TITLE ONLY AND DECLARING AN EMERGENCY.

SUMMARY:

The City Council and Budget Committee approved the 2020-2021 fiscal year budget with the Public Safety Fee reduced to \$3.63. During the budget process for fiscal year 2021-2022, the Public Safety Fee was reduced to \$0.00. During the fiscal year 2022-2023 budget process, the budget was adopted with no Public Safety Fee revenue.

The Public Safety Fee policies, guidance, and collection guidelines for the fee were established under Ordinance #2741-2018 and the \$5.00 fee was established under Resolution #2018-134.

There were no legal actions (new fee resolution) taken to revise the collection of the \$5.00 fee established under Resolution #2018-134, nor was any action taken to repeal establishing Ordinance #2741-2018. Therefore, the Fee, as per city code, should still be collected at the \$5.00 per user rate established under Resolution #2018-134. The proposed action before the

Council was to adopt a new fee resolution to establish the fees as per the adopted budget. The second option after the approval of the new fee resolution would be to remove the Public Safety Fee completely from the City Code by repealing the established Ordinance #2741-2018.

BACKGROUND:

On July 12, 2018, under Ordinance #2741-2018 the city created Title 6, Chapter 10 of the Ontario Municipal Code adopting the procedures for collecting a Public Safety Fee. On August 21, 2018, the City adopted resolution #2018-134 that established the Public Safety Fee at a \$5.00 fee to each dwelling or non-residential unit with an active utility account per month per the terms of Ordinance No. 2741-2018, codified at Title 6, Chapter 10 of the Ontario Municipal Code. As per Ordinance #2741-2018: The Public Safety Fee Program shall be reviewed annually as part of the city's budget process.

During the budget hearings in early 2020, the budget Committee and Council approved the 2020-2021 fiscal year budget by collecting a Public Safety fee set at 3.63 dollars, showing the revenue and expenditures for this fee. During a Council strategic planning session in late 2020, the council by consensus directed the City Manager to create the 2021-2022 budget without the collection of any public safety fee in the budget and the budget was adopted without showing any revenue or expenditure for the Public Safety fee. The current 2022-2023 fiscal year budget has no public safety fee revenue or expenditures established in the budget.

CURRENT SITUATION:

To legally amend the Public Safety Fee, a resolution is required to establish the fees for the adopted budgets of 2020-2021, 2021-2022, and 2022-2023. Proposed Resolution #2022-142 accomplished that requirement, and would leave the Fee at \$0.00 until the City Council and Budget Committee determined it to be necessary to reinstitute a Fee, which would have to be done with a resolution. The establishing ordinance provides for review of the Fee yearly.

The Council could choose to remove the Public Safety Fee code completely by repealing Ordinance #2741-2018 with Ordinance #2817-2022.

ANALYSIS:

- A. **STRATEGIC PLAN** Establishing a Public Safety Fee when needed provides for the desirability of the community while removing the fee when not needed also provides for the desirability and lifestyle of the community.
- B. **FINANCIAL** The action has several financial impacts if not approved. Most importantly, not collecting the \$5.00 Fee as established under Resolution #2018-134, put the city in direct violation of its own code.
- C. **TIMING** The resolution is required immediately to bring the city back into compliance with its code.
- D. **POLICY/LEGAL** Amending the city code and resolution requires action by the City Council.

ALTERNATIVES:

The City Council could choose not to take any action on this issue, which would require the city to start collecting the \$5.00 Fee.

RECOMMENDATION:

Staff recommends the City Council adopt Resolution #2022-142, setting the Public Safety Fee at \$0.00.

Staff further recommends that the City Council not repeal Ordinance #2817-2022, thereby leaving the city the option, if the need arises, to establish a fee by a new resolution to provide for police officer funding.

ATTACHMENTS:

1. 2741-2018 Create OMC 6-10 Adopt Public Safety Fee \$5 07-12-2018
2. 2018-134 Impose \$5 Public Safety Fee 08-21-2018
3. Reso #2022-142 Impose Zero dollar Public Safety Fee (1)
4. Ord #2817-2022 Repeal Public Safety Fee



FILED
M
JUL 19 2018

GAYLE V. TROTTER, County Clerk
By *[Signature]* Deputy

ORDINANCE NO. 2741-2018

AN ORDINANCE CREATING TITLE 6, CHAPTER 10, OF THE ONTARIO MUNICIPAL CODE
TO ADOPT A PUBLIC SAFETY FEE FOR THE CITY OF ONTARIO

- WHEREAS, The City of Ontario recognizes the need to maintain services that safeguard, facilitate and encourage the health, safety and welfare of the residence and businesses of the city; and
- WHEREAS, The Public Safety Fee is not intended to fund public safety in its entirety, it will be used to maintain public safety services; and
- WHEREAS, The Ontario City Council and Budget Committee deemed it a priority to preserve public safety services as identified by the City Council; and
- WHEREAS, In order to prevent cutting police officers, the Ontario City Council determined that funding from a Public Safety Fee is required in addition to existing sources of General Fund revenues.

