Request for Information

Boston EMS Ambulance Design and Procurement

Market Research for Future Type I Ambulance Acquisition

Timeline

Monday, November 16, 2026	RFI is available online at Bids and RFPs | Boston.gov by 10:00 AM EST. RFI will also be disseminated via e-mail to relevant networks.
Monday, November 30, 2026	Questions due in writing by 11:59 PM EST to: Laura Segal at segal@bostonems.org Subject line: RFI - Boston EMS Ambulance Design and Procurement
Friday, December 11, 2026	Responses to questions will be available online at Bids and RFPs | Boston.gov by end of business day at 5:00PM EST.
Monday, December 21, 2026	RFI response due by 11:59 PM EST Submit via email to RFR@bphc.org, cc: Laura Segal at segal@bostonems.org Subject line: RFI - Boston EMS Ambulance Design and Procurement Exceptions may be permitted with advance notice.
January & February, 2027	Respondents may be invited for demonstrations

Section I. Description and Purpose of Request for Information (RFI)

1.1 Purpose and Scope

Boston Emergency Medical Services (Boston EMS), a bureau of the Boston Public Health Commission (BPHC), is issuing this Request for Information (RFI) to conduct market research and obtain information from qualified ambulance manufacturers, authorized dealers, specialty vehicle integrators, and other relevant industry representatives. The purpose of this RFI is to assess the current ambulance manufacturing market, identify available and emerging technologies, evaluate vehicle design alternatives, and inform the development of specifications for a potential future ambulance acquisition.

Boston EMS operates in a high-volume, urban emergency medical services environment and requires vehicles designed to meet the operational demands of continuous emergency response. Accordingly, Boston EMS seeks information regarding vehicle platforms, manufacturing capabilities, production capacity, safety features, technological advancements, maintenance requirements, delivery schedules, and total cost of ownership. Consideration will be given to solutions that enhance vehicle and occupant safety, operational reliability, patient-care capabilities, serviceability, and long-term fleet sustainability.

This RFI is intended to support preliminary market research and future procurement planning. Respondents are encouraged to provide detailed information regarding available products, capabilities, and recommended design configurations, including alternatives to Boston EMS's existing ambulance specifications. Recommendations should identify anticipated operational benefits, limitations, costs, and implementation considerations.

1.2 Boston Emergency Medical Services

Boston EMS is the City of Boston's municipal emergency medical services provider. Its ambulance fleet supports continuous 9-1-1 emergency response operations throughout the City, requiring vehicles capable of sustained operation under demanding urban conditions. These conditions include frequent vehicle starts and stops, narrow roadways, extreme winter weather, extended periods of idling, substantial electrical loads, and repeated patient and equipment loading and unloading.

Ambulance design and construction must accommodate the operational requirements of emergency medical personnel while maintaining appropriate standards for patient safety, occupant protection, accessibility, durability, and ergonomic functionality. Vehicles must also be designed to facilitate routine maintenance, minimize operational downtime, and support the integration of current and future emergency medical and communications technologies.

Boston EMS typically acquires approximately nine (9) ambulances annually. Actual acquisition quantities may vary based on operational requirements, fleet replacement schedules, and available funding.

1.3 Nature of this Request for Information

This RFI is issued solely for informational and planning purposes. It does not constitute a solicitation, invitation for bids, request for proposals, or offer to enter a contractual relationship. Submission of a response does not create any contractual rights or obligations between a Respondent and BPHC or the City of Boston.

Neither BPHC nor the City of Boston is obligated to issue a subsequent solicitation, purchase any products or services, reimburse Respondents for costs associated with preparing a response, or proceed with any procurement as a result of this RFI. Any future acquisition will be conducted through a separate procurement process, subject to applicable laws, regulations, procurement requirements, and available funding.

BPHC and Boston EMS reserve the right to consider, use, or incorporate information obtained through this RFI for planning, research, and the development of future procurement specifications, subject to applicable law and procurement requirements.

1.4 Cost of Participation

All costs incurred by Respondents in preparing and submitting responses, participating in discussions, providing demonstrations, or undertaking any other activities associated with this RFI shall be borne solely by the Respondent. BPHC and the City of Boston shall have no responsibility or obligation to reimburse such expenses.

1.5 Review and Consideration of Responses

Responses may be reviewed by BPHC, Boston EMS personnel, representatives of the City of Boston, and other individuals or technical advisors designated by BPHC. Information submitted may be considered for market research, technical assessment, budget planning, and the development of potential future requirements.

This RFI does not establish a competitive evaluation or selection process, and responses will not result in an award or contract.

1.6 Public Records and Confidential Information

All responses submitted in connection with this RFI may be subject to disclosure pursuant to the Massachusetts Public Records Law, M.G.L. ch. 66, section 10.

Respondents are responsible for clearly identifying any information they believe constitutes confidential, proprietary, or trade-secret material and providing the legal basis for any requested protection. Respondents should not submit information that is security-sensitive or otherwise protected unless specifically requested. Any determination regarding disclosure or withholding of submitted materials shall be made in accordance with applicable law.

Section II. Background and Current Ambulance Configuration

2.1 Existing Fleet Configuration

Boston EMS currently operates a customized Type I ambulance configuration consisting of a Ford F-450 diesel chassis with a 169-inch wheelbase and duel rear wheels, paired with a 156-inch modular patient compartment providing 72 inches of interior headroom.

The current ambulance configuration incorporates specialized structural, safety, operational, and equipment requirements, including compliance with applicable KKK-A-1822F specifications and associated certification requirements, dynamic side-impact and rollover testing, and payload and center-of-gravity calculations.