NOW THEREFORE, The Common Council for the City of Ontario Ordains as follows:

Section 1. The following Chapter 10 is hereby added to Title 6 of the Ontario City Code and is entitled "Public Safety Fee":

CHAPTER 10

6-10-1 DEFINITIONS

- (A) City Manager: The City Manager or the City Manager's designee
- (B) Finance Director: The City Finance Director or the Finance Director's designee.
- (C) Responsible Party: The person or persons who by occupancy or contractual arrangement are responsible to pay for utilities. Unless another party has agreed in writing to pay and a copy of the writing is filed with the city, the person(s) paying the city's water or sewer bill shall be deemed the Responsible Party.
- (D) Developed property: A parcel of real property, or portion thereof, on which improvements have been constructed. Improvements include, but are not limited to buildings, structures, parking lots, and outside storage.
- (E) Nonresidential Unit: Developed property which is primarily not for personal domestic accommodation including but not limited to business or commercial enterprise. A nonresidential structure which provides facilities for one or more business or tenants, including, but not limited to, permanent provisions for access to the public, shall have each distinct unit or tenancy considered as a separate nonresidential unit. A business that leases storage space does not create separate units for each storage space so long as the lease does not provide for general public access to the storage space from which the lessee runs a business.

- (F) Dwelling unit: One or more habitable rooms which are occupied or which are intended or designed to be occupied by one family with facilities for living, sleeping, cooking and eating. A home business within a dwelling unit is not a separate nonresidential unit. Each individual dwelling unit within a multifamily residential property, condominium, or mobile home park is a separate dwelling unit. A business that provides long-term assisted living care, including but not limited to a long-term care facility, but that does not provide full individualized living facilities for each unit is a single non-residential unit, not separate dwelling units. Transient lodging is not a dwelling unit.

6-10-2 CREATION AND PURPOSE

- (A) A Public Safety Fee is created and imposed for the purpose of providing a funding mechanism to maintain services to safeguard, facilitate and encourage the health, safety and welfare of the residents and businesses of the city. The Public Safety Fee shall be paid by the Responsible Party for each dwelling unit and non-residential unit per the terms of this ordinance.
- (B) Stable and reliable public safety services provide a multitude of economic and social benefits to the public, including, but not limited to: protection of life and property; reduction in the incidence of fire and crime; dependable response by law enforcement; reliable fire and emergency medical aid; promotion of business and industry; and promotion of community health, community spirit and growth. The Public Safety Fee is necessary to provide a funding mechanism to help pay for the benefits of police, fire and other safety services and to provide an acceptable level of service.

6-10-3 ADMINISTRATIVE OFFICERS DESIGNATED

- (A) Except as provided in subsections (B) of this Section, the City Manager shall be responsible for the administration of this chapter. The City Manager shall be responsible for developing administrative procedures for this Chapter, administration of fees, for establishing the fee for a specific Occupied Unit, and the consideration and assignment of categories of use subject to appeal in accordance with this Chapter.
- (B) The Finance Director shall be responsible for the collection and calculation of fees.

6-10-4 DETERMINATION OF PUBLIC SAFETY FEE

- (A) A Public Safety Fee is hereby established and shall be based upon the following:
1. The city's prioritized public safety services
 2. Fees will be charged on a per unit basis
 3. The amount of the Public Safety Fee shall be set by Council resolution.
 4. The Public Safety Fee Program shall be reviewed annually as part of the city's budget process.

6-10-5 PUBLIC SAFETY FEES ALLOCATION

- (A) All Public Safety Fees received shall be deposited in to the Police Department within the General Fund or other fund dedicated to the operation and maintenance of the city public safety services. Other revenue sources may also be used for public safety.

6-10-6 DETERMINATION OF AMOUNT, BILLING, AND COLLECTION OF FEE

- (A) Based upon the fees set by Council resolution, the Finance Director shall charge a per unit Public Safety Fee to the Responsible Party for each dwelling unit or non-residential unit with an active utility account.

- (B) The Public Safety Fee shall be billed to and collected from the Responsible Party identified in Section 6.A., above. Public Safety Fees shall be included as a separate line item on the water and sewer bill. All such bills shall be rendered regularly by the Finance Director and shall become due and payable upon receipt.
- (C) The Public Safety Fee shall be included as a separate line item in the city's monthly bill for water and sewer services. Public Safety Fee collections will be applied after mandatory garbage service and Transportation Utility Fees and before the remainder owed to the city on the water and sewer bill.
- (D) A failure to pay for the Public Safety Fee shall be subject to the same enforcement procedures as a failure to pay for water and sewer service, including, but not limited to, the imposition of a lien on the real property and termination of water and sanitary sewer service.

Section 2. Severability. The sections, subsections, paragraphs, and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause does not affect the validity of the remaining sections, subsections, paragraphs, and clauses.

Section 3. This ordinance shall become effective 30 days after passage.

PASSED AND ADOPTED by the Common Council of the City of Ontario this 12th day of July, 2018, by the following vote:

AYES: CAPRON, WINEBARGER, CRUME, VERINI, JUSTUS, CARTER

NAYS: NONE

ABSENT: PALOMO

APPROVED by the Mayor this 12th day of July, 2018.



Ronald Verini, Mayor

ATTEST:



Tori Barnett, MMC, City Recorder



RESOLUTION 2018-134

A RESOLUTION ESTABLISHING PUBLIC SAFETY FEES

- WHEREAS,** The City Council of Ontario recognizes the need to maintain services that safeguard, facilitate and encourage the health, safety and welfare of the residence and business of the city; and
- WHEREAS,** The Ontario City Council and Budget Committee deemed it a priority to preserve public safety services as identified by the City Council; and
- WHEREAS,** The Public Safety Fee is not intended to fund public safety in its entirety, it will be used to maintain public safety services; and
- WHEREAS,** The Council adopted Ordinance No. 2741-2018 on July 12, 2018, which created policy guidance for the collection of a Public Safety Fee; and
- WHEREAS,** Ordinance No. 2741-2018 authorizes the establishment of Public Safety Fees by resolution; and
- WHEREAS,** The City Council intends to charge a per unit Public Safety Fee to the responsible party for each dwelling unit or non-residential unit with an active utility account; and
- WHEREAS,** The City Council has provided an opportunity for public comment as required by ORS 294.160.

NOW THEREFORE, BE IT HEREBY RESOLVED by the Ontario City Council that:

SECTION 1 Billing Term. The Public Safety Fee shall appear on the monthly water, sewer or other utility bill.

SECTION 2 Public Safety Fees. The following Public Safety Fee shall apply a **\$5.00** fee to each dwelling unit or non-residential unit with an active utility account per month per the terms of Ordinance No. 2741-2018, codified at Title 6, Chapter 10 of the Ontario Municipal Code.

SECTION 3 Other Definitions, Terms, Policies, and Procedures. Unless otherwise set forth herein, the definitions, terms, policies and procedures relating to the City's provision of utility and other services under this Resolution are those established by Ordinance No. 2741-2018 codified at Title 6, Chapter 10 of the Ontario Municipal Code.

EFFECTIVE DATE: Effective immediately upon passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this 21st day of August, 2018, by the following vote:

AYES:	WINEBARGER, CAPRON, CRUME, VERINI, JUSTUS, CARTER, PALOMO
NAYES:	NONE
EXCUSED:	NONE
ABSENT:	NONE

APPROVED by the Mayor this 21st day of August, 2018.

Ronald Verini, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder



RESOLUTION #2022-142

A RESOLUTION ESTABLISHING PUBLIC SAFETY FEES

- WHEREAS,** The City Council of Ontario recognizes the need to maintain services that safeguard, facilitate, and encourage the health, safety, and welfare of the residences and businesses of the city; and
- WHEREAS,** The Ontario City Council and Budget Committee deemed it a priority to preserve public safety services as identified by the City Council; and
- WHEREAS,** The Public Safety Fee is not intended to fund public safety in its entirety, but it will be used to maintain public safety services; and
- WHEREAS,** The Council adopted Ordinance #2741-2018 on July 12, 2018, which created policy guidance for the collection of a Public Safety Fee; and
- WHEREAS,** Ordinance #2741-2018 authorized the establishment of Public Safety Fees by resolution; and
- WHEREAS,** The Public Safety Fee, under Resolution #2018-134 set a \$5.00 per unit Fee against the responsible party for each dwelling unit or non-residential unit with an active utility account; and
- WHEREAS,** The City Council intends to amend the per unit Public Safety Fee to the responsible party for each dwelling unit or non-residential unit with an active utility account; and
- WHEREAS,** The City Council, during the budget process, intended to reduce the fee from \$5.00 to \$3.63 as of June 3, 2020, and to \$0.00 as of June 30, 2021; and
- WHEREAS,** The City Council has provided an opportunity for public comment as required by ORS 294.160.

NOW THEREFORE, BE IT HEREBY RESOLVED by the Ontario City Council, to

SECTION 1 Billing Term. The Public Safety Fee shall appear on the monthly water, sewer, or other utility bill.