The existing configuration has been developed to address the specific operational demands of Boston EMS. The information below is provided as a reference for Respondents to understand the Department's current vehicle platform, equipment integration, and operational requirements. It is not intended to establish mandatory specifications or limit the range of alternatives that may be considered through future procurement activities.

2.2 Current Reference Configuration – Principal Features

The following summarizes the principal characteristics of the existing Boston EMS ambulance configuration:

- **Chassis and Vehicle Platform:** Type I ambulance on a Ford F-450 4x2 diesel chassis, 169-inch wheelbase, dual rear wheels, with OEM remote/heated telescoping mirrors, engine block heater, automatic high-idle capability, anti-theft system, and liquid spring suspension.
- **Module Construction:** 156-inch full-seam-welded modular body with 72-inch patient-compartment headroom; aluminum roll-cage-style superstructure and continuous full-seam-welded exterior construction.
- **Exterior Storage:** Exterior compartments featuring sweep-out construction, ventilation, adjustable shelving, keyed and lockable access, corrosion-mitigation measures, an assisted oxygen-cylinder lift, and equipment storage arrangements customized for Boston EMS operations.
- **Patient Compartment:** Sliding door side entrance, ear-facing attendant seat, two squad-bench seating positions with harness restraints, antimicrobial assist handles, non-slip flooring, aluminum cabinetry with clear polycarbonate doors, primary action area, oxygen and suction controls, and storage compartments with interior and exterior access.
- **Patient Loading System:** Customer-supplied Stryker Power-LOAD cot fastener system integrated into the module floor, with reinforced mounting provisions.
- **Heating, Ventilation, and Air Conditioning (HVAC)** Dedicated patient-compartment heating and air-conditioning system with auxiliary condenser and exhaust ventilation.
- **Electric System:** R12V/125VAC electrical system, shore power with automatic eject, battery charger/conditioner, multiple medical-equipment outlets, dedicated radio and mobile data terminal (MDT) power provisions, and a five-battery configuration in the current build.

- **Emergency Warning and Communications Systems**: Whelen siren and emergency warning systems, backup camera functionality, backup alarm, customer-supplied radios, mobile data and network equipment, antennas, and associated mounting and wiring provisions.
- **Boston-Specific Customizations:** Customized cab console, equipment mounts, door-locking configuration, lighting, vehicle graphics and chevrons, warning labels, running boards and steps, push bumper, jump-start connection, and service-access features.

2.3 Operational and Design Priorities

In evaluating potential ambulance configurations and design alternatives, Boston EMS is particularly interested in the following operational considerations:

- **Personnel and Patient Safety**: Vehicle crashworthiness, occupant protection and restraint systems, cot securement, ingress and egress, driver visibility, and mitigation of sharp edges, protrusions, and potential snag hazards.
- **Operational Reliability:** Vehicle performance and durability under high-utilization urban emergency response conditions and year-round New England weather conditions.
- **Maintenance and Serviceability:** Accessibility for preventive maintenance, diagnostics, troubleshooting, component replacement, cleaning, decontamination, and field repairs.
- **Ergonomics and Functionality**: Safe and efficient access to patient-care equipment, including the ability of personnel to perform essential duties while appropriately restrained.
- **Electrical Capacity and Technology Integration:** Sufficient electrical capacity and system architecture to support existing and anticipated medical equipment, communications systems, charging requirements, and data technologies.
- **Fleet Standardization**: Consistency in vehicle configuration, components, and equipment across the fleet while maintaining flexibility to accommodate technological improvements and component availability.

  Lifecycle Performance and Value: Warranty coverage, parts availability, manufacturer and dealer support, serviceability, training, and anticipated useful vehicle life.

Section III. Instructions for Responding to the RFI

3. 1 Respondent Eligibility and Participation

This RFI is open to ambulance manufacturers, authorized dealers, specialty vehicle integrators, component manufacturers, service providers, and other organizations with relevant experience or expertise in ambulance design, manufacturing, distribution, maintenance, or other related technologies.

Organizations may submit responses addressing all sections of this RFI or limit their submissions to the specific areas within their respective expertise and capabilities. Joint or coordinated responses from multiple organizations are acceptable, provided that each participating organization's role and responsibilities are clearly identified.

3.2 Response Content and Technical Information

Boston EMS is seeking substantive, technically informed responses supported, where available, by manufacturing experience, product specifications, testing results, certification documentation, fleet performance data, maintenance records and other relevant objective information. requested to organize

Respondents proposing alternatives to the existing Boston EMS configuration should provide a clear explanation of the proposed changes and identify the anticipated operation and financial implications. Responses should address, as applicable:

- Operational advantages and potential limitations.
- Estimated acquisition and lifecycle costs.
- Manufacturing and delivery implications.
- Maintenance, serviceability, and warranty considerations.
- Compatibility with existing Boston EMS equipment and infrastructure.
- Safety, regulatory, and certification considerations.
- Implications for fleet standardization and future vehicle acquisitions.

Respondents should distinguish between currently available products and technologies, optional configurations, and products or capabilities that remain under development.

3.3 Requested Technical Information

Respondents are requested to organize their submissions using the numbered categories below, to the extent applicable to their products, services, or areas of expertise. Supporting materials, including technical specifications, product literature, engineering drawings, photographs, testing documentation, and other relevant exhibits, may be included as appendices.