SECTION 2 Public Safety Fees. Beginning June 2020, the Public Safety Fee shall be set at **\$3.63** to each dwelling unit or nonresidential unit with an active utility account per month and beginning June 30, 2021, the Public Safety Fee shall be set at **\$0.00** to each dwelling unit or nonresidential unit with an active utility account per month per the terms of Ordinance #2741-2018, codified at Title 6, Chapter 10, of the Ontario Municipal Code.

SECTION 3 Other Definitions, Terms, Policies, and Procedures. Unless otherwise set forth herein, the definitions, terms, policies, and procedures relating to the city's provision of utility and other services under this resolution are those established by Ordinance #2741-2018 codified at Title 6, Chapter 10, of the Ontario Municipal Code.

EFFECTIVE DATE: Effective immediately upon passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this ____ day of _____ 2022, by the following vote:

AYES:

NAYES:

ABSENT:

APPROVED by the Mayor this ____ day of _____, 2022.

Riley J. Hill, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder

After Recording Return to:
City of Ontario
Attn. Tori Barnett,
444 SW 4th Street
Ontario, OR 97914



ORDINANCE #2817-2022

AN ORDINANCE REPEALING ORDINANCE #2741-2018 CREATING TITLE 6. CHAPTER 10, OF THE ONTARIO MUNICIPAL CODE ADOPTING A PUBLIC SAFETY FEE FOR THE CITY OF ONTARIO

- WHEREAS,** The City no longer recognizes the need to have the Public Safety Fee established under Ordinance #2741-2018; and
- WHEREAS,** The City has found other revenue sources to fund the Police Department with new police hires; and
- WHEREAS,** The city allowed for public testimony at the City Council meeting of October 25, 2022.

NOW THEREFORE, THE CITY OF ONTARIO ORDAINS AS FOLLOWS:

1. Ordinance #2741-2018, an ordinance creating Title 6, Chapter 10, of the Ontario Municipal Code, adopting a Public Safety Fee is hereby repealed.
2. Record. The City Clerk shall cause the recording of Ordinance #2817-2022 with the Malheur County Clerks records.

PASSED AND ADOPTED by the Common Council of the City of Ontario this _____ day of _____, 2022, by the following vote:

AYES:

NAYS:

ABSENT:

APPROVED by the Mayor this _____ day of _____, 2022.

ATTEST:

Riley J. Hill, Mayor

Tori Barnett, MMC, City Recorder



To convene, network, train, and empower Mayors

MEMORANDUM

To: Mayors and Chief Executive Officers of Region 12
From: The Oregon Mayors Association
Date: October 18, 2022
Re: Partnership Needed to Solve Statewide Homelessness Emergency

This past May, the Oregon Mayors Association (OMA) formed a Taskforce on Homelessness. Twenty-five mayors, representing cities of all sizes from around the state, studied Oregon's homelessness crisis. And while the crisis may seem insurmountable, given that the symptoms and solutions look different between urban and rural communities and vary based on a city's size, geography and available service providers, local government leaders have developed a solution to Oregon's crisis of the unhoused.

The OMA Homelessness Taskforce's plan to humanely and timely address the homelessness crisis in Oregon is a partnership between the State of Oregon and its 241 cities. This partnership will allow for the establishment and expansion of local, community-based responses that provide immediate shelter, needed services, and secure safety for unhoused Oregonians. During the 2023 Legislative session, the OMA will *propose* two separate, yet parallel, budget proposals: (1) a budget package which provides direct allocation to cities for homelessness response and prevention services; and (2) a budget package that provides capital improvement funding for cities.

Direct Allocation

A direct allocation of funding from the state to each incorporated city in Oregon for cities to use in their homelessness response and prevention services is being proposed by the OMA.

- It is proposed that each city will be allocated funds in an amount equal to \$40 per resident, in accordance with the latest official population estimates from Portland State University.
- The proposal requires that in no instance will an incorporated city receive less than \$50,000 in direct funding.
- OMA's proposal provides cities the ability to elect to use the funds for their own homelessness response and prevention services, or to redirect their funds to community partners who are required to use the funds for homelessness response and prevention services.

OMA's proposal states that funds must be used for homelessness response and prevention services, which may include:

- Abatement/clean-up
- Environmental mitigation
- Affordable housing
- Capital construction or improvement costs related to homelessness or affordable housing measures
- Community resource officers
- Education and outreach
- Food bank assistance
- Shelter and/or transitional housing
- Hygiene stations
- Operation costs
- Outreach workers
- Prevention

With a \$50,000 guarantee for all cities, and a \$40.00 per resident multiplier in place, based on the April 19, 2022, PSU population estimates, the total amount requested would equal \$123,575,800.00 annually.

For cities located in Region 12, a \$40 per resident allocation equates to an annual allocation of the dollar amounts denoted below:

- Adrian - \$50,000
- Baker City - \$407,120
- Burns - \$109,800
- Canyon City - \$50,000
- Dayville - \$50,000
- Granite - \$50,000
- Greenhorn - \$50,000
- Haines - \$50,000
- Halfway - \$50,000
- Hines - \$66,440
- Huntington - \$50,000
- John Day - \$66,560
- Jordan Valley - \$50,000
- Long Creek - \$50,000
- Monument - \$50,000
- Mt. Vernon - \$50,000
- Nyssa - \$131,040
- Ontario - \$472,640
- Prairie City - \$50,000
- Richland - \$50,000
- Seneca - \$50,000
- Sumpter - \$50,000
- Unity - \$50,000
- Vale - \$76,560

Capital Allocation

In addition to the direct allocations, the Taskforce's proposal requires a meaningful allocation from the State for coordinated capital construction investments for specific shelter and transitional housing projects, statewide. It is expected that a final dollar amount for needed capital construction investments will equal between \$125 to \$175 million. The OMA is seeking information from Oregon cities about any needs they may have for capital construction investments from the state in their local responses to addressing the homelessness crisis.

Request for Support

The OMA Homelessness Taskforce and the OMA Board of Directors seek the support of Oregon's 241 cities for the above-described proposal. In an effort to present the legislature and Oregon's next governor with a truly coordinated and collaborative proposal, the OMA hopes to submit its legislative request with as many city partners as possible.

To explain the statewide nature of this crisis, the League of Oregon Cities (LOC), in partnership with the OMA, has secured the services of a communications specialist to work directly with cities interested in supporting the OMA proposal. The communications specialist will work directly with interested cities to develop a one-page document that outlines a city's unique experience with homelessness, and how the funding proposed by the OMA would help the city respond to, or even prevent, homelessness in their community. Work performed by the consultant in support of the OMA proposal will be paid for by the LOC.

Oregon's mayors are leading the on-the-ground response on homelessness, and the prevention thereof, but cities cannot do so alone and need joint leadership from state government to support cities and our county partners. The OMA Taskforce has called on Oregon's next governor and legislature to fund the services and housing needed to make an impact on Oregon's homelessness crisis; the support of Region 12 cities will go a long way to expressing the importance and impact of this proposal.

If your city is interested in supporting the proposal, please contact any of the LOC staff persons listed below as soon as possible, ideally cities wishing to provide support to the proposal should make contact no later than November 4th.

- Patty Mulvihill, LOC Interim Executive Director – pmulvihill@orcities.org
- Ariel Nelson, LOC Housing & Land Use Lobbyist – anelson@orcities.org
- Angela Speier, Projects & Affiliates Manager – aspeier@orcities.org

MALHEUR COUNTY COURT MINUTES

September 21, 2022

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. in the County Court Office of the Malheur County Courthouse with Commissioner Don Hodge and Commissioner Ron Jacobs present. Members of the media, public, and staff had the opportunity to join the meeting electronically or in-person. Administrative Officer Lorinda DuBois was present. Notice of the meeting was posted on the County website, Courthouse bulletin board, and emailed to the Argus Observer, Malheur Enterprise, and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # [2022-4089](#)

COUNTY SURVEYOR

Tom Edwards introduced Derrick McKrola to the Court; Mr. McKrola is the County's new Surveyor.

CROSSING PERMIT

Commissioner Jacobs moved to approve Crossing Permit # 35-22 to Devin Strong to cross under Thrifty Way # 3117 for installation of coax cable. Commissioner Hodge seconded and the motion passed unanimously. The original permit will be kept on file at the Road Department.

MINUTES

Commissioner Jacobs moved to approve Court Minutes of September 7, 2022 and Special Meeting Minutes of September 12, 2022 (Move Oregon Border Meeting) as written. Commissioner Hodge seconded and the motion passed unanimously. (Commissioner Hodge approved the September 12, 2022 minutes to form only as he was not present for the meeting.)

RESOLUTION GUARANTEEING LINE OF CREDIT

Commissioner Jacobs moved to approve Amended Resolution R22-16: In the Matter of A Resolution Guaranteeing a line of credit with Bank of Eastern Oregon to the Malheur County Development Corporation in the amount of \$4 Million Dollars in order for the Corporation to build the Treasure Valley Reload Center and receive reimbursement from the Oregon Department of Transportation (ODOT) under Oregon State Agreement No. 32574; and Authorizing Malheur County to be a Guarantor. Commissioner Hodge seconded and the motion passed unanimously. The guarantee date is extended to October 31, 2022. See instrument # [2022-4090](#)

EMPLOYMENT AGREEMENT - SKERJANEC

Commissioner Hodge moved to approve Equipment Operator / Malheur County Road Department - employment of PERS retiree Employment Agreement with James "Jim" Skerjanec. Commissioner Jacobs seconded and the motion passed unanimously. See instrument # [2022-4091](#)

COURT ADJOURNMENT

Judge Joyce adjourned the meeting.