1. Respondent Profile and Relevant Experience

- Provide an overview of the organization, including its business structure and role within the ambulance industry (e.g., manufacturer, authorized dealer, specialty vehicle integrator, component supplier, or service provider).
- Describe the organizations experience designing, manufacturing, delivering, and servicing Type I ambulances, particularly for high-volume municipal or urban EMS systems.
- Identify manufacturing and assembly locations, authorized dealerships, and service facilities serving Massachusetts and the broader New England region.
- Provide examples of comparable municipal or EMS fleet customers and describe the scope of services provided.

2. Chassis and Vehicle Platform

- Identify and describe recommended chassis platforms currently available for a Type I ambulance applications that may be suitable for Boston EMS.
- Identify available gasoline, diesel, hybrid, or other alternative powertrain configurations and discuss their respective operational advantages, limitations, payload implications, infrastructure requirements, maintenance considerations, and expected lifecycle costs.
- Identify potential supply-chain constraints, platform discontinuations, or other foreseeable changes that could affect a multi-year ambulance acquisition.
- Provide recommendations regarding chassis specifications, wheelbase, suspension, payload capacity, and other vehicle-platform characteristics relevant to Boston EMS operations.

3. Module Construction and Crashworthiness

- Describe available module construction methods, structural design, materials, fabrication process, and welding or bonding techniques.
- Provide information regarding structural integrity, crashworthiness testing, rollover resistance, dynamic side-impact testing, and applicable safety certifications or standards.

- Describe available corrosion prevention measures, insulation, weatherproofing, water-intrusion prevention, door construction, roof design, and other durability features appropriate for New England weather and high-utilization urban operations.
- Identify available structural, paint, corrosion, and module warranties.
- Provide available testing results, certifications, engineering documentation, and supporting technical materials.

4. Patient Compartment, Ergonomics, and Infection Control

- Describe recommended patient-compartment dimensions and layout, including alternative layouts that may improve provider mobility, patient access, occupant safety, and ergonomic functionality.
- Describe available attendant and squad-bench seating configurations, recommend alternatives that may enhance provider safety, occupant restraint systems, child-restraint capabilities, assist handles, interior padding, and measures to mitigate sharp edges and potential injury hazards.
- Identify design features that facilitate patient care while allowing emergency medical personnel to remain appropriately restrained.
- Describe cabinetry materials and construction, locking mechanisms, transparent doors, restocking access, interior and exterior storage accessibility, work surfaces, sharps and waste storage, and equipment-retention systems.
- Describe available flooring, wall and ceiling materials, seams, drainage, and other construction features that facilitate routine cleaning, disinfection, and decontamination.
- Identify recommended ergonomic, human-factors, and improvements you would recommend compared with traditional Type I ambulance interiors.
- Verify if a sliding side entrance door into the patient compartment is an available feature.

5. Cot Loading and Patient Handling

- Describe compatibility with Stryker Power-LOAD and comparable powered cot-loading systems, including structural reinforcement, charging, service access, and installation requirements.
- Describe available options to optimize rear loading height, suspension performance, step design, loading design, and any other features affecting patient loading and unloading.
- Identify any design considerations that may improve personnel safety, reduce lifting demands, or minimize the risk of injury during patient handling.

6. HVAC, Oxygen, Suction, and Clinical Systems

- Describe recommended patient-compartment heating, air conditioning, ventilation, and air-distribution systems suitable for continuous operation in Boston's seasonal climate.
- Provide information regarding expected cooling and heating performance, temperature management, system redundancy, component availability, preventative maintenance, and anticipated service requirements.
- Describe available oxygen storage and delivery options, including powered controls, manual bypass capabilities, assisted cylinder loading, compartment ventilation, and monitoring.
- Describe suction integration and available recommended provisions for current and anticipated medical equipment.

7. Electrical Systems, Power Management, Communications, and Technology Integration

- Describe available 12V and 125VAC electrical system architecture, including electrical controls, load management, shore power connections, battery charging and/conditioning, automatic eject systems, and battery configurations.
- Identify available lithium-ion or alternative battery technologies, idle-reduction strategies, charger systems, and options to support increasing electrical loads.
- Describe provisions for radios, mobile data terminals and tablets, Wi-Fi/cellular routers, antennas, GPS, cameras, USB/12V/125VAC outlets, and future technology expansion.

8. Emergency Warning Systems, Lighting, Cameras, and Driver Safety

- Describe available emergency warning-light and siren configurations, scene lighting, compartment lighting, step lighting, and programmable emergency warning system functionality.
- Describe available backup cameras, surround-view camera systems, blind-spot monitoring, collision avoidance technologies, lane shift or proximity alerts, and other driver-assistance systems suitable for emergency vehicle operations.
- Identify available technologies or design features that may reduce accident risk, nighttime glare, improve vehicle conspicuity, and enhance pedestrian and cyclist awareness in dense urban environments.

9. Exterior Storage, Access, and Equipment Mounting

- Describe exterior compartment configurations, including venting, shelving, oxygen storage, weather sealing, lighting, latches, and serviceability.
- Discuss methods for securing heavy equipment and maintaining safe weight distribution and center of gravity.

10. Training, Technical Documentation, Warranty, and Service Support

- Describe technician training, diagnostic software/tools, service manuals, wiring schematics, parts manuals, and other technical documentation provided at delivery.
- Describe standard and optional warranties, warranty administration, field-service support, and processes for recurring fleet issues or campaigns.