MALHEUR COUNTY COURT MINUTES

October 12, 2022

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. in the County Court Office of the Malheur County Courthouse with Commissioner Don Hodge and Commissioner Ron Jacobs present. Members of the media, public, and staff had the opportunity to join the meeting electronically or in-person. Administrative Officer Lorinda DuBois was present. Notice of the meeting was posted on the County website, Courthouse bulletin board, and emailed to the Argus Observer, Malheur Enterprise, and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # [2022-4333](#)

MALHEUR MEMORIAL HEALTH DISTRICT

Malheur Memorial Health District Board Member Larry Wilson met with the Court. Mr. Wilson requested ARPA funding from the County to support the operations of Malheur Memorial Health District. Malheur Memorial operates Nyssa Gardens Assisted Living which was impacted financially by COVID-19. Malheur Memorial requests the same financial support as that given to Pioneer Health District. Ms. DuBois explained that Pioneer submitted payroll detail records for the month of April 2021 to meet the ARPA reporting requirements. Mr. Wilson will gather payroll records and submit them to Ms. DuBois. Ms. DuBois will followup with the Court after the documentation is received and reviewed.

LYTLE BOULEVARD LANDFILL

Planner/Interim Health Department Director Eric Evans met with the Court regarding Lytle Blvd. Landfill. Engineering/design with Idaho Power is \$2,870. Mr. Evans is still researching generators; propane costs using the existing generator are estimated to be an additional \$8,000+ a year. The ROI (Return on Investment) for installing power to the landfill is estimated to be about 10 years. After discussion, Commissioner Hodge moved to sign Idaho Power's Customer Consent to proceed with Engineering/Design Requiring Pre-Paid Engineering Fees. Commissioner Jacobs seconded and the motion passed unanimously. See instrument # [2022-4334](#)

COURT MINUTES

Commissioner Jacobs moved to approve Court Minutes of October 5, 2022 as written. Commissioner Hodge seconded and the motion passed unanimously.

BURN BAN LIFTED

Commissioner Hodge moved to approve Order No. GO-10-22: Order Lifting Burn Ban in Unincorporated Areas of Malheur County Located Outside of a Fire District; Repeal Order GO-07-22; Effective October 7, 2022. Commissioner Jacobs seconded and the motion passed unanimously. See instrument # [2022-4335](#)

BOPTA

Commissioner Jacobs moved to approve Order No. GO-09-22: In the Matter of the Appointment of Members to the 2023 Board of Property Tax Appeals (BOPTA) Chairperson's Pool and Non-Office Holding Pool. Commissioner Hodge seconded and the motion passed unanimously. Ron Jacobs and Dana Tuckness are appointed to the Chairperson's Pool; Dana Tuckness, Matt Dentinger, and Ken Poole are appointed to the Non-Office Holding Pool. See instrument # [2022-4336](#)

IGA - BAKER COUNTY

Commissioner Jacobs moved to approve Baker County - Malheur County Intergovernmental Agreement for Foodborne Illness Prevention Program (FIPP). Commissioner Hodge seconded and the motion passed unanimously. See instrument # ***

CHECK REGISTER

Commissioner Hodge moved to approve Accounts Payable Register for September 2022. Commissioner Jacobs seconded and the motion passed unanimously.

AMENDMENT - EMPLOYMENT AGREEMENT - AMASON

Commissioner Jacobs moved to approve First Amendment to Temporary Employment Agreement to Perform LEDS Entry/Dispatcher - Malheur County Sheriff's Office Recorded with the Malheur County Clerk as Instrument Number [2021-5406](#). Commissioner Hodge seconded and the motion passed unanimously. The agreement expires December 31, 2022. See instrument # [2022-4337](#)

COURT ADJOURNMENT

Judge Joyce adjourned the meeting.