11. Production Capacity, Delivery, Acceptance, and Pricing Information

- Provide current estimated lead time from order to delivery for a customized Type I ambulance and identify the major schedule drivers.
- Describe the design review, preconstruction, production inspection, final inspection, acceptance, and delivery process.
- Describe how configuration control is managed across a multi-unit or multi-year order, including engineering and design changes.
- Provide non-binding budgetary pricing for a vehicle generally comparable to the current Boston EMS configuration, separately identifying chassis, major options, freight/delivery, training, and other significant cost elements where practical.
- Describe available multi-unit pricing, escalation approaches, price-protection mechanisms, and factors most likely to affect pricing over the next three to five years.
- Propose dealership(s) and local service providers.

12. Innovation and Recommended Changes

- Identify technologies, materials, design changes, or operating concepts that Boston EMS should consider for its next ambulance specification.
- Recommend features that would enhance safety of providers, patients and other road users.
- Identify any current Boston EMS baseline features that you would recommend changing or eliminating and explain why.
- Describe opportunities to reduce vehicle downtime, fuel/energy use, emissions, maintenance cost, injury risk, or total cost of ownership.
- Identify any forthcoming regulatory, chassis, technology, or supply-chain developments that Boston EMS should account for when planning its next procurement.

Section IV. Requested Response Format

4.1 Response Organization

Respondents are requested to submit a written response containing the following information, as applicable:

- **Cover Letter**: Identification of the responding organization, its role in the ambulance industry, and the name and contact information of the primary representative.
- **Executive Summary:** a concise overview of the Respondent's recommended ambulance configuration, available capabilities, and principal recommendations for Boston EMS.
- **Technical Response:** Responses organized according to the numbered categories outlined in Section III, limited to those areas applicable to the Respondent's products, services, and expertise.
- **Supporting Documentation**: Relevant product literature, technical specifications, engineering drawings, photographs, testing and certification documentation, warranty information, and service-network details.
- **Assumptions, Exceptions, and Additional Information:** A clearly labeled list of any assumptions, exceptions, or areas where additional Boston EMS information would be required to provide a more precise recommendation.
- If requested by Boston EMS, willingness and availability for in-person demonstration(s).

4.2 Response Scope

Respondents are not required to address every topic identified in Section III. Responses may be limited to the products, services, and technical areas within the Respondent's expertise. However, submissions should provide sufficient detail to allow Boston EMS to understand the Respondent's capabilities, available solutions, and recommendations.

Boston EMS encourages the submission of existing technical documentation and supporting materials where available. Respondents are not expected to prepare fully engineered vehicle designs, binding price quotations, or formal production proposals in response to this RFI.

All pricing and cost information submitted shall be considered preliminary and non-binding and shall not constitute an offer or commitment to provide products or services at the stated prices.

Section V. Additional Information and Submission

5. 1 Submission Instructions

Responses must be submitted electronically via email, in PDF format no later than Monday, December 21 at 11:59 PM, EST.

Subject: RFI - Boston EMS Ambulance Design and Procurement

Submission: Submissions will only be received by email.

Principal Contact: Laura Segal, Boston EMS Chief of Staff,

Email: RFR@BPHC.org, CC: segal@bostonems.org

5.2 Questions and Requests for Clarification:

All questions and requests for clarification must be submitted in writing by Monday, November 30 by 11:59 PM, EST to:

Primary Contact: Laura Segal, Boston EMS Chief of Staff
Email: segal@bostonems.org
Email Subject Line: RFI – Boston EMS Ambulance Design and Procurement – Questions

5.3 Additional Information and Demonstrations:

Any amendments, clarifications, or updates to this RFI will be issued through the applicable BPHC/City of Boston procurement posting process.

5.4 Closing Statement

Boston EMS appreciates the industry's participation and welcomes recommendations that will help the department develop a safe, durable, serviceable, and operationally effective next-generation ambulance specification.

Appendix A. Current Boston EMS Reference Configuration - Summary

The following table summarizes selected features the most recent ambulance specification solely to orient respondents to the present Boston EMS configuration. It is not a final specification and should not be interpreted as a requirement for any future solicitation.