Accounts Payable

Checks by Date - Summary by Check Date

User: kari.ott
Printed: 10/21/2022 7:37 AM



Check No	Vendor No	Vendor Name	Check Date	Check Amount
129030	879701	State of Oregon Department of Transportati	09/06/2022	10.00
Total for 9/6/2022:				10.00
129031	UB*12027	JOSHUA ANDREWS	09/07/2022	17.12
129032	037600	AT&T	09/07/2022	24.18
129033	637830	Century Link	09/07/2022	478.50
129034	637828	Century Link Communications, LLC	09/07/2022	116.21
129035	UB*12029	TORREY\MANDY FALK	09/07/2022	78.64
129036	376000	Idaho Power	09/07/2022	2,527.05
129037	UB*12031	LEON JAMES	09/07/2022	82.36
129038	UB*12033	LAURA JEWETT	09/07/2022	156.01
129039	UB*12015	KASEY KENT	09/07/2022	51.25
129040	UB*12025	JENIFER LEVI	09/07/2022	47.48
129041	UB*12028	LMC INC	09/07/2022	237.74
129042	572000	Ontario Sanitary Service, Inc.	09/07/2022	313.06
129043	UB*12030	OREGON HUMAN DEVELOPMENT CO	09/07/2022	259.81
129044	UB*12017	OREGON TRAIL HOBBIES	09/07/2022	41.88
129045	UB*12020	GEORGE REEVES	09/07/2022	56.33
129046	UB*12021	RYWEST HOMES INC	09/07/2022	18.99
129047	879311	Treasure Valley Community College	09/07/2022	2,000.00
129048	UB*12032	KIERA TUCKER	09/07/2022	206.92
129049	288897	Verizon	09/07/2022	2,063.77
129050	879602	Justin Zysk	09/07/2022	336.00
Total for 9/7/2022:				9,113.30
129051	405947	Ben Esplin	09/08/2022	207.50
129052	879612	Michael Iwai	09/08/2022	131.00
129053	545001	William J Snyder	09/08/2022	207.50
Total for 9/8/2022:				546.00
ACH	PRFED	PAYROLL TAXES	09/13/2022	310.98
ACH	PRORTAX2	OREGON DEPARTMENT OF REVENUE	09/13/2022	1.67
ACH	PRORTAXE	OREGON DEPARTMENT OF REVENUE	09/13/2022	60.02
ACH	PRPERS	OREGON PERS	09/13/2022	538.87
129054	738001	James Swank	09/13/2022	147.50
Total for 9/13/2022:				1,059.04
129055	879678	All Traffic Solutions, Inc.	09/16/2022	115.00
129056	879525	ARAMARK Uniform & Career Apparel Gr	09/16/2022	174.58
129057	033300	Argus Observer	09/16/2022	267.72
129058	130624	B & W Car Wash	09/16/2022	33.00
129059	010500	Tori Barnett	09/16/2022	234.50

Check No	Vendor No	Vendor Name	Check Date	Check Amount
129060	21409	Big Sky Sportswear	09/16/2022	97.00
129061	143500	Cascade Fire Equipment Company	09/16/2022	66.00
129062	144000	Cascade Natural Gas Corporation	09/16/2022	52.36
129063	284000	Farmers Supply Co-Op	09/16/2022	7,739.63
129064	UB*12035	ESTREBERTO GALLEGOS	09/16/2022	69.93
129065	UB*12037	LUCIANO HERNANDEZ	09/16/2022	69.33
129066	388000	International City/County Management Ass	09/16/2022	862.50
129067	420000	John Deere Financial	09/16/2022	8.99
129068	440000	L.N. Curtis and Sons	09/16/2022	708.71
129069	879173	Tonia Montgomery	09/16/2022	126.25
129070	879301	Net Assets Corporation	09/16/2022	384.00
129071	500400	Norco, Inc.	09/16/2022	102.90
129072	501200	Norm's Auto Electric	09/16/2022	315.90
129073	532000	Ontario Bearing & Hydraulic, Inc.	09/16/2022	52.97
129074	608001	Pitney-Bowes, Inc.	09/16/2022	118.99
129075	614087	PORAC LDF	09/16/2022	405.00
129076	879656	Proficient Roof Maintenance and Coatings,	09/16/2022	5,300.00
129077	641142	The Radar Shop, Inc.	09/16/2022	929.00
129078	642093	Red's Automotive Repair, Inc.	09/16/2022	1,187.51
129079	UB*12036	MIGUEL RETAMOZA	09/16/2022	74.23
129080	644210	Roadrunner Towing, Inc.	09/16/2022	200.00
129081	368050	Robb Enterprises	09/16/2022	94.58
129082	UB*12034	CHAD ROEPKER	09/16/2022	57.72
129083	879682	Schneider Tree Service & Construction, LL	09/16/2022	8,003.00
129084	879145	Silver Signet, LLC	09/16/2022	451.48
129085	130950	Sparklight Business	09/16/2022	26.46
129086	702008	Staples Business Credit	09/16/2022	1,587.45
129087	729500	Storage On Site	09/16/2022	170.00
129088	774300	T-N-T Signs & Graphics	09/16/2022	910.00
129089	879553	Training & Employment Consortium	09/16/2022	170.00
129090	879212	Uniforms 2 Gear	09/16/2022	224.00
129091	879151	Waste-Pro	09/16/2022	40.05
129092	879635	Western Building Maintenance	09/16/2022	3,962.08
129093	863995	White Cloud Communications-Boise, Inc.	09/16/2022	1,484.00
Total for 9/16/2022:				36,876.82
ACH	878915	Jacobs Engineering Group, Inc.	09/26/2022	6,431.28
ACH	878915	Jacobs Engineering Group, Inc.	09/26/2022	489,605.23
129094	879692	Penny Bakefelt	09/26/2022	125.00
129095	879702	Michael Hodson	09/26/2022	806.45
129096	376000	Idaho Power	09/26/2022	1,542.24
129097	UB*12038	JESSICA & EVAN LEARY	09/26/2022	102.63
129098	879189	Chief Terry Leighton	09/26/2022	45.58
129099	879648	Brandon Mitchell	09/26/2022	251.76
Total for 9/26/2022:				498,910.17
ACH	879703	Oregon College Savings Plan	09/27/2022	50,000.00
ACH	878915	Jacobs Engineering Group, Inc.	09/27/2022	483,211.58
129100	028000	Anderson Perry & Associates, Inc.	09/27/2022	2,377.50
129101	028000	Anderson Perry & Associates, Inc.	09/27/2022	11,997.50
Total for 9/27/2022:				547,586.58
129104	879587	IMCO General Contruction, Inc.	09/29/2022	139,695.91