DESCRIPTION
GENERAL CONDITIONS
DYNAMIC SIDE IMPACT & ROLLOVER TESTS
BIDDER IS KKK-A-1822F AMENDMENT 1 COMPLIANT
KKK-A-1822F CERTIFICATION PACKAGE KKK-A-1822F certified ambulance shall include the following additional items (unless specified otherwise by the customer and waiver letters are submitted from the state certifying agency): • Automatic Charger / Conditioner • Label in cab. • Two (2) Portable equipment charging circuit leads KKK-A-1822F / warning lbackight flash pattern (KKK,SAE, NFPA configuration acceptable). • Fuel fill splash plate. • Drip rails around the entire modular body, front, rear, both sides, above doors • Partition door. • Twelve (12) disposable plastic trash liners • Two (2) 5# ABC fire extinguishers with compliant mounting brackets - shipped loose. • KKK Orange reflective stripe. • KKK-A-1822F lettering and decal package (installed). • Stepwells to be illuminated. • A KKK-A-1822F certification sticker, electrical load analysis sticker and payload sticker shall be installed in the oxygen compartment. • NTEA UltraMod used to calculate payload capacity, horizontal, lateral, and vertical CG Any deviations from KKK-A-1822F shall be listed in the vehicle delivery packet with a notation on the certification sticker.
Install an ESPAR auxiliary heater. Espar heater shall have stainless steel exhaust tube to match previous BEMS units. Exhaust shall exit on the driver's side rear of the rear wheels.
Install Setina PB-400 push bumper with black finish. The siren speakers and jump start connection are to be located on the push bumper per dwg#1. The bumper guard shall have two (2) Whelen 500 series Red / white split super LED warning lights installed on it. One (1) on each side of the bumper guard per dwg#3 #4.
Install an Associated Jump start system. The socket box shall be installed on the push bumper so that the box is flush with the front of the push bar. Socket box shall have protective cover.
The siren amp has been relocated and is to be located on the right wall behind the access panel in the pass-through area, giving them access through the panel to the siren amp.
The battery system will have five total batteries. Two (2) batteries will be under the hood and two batteries will be on a slide out tray in OSS #5B. All four of these batteries will be connected together to start and run the chassis as well as run the module functions. A fifth battery will be installed in a sealed and vented battery box in OSS #2. This battery will be isolated with a contactor and will be tied to the MDT functions. Each ground that goes from the battery to the frame should have its own individual ground bolt. All five (5) batteries will be Optima Yellowtop D34/78.
Install Two (2) bolt on stainless steel glove box holders in the cab. The holders are to be located beneath the pass through opening. Glove holders are to be as low as possible but still be able to remove the safety pad on the rear of the console.
Two (2) Weldon #8080 red/clear dome lights shall be installed and located one (1) above both the passenger and driver's seat, in the cab headliner forward of the customer supplied ambulance manufacturer installed radio speaker. The lights shall be activated by individual lamp switches.
Three (3) additional remote key FOB's - OEM key FOB's. PROVIDE 3 ADDITIONAL KEY FOBS for a total of (5) per unit.
Ambulances will come with keyless entry key pad on driver side door.
The front grill lights will be mounted onto brackets which will be mounted onto the Setina. (2) 09408-470175-1 on the left side and (2) 09408-470175-2 on the right side.
Leave tailpipe as is from manufacturer. DO NOT MODIFY, Boston EMS will address on site when units arrive after delivery.
Install two (2) Whelen dual watt SA314B siren speakers. Speakers shall be installed above the middle cross bar on the front push bar per dwg#1. Standard ION grill light's location will be relocated to under the middle cross bar.
Ford F450 chassis cab, 169" WB 4x2 Drw (84 C.A.) Diesel, Units should utilize OEM key FOB's not aftermarket, Keys should be chipped and only start the trucks they are chipped to, the advanced driving assist system is to be deleted from the chassis.
Chassis running boards are to be grip strut. Steps are to be wider and lower than standard (3"wider and 3" lower). Add a back plate to connect the running boards to the chassis. Fill 3" area with black Powder coated panel.
Install rain guards on each chassis door. Rain guards are to be stick on style.
Install Gates heater hoses IPOS
Supply and install the anti- theft Tremco System. The On/Off switch is not desired
Flexible Bumper Poles are to be installed on the front bumper.