Check No	Vendor No	Vendor Name	Check Date	Check Amount
129105	879138	Stantec Consulting Services, Inc.	09/29/2022	4,336.00
129106	879240	Advanced Control Systems, LLC	09/29/2022	5,716.00
129107	183201	CK3, LLC	09/29/2022	4,532.50
129108	336725	Core & Main	09/29/2022	25,902.20
129109	879530	Nicholas Ducote	09/29/2022	2,025.00
129110	412500	Keller Associates, Inc.	09/29/2022	46,396.00
129111	22427	Murraysmith, Inc.	09/29/2022	9,708.00
129112	879649	Spacesaver Specialists, Inc.	09/29/2022	33,558.00
129113	879459	Trademark Design & Fabrication	09/29/2022	8,150.00
129114	823500	Vale Electric, Inc.	09/29/2022	2,310.00
Total for 9/29/2022:				282,329.61
ACH	PRAFLAC	AMERICAN FAMILY LIFE ASSURANCE	09/30/2022	706.36
ACH	PRAMERF	AMERICAN FUNDS GROUP	09/30/2022	225.00
ACH	PRCCIS	E B S TRUST	09/30/2022	69,590.66
ACH	PRCOLONI	COLONIAL LIFE	09/30/2022	860.76
ACH	PRFED	PAYROLL TAXES	09/30/2022	74,201.61
ACH	PRNATW	NATIONWIDE RETIREMENT SOLUTIONS	09/30/2022	500.00
ACH	PRORJU	OREGON DEPARTMENT OF JUSTICE	09/30/2022	767.72
ACH	PRORTAX2	OREGON DEPARTMENT OF REVENUE	09/30/2022	283.81
ACH	PRORTAXE	OREGON DEPARTMENT OF REVENUE	09/30/2022	18,901.88
ACH	PROSGP	OREGON SAVINGS & GROWTH PLAN	09/30/2022	4,825.00
ACH	PRPERS	OREGON PERS	09/30/2022	107,658.38
ACH	PRCCIS	E B S TRUST	09/30/2022	1,821.91
ACH	PRFED	PAYROLL TAXES	09/30/2022	1,515.29
ACH	PRORTAX2	OREGON DEPARTMENT OF REVENUE	09/30/2022	5.81
ACH	PRORTAXE	OREGON DEPARTMENT OF REVENUE	09/30/2022	363.61
ACH	PROSGP	OREGON SAVINGS & GROWTH PLAN	09/30/2022	200.00
ACH	PRPERS	OREGON PERS	09/30/2022	2,203.54
129102	PRLINC	LINCOLN NATIONAL LIFE INS CO	09/30/2022	600.00
129103	PRSFIRE	UMPQUA BANK	09/30/2022	385.00
129115	PRSFIRE	UMPQUA BANK	09/30/2022	55.00
129116	262000	Eastside Florist	09/30/2022	58.00
129117	879650	GGLO Design	09/30/2022	2,517.50
129118	240100	State of Oregon Dept of Consumer & Business	09/30/2022	5,317.01
129119	774300	T-N-T Signs & Graphics	09/30/2022	144.00
129120	879637	Bryant Lovlien & Jarvis PC Attorneys at Law	09/30/2022	17,793.00
129121	180798	CIS Trust	09/30/2022	347,187.40
129122	602320	NAPA Auto Parts	09/30/2022	51.68
Total for 9/30/2022:				658,739.93
Report Total (118 checks):				2,035,171.45