Floor console approved per attached layout. Console shall be silver gray and include a 12V outlet, and USB outlet. USB OUTLET TO BE LOCATED ON PASSENGER SIDE OF CONSOLE BELOW THE 12V OUTLET. Outlets in floor console shall be hot only with ignition. Install Arm rests that move up and down, are removable. Arm rests to be moved as far back as possible without interferring with the ability to fasten the seatbelt and are to be turned around so that they are facing inward and do not rub the seats, per attached layout. Forward flat area with tapping plate for a customer supplied computer doc. The computer doc is to be fastened with nuts and bolts and will be a Havis keyboard mount and Havis computer mount for a Dell tablet. Install customer supplied UHF radio model APX 6500, control screen on flat portion with siren located above the control screen, scanner shall be toward the rear of the console. Back part of console shall have a recessed area with two (2) cup holders and an ABS pocket attached to hold the safety pad. Arms rest shall be located in a position that allows full travel of the PMT mount. Add hinged lockable control screen, radio, and scanner plate on console. Use Medeco lock. CONSOLE IS TO HAVE A RIGHT HINGED ACCESS PANEL ON THE PASSENGER SIDE OF THE CONSOLE, AS LARGE AS POSSIBLE WITH MEDECO KEY LOCK.
Console to have 1.5" wide and 1" tall cutout where the wires feed out to avoid compression.
TYPE I - AMBULANCE - LIBERTY FORD - 72 INCH INTERIOR HEADROOM Liberty Type I - 156" Module - 72" Interior Headroom. Manufactured in Van Wert, Ohio, USA.
FUEL TANK - FULL UPON FACTORY RELEASE The chassis fuel tank of the completed unit shall be full at time of release from the ambulance manufacturer's facility.
ENGINE BLOCK HEATER - OEM PLUG An engine block heater shall be included in the chassis with the 125 VAC power cord.
HEAT SHIELDS, PROTECTIVE Install: aluminized steel protective heat shields to the upper laterals above the exhaust system.
HIGH IDLE SYSTEM - B
SUSPENSION - LIQUID SPRING TYPE I Install: Liquid Spring
DEF TANK FILL PROTECTOR - DIAMOND PLATE Install: anodized diamond plate DEF tank fill protector per drawing.
FUEL FILL PROTECTOR - DIAMOND PLATE Install: anodized diamond plate fuel fill protector, per drawing.
HOWLER - SIREN & SPEAKER SYSTEM / OPERATED VIA CONTROL SCREEN / MECHANICAL SWITCH Install Whelen Howler siren & speaker system, to be activated by both the control screen and a mechanical switch on MCC.
MIRRORS, EXT OEM MANUAL TELESCOPNG WREMOTE & HEAT The chassis shall have OEM manual telescoping, folding trailer tow mirrors with power/heated glass, heated convex spotter mirror, integrated clearance lamps/turn signals.
SIREN, WHELEN 295-HFSA7-REMOTE WITH MICROPHONE (Meets CA Title 13) A Whelen 295-HFSA7 remote dual siren amplifier shall be flush-mounted in the master control console located in the cab. The siren shall be capable of hands-free operation and shall be equipped with a noise canceling microphone. (Meets CA Title 13)
Change: Add Left/right programming option for the dome lights. Provide separate control buttons on the screen for each dome light output level. One button shall activate Low, one button shall activate Medium, and one button shall activate High.
Electrical
The cab control screen shall be equipped with a primary/secondary switch to allow the operator to manually activate/deactivate the front warning lights when the vehicle is in park
One-(1) 12-volt CO detector shall be supplied and mounted on the face of the radio cabinet door per drawing.
Two (2) Customer supplied Motorola APX6500 radios and speakers to be installed. Includes a radio speaker for each radio. Radios to be flush mounted, module radio shall be installed so that only the knobs on the radios stick out past the plate (THE RADIO PORTION OF THE ACP WILL NEED BUILT OUT 3" FROM STANDARD TO ACCOMMODATE THIS), there shall be no rough edges, ref last units. Radio speaker in cab to be installed in REAR ceiling area REF PREVIOUS UNITS, headliner shall be reinforced for install of speaker. Radio speaker in module to be located BEHIND ACP PANEL WITH HOLES PUNCHED IN VISTA PLATE FOR THE SOUND TO GO THROUGH PER PREVIOUS UNITS. Radio and scanner installed in console shall have 2"-3" space back of radio and floor for wire routing, so wires are not pinched. One (1) ambulance manufacturer supplied ground stud will be supplied in the MCC for ground connection of the Lind power supply, scanner and connection to the radio compartment rear ground stud. Installation shall include One (1) ambulance manufacturer supplied ground stud at the rear of the radio compartment. Four (4) ambulance manufacturer supplied junction studs (Radio Relay, Computer Battery, Module Battery, Ground) and two (2) terminal strips, to be installed in radio Cabinet on a removable plate. One (1) ambulance manufacturer supplied Radio installation shall include the install of the following customer supplied parts. These parts are to be installed in the front wall radio cabinet. Layout should be similar to the attached PDF, exact layout shall be determined during design and layout shall be sent to customer for approval prior to release. 1) Two (2) 6-position fuse blocks (ATC) 2) ONE (1) timer Install customer supplied scanner (BCD996P2) in front console. Speaker to be installed in ceiling of cab towards rear wall, ceiling to be reinforced. Install power and ground pre-wire in the cab console for a customer SUPPLIED computer mount. Havis for Dell Tablet Install power door locks on module OSS doors and passage doors. OEM Key FOBs required. Key fobs should only lock and unlock the cab.
Hidden unlock switch to be installed in the rear license plate to unlock module doors only. Once inside the module there shall be a switch located at the ACP area located underneath the control screen and recessed radio on the flat portion per previous units to unlock the cab doors. Standard lock / unlock switches at the curb and rear door shall remain.
The customer supplied 25' CAT 6 cable will run from the MP70 to the docking station at the MCC
The (2) Red 600 warning lights located in the mid-section of the rear body panel shall be programmed to activate as steady burn when the brake pedal is activated.
Install a customer supplied Sierra Wireless Airlink MP70 system in the radio cabinet on the floor of the cabinet.

Install customer supplied David Clark knee pedal and wiring as specified below. Switching to be located under the ACP per dwg#5. This shall include knee pedals near the attendant seat. Location should match last BEMS units. Wiring for knee pedals to be ran throughconduit, shall be routed to radio cabinet with as simple of a run as possible. Attachment hole for wiring to be behind knee pedal and not exposed. The connector is to be located per previous units, so as to eliminate protrusion into an area that might cause injury to an EMT. This connector replaces the "headset station" that contained the speaker volume control and on-off switch. The headset hanger is to be installed in the primary action area above the oxygen access window. ambulance manufacturer is to order and install CABLE GARMIN 50 FT EXTENTION part 28778. The extention is to bring the transmitter closer to the GPS unit to allow the camera to make connection with the screen. The transmitter will be moved from the rear of the module to the cab and be velcro mounted behind node 1 plate.
Route the COAX cable through the front of the console and not the back.
Install: Control screen module/display screen mounted on a flat removable panel in the patient compartment ACP area. The panel will be located to the immediate right of the attendant's seat. The panel shall have a cut out 3" deeper than the rest of the panel for customer supplied APX6500 radio per dwg #5. There shall be a cut out for a customer supplied customer installed switch above the radio. There shall be punched out holes for sound to go through the aluminum panel for a customer supplied radio speaker to be mounted behind the panel per drawing.
The cover for node 1 shall be bolted on so it cannot be easily removed.
Install a Back-up Safety Alert IATS backup alarm
Install (1) 12V pre-wire on the right side of the pass thru area. Pre-wire is to be battery hot.
The liquid spring suspension shall dro when the right rear entry door is open.
Customer supplied cables (17" PCTEL SMC-NC) - there is to be (2) per truck: (1) for scanner and (1) for cab radio.
Install: Kussmaul 20 amp super auto eject shoreline inlet receptacle with yellow cover on module exterior, equipped with an integral dynamic disconnect. The shoreline receptacle shall be installed on the street side of the module by OSS #1 roughly 40" from the bottom of the module (just above the orange reflective stripe).
Nine (9) Whelen #LED (80C0EHCR) dome lights, shall be installed. Locations per dwg #9. Thes lights will have low/med/high output feature.
Supply and install One-(1) Grainger (REAR VIEW SAFETY/ RVS SYSTEMS, REAR VIEW CAMERA, ITEM #6HCK0). The rear view mirror shall be a Crutchfield (212FL7692 BRANDMOTION FLTW-7692V3). Mount in same location of 9834-36. Boston EMS will be supplying an updated XR80 modem. This will be shipped with all of the other customer supplied
equipment through communication engineering team.
All customer supplied wiring and radio wiring to run through "liquid tight" conduit. Conduit to be smooth on the inside and 1 1/2 -2" sized so that connectors at end of cable can be easily pulled through for replacement. LARGE access holes shall be installed for easy access to all radio / MDT wiring. This may require additional access panels in OSS#1. Wires from ACP to radio cabinet to be ran as smoothly and as easily accessible as possible. The conduit for the cab will route from under the MCC, behind the OSS #1 closeout and into the access slot of the radio compartment. Large access plates shall be installed in the ceiling of streetside cabinets # 1, 2, and 3. Access plates shall not be installed with self tapping screws. A date shall be provided for Boston EMS to work with electrical during wiring of first unit. This unit shall serve as the example for all other units to match.
Install five (5) customer supplied antennas. Three (3) to be located on the module and two (2) to be located on the cab roof. The three (3) antennas on the module roof shall be installed in locations per dwg#9. *Location #1 (GP-IN3100) *Location #2 (GP-IN3101) and *Location #3 (LP450). Each is to be centered above the streetside cabinet wiring access. Wiring access plates in the streetside cabinets to be as large as possible. Access plates shall not be installed with self-tapping screws as these can rub through wiring. Ensure that all antenna mounts are tight and follow manufacturers specifications.
Two (2) Red Whelen 700 series super LED warning lights, with chrome flanges and water-proof connectors, shall be mounted on the front chassis fenders as far forward as possible, one (1) on each side. The lights shall operate from a switch on the master control console labeled "Flashers". NOTE: When vehicle is placed in park, the override switch must be on for intersection light(s) to remain on.
Five (5) total interior 12v outlets: Two (2) 12V in the primary action area. Located per dwg #5. Two (2) in the lower front wall cabinet #2 per dwg#7. One (1) on right side of console. Module 12VDC Medical equipment 12-volt outlets turn off upon expiration of the module timer: currently set for 4-hours after engine shut-down. If battery voltage is too high, or too low, the timer will shut-down immediately. If the ambulance is plugged into "Shore Power" the outlets will remain on indefinitely.
Install Kussmal voltage indicator. Indicator to be a dual bar graph indicator. The dual bar graph shall show each of the two (2) circuits. Circuit for items that stay on after ignition is turned off will not have an indicator. The circuits on the indicator are to be labeled. Indicator is to be located per dwg. #3. Not to interfere with the graphics.
The electronic siren shall be programmed to only be active with emergency master activated.
Add (3) 12 Volt outlets in OSS #3. Locate these on the forward wall of the inside/outside access section of the compartment. These outlets shall have constant power at all times.
A button on the Control screen in the MCC needs to be programmed to allow the driver to always turn the rear camera on along with auto on in reverse.
Manufacturer is to supply and install magnetic style microphone clips.

Install the following customer supplied parts: Customer supplied parts will be: Radio power cable (DO NOT EXTEND), Motorola APX6500 radio kits, Scanner, 17' antenna cables, Garmin GPS OTR720 and GPS antenna w/ cable, WIFI cable, ATC Fuse blocks, Dealy Timer, Sierra Wireless System, Knee/Foot Pedals, Havis CMD-317 w/ mounting arm, Havis Keyboard mount, Havis Computer mount w/ power cable, PMY riser for mounting arm, CAT 6 cables, stryker powerload cot system, Firecom headset, and radio mounting screws.
ELECTRICAL SYSTEM - MICRO PROCESSOR BASED Install: Microprocessor based multiplex system.
ELECTRICAL CIRCUITS All electrical circuits: shall have wiring and circuit protection suitable to the demand and must meet the national electric code (NEC) wiring requirements, added on wiring (18 GA through 10 GA) color coded and stamped with code numbers for easy identification, SLX high temperature thermoplastic cross link wire used. SGX insulated cable used for all under hood / underbody battery and charging system cable. High temperature (375° f) thermoplastic loom used on all harnesses.
FLASHER - MULTIPLEX ELECTRICAL SYSTEM Provide: Flasher within and programmed by the multiplex electrical system.
FLASHING HEADLIGHTS - MULTIPLEX ELECTRICAL SYSTEM Headlights (high beams) shall be programmed through the multiplex system to alternate flash (wig-wag).
GROUND FAULT CIRCUIT INTERRUPTER-GFCI Install: A 125 VAC, 20 AMP circuit breaker with ground fault circuit interrupter (GFCI) electronic ground leakage detection in the load center for the shoreline circuit.
MODULE DISCONNECT - MULTIPLEX ELECTRICAL SYSTEM Install: Disconnect to keep the system power engaged after the ignition is switched to the “off” position.
REVERSE -TRANSMISSION- FUNCTIONS - MULTIPLEX ELECTRICAL SYSTEM System programmed to provide activation for: rear outboard warning lights, rear side warning lights, rear scene lights, the rear side scene lights - when the transmission selector lever is placed into "reverse" position.
SPARE CIRCUIT - MULTIPLEX ELECTRICAL SYSTEM
WIRING HARNESS CONNECTORS - MULTIPLEX ELECTRICAL SYSTEM Connect all wiring harnesses via quick connect circular plug connectors.
VOLTMETER - MULTIPLEX ELECTRICAL SYSTEM Provide: (1) digital voltmeter on the master control console screen.
WARNING DISPLAY - MULTIPLEX ELECTRICAL SYSTEM Install: digital warning display integrated into the cab display console, programmed through the multiplex system to provide visual and audible indication.
EMERGENCY MASTER SWITCH - MULTIPLEX ELECTRICAL SYSTEM Supply: A single emergency master switch for activating all the emergency warning lights on the master control console screen, emergency master switch will activate the module power automatically, include an Emergency Master Menu button to allow access to individual warning light functions.
CONTROL PANEL SWITCHES - MULTIPLEX ELECTRICAL SYSTEM Switches on the master control console and attendant control panel screens shall have dimmable perimeter backlighting.
MODULE POWER SWITCH - MULTIPLEX ELECTRICAL SYSTEM Provide: A module power switch for the electrical system on both the Master Control Console and the Attendant Control Panel screens.
PARK OVERRIDE - MULTIPLEX ELECTRICAL SYSTEM Park override switch on the master control console screen, reactivates all lights disabled when the transmission is placed in the neutral/park position.
LOAD MANAGER-SEQUENTIAL SWITCHING SYSTEM - MULTIPLEX ELECTRIC SYSTEM Load manager-sequential switching system controlled by the microprocessor based electrical system: emergency master button shall control the sequential switching of the emergency lights and/or other warning devices, load manager shall automatically shed non-critical electrical loads during low voltage conditions.
FRONT CLEAR DISABLE SWITCH - MULTIPLEX ELECTRICAL SYSTEM Activation of the switch on the master control console screen to disable all forward-facing clear warning lights.
MASTER CONTROL CONSOLE (MCC) - MULTIPLEX ELECTRICAL SYSTEM
CURBSIDE SCENE LIGHTS ON WITH CURBSIDE DOOR The Curbside scene lights: programmed to activate when the Curbside door is in the open position.
REAR SCENE LIGHTS ON WITH REAR DOORS OPEN Rear scene lights programmed to activate when the rear doors are in the open position.
DISABLE SWITCH FOR REAR SCENE LIGHTS - MULTIPLEX ELECTRICAL SYSTEM Install: disable switch at the rear door area to disable the rear scene lights.
DISABLE SWITCH FOR SIDE SCENE LIGHTS - MULTIPLEX ELECTRICAL SYSTEM A disable switch shall be installed at the curbside door area to disable the curbside scene lights.
CONTROL SCREEN, MCC TOUCH SCREEN Install: interface module / display screen in the cab, operated through the use of a touch screen.
CONTROL SCREEN, CURBSIDE, TOUCH SCREEN, FIXED ANGLED MOUNT Install: interface module / display screen mounted on a fixed angled panel at the head of the squad bench, operated through the use of a touch screen.
SYSTEM ACTIVE AND CHECK OUT LIGHTS - 10 MINUTES The check out light switch located at the curb and rear doors that will allow activation of the LED angled lights prior to entering the module. The system should be programmed to shut down automatically after 10 minutes unless the ignition is on.
DAYTIME RUNNING LAMPS - MULTIPLEX ELECTRICAL SYSTEM OEM Daytime Running Light headlights activated for daytime operation, when transmission is placed in drive.
BATTERY CONVERTER - CHARGER Connect to Shoreline inlet: 45 amp, 125 VAC to 13.6 VDC converter, capable of maintaining the batteries when plugged in.

USB - DUAL OUTLET, ONE (1) INTERIOR LOCATED ON CONSOLE Install: (1) dual USB port outlet, 5 volt / 2.1 amp, in the vehicle, located on the Master Control Console in the cab.
OUTLET, 125VAC - ONE (1) INTERIOR DUPLEX - LEFT WALL ACTION AREA
OUTLET, 125VAC - ONE (1) INTERIOR DUPLEX - FRONT WALL CABINET One (1) 2-wire +plus ground 125 VAC duplex outlet in the front wall cabinet.
LIGHT, ATTENDANT CONTROL PANEL AREA - TECNIQ SILHO-X LED - WARM WHITE A Tecniq Silho-X 2.75" round warm white LED light with SS trim ring, shall be mounted above the left wall forward action area counter. The light shall be operated through a button on the control screen labeled "Attendant Light". (ambulance manufacturer #26415)
Mark the timer in the radio cabinet with tork mark to ensure it's not touched from manufacturer to Boston
Change: Module timer for the 12VDC outlets in the module to turn off after 2 hours after engine shutdown
Change: Carbon Monoxide detector is to be located on the radio cabinet door not the PDQ
Exterior Lighting
Two-(2) Whelen Pioneer, PCPSM2 single head flood/spotlights shall be supplied and installed on the front of the body. Each light shall be located between the upper corner warning light and turn signals located on the front of the body
Four (4) Whelen 900 series 24 diode LED scene lights with chrome bezels shall be installed, (2) each module side
Program where all lights to be on when truck goes into park
Seven (7) Whelen 600 series super LED warning lights with chrome bezels shall be installed on the module front. There shall be four (4) red w/clear lenses and four (4) clear lights. The outermost warning lights on each side shall be Whelen red Roto beam. Roto/W/R/W/R/W/Roto. The first inside white and red on each side shall be scan lock flash pattern. All lights including Roto beams to have clear lenses.
Install nine (9) Whelen 600 Series LED lights on the rear of the module: End lights each side shall be (2) Whelen Red Roto beam lights, two (2) 600 red LED lights, two (2) 600 blue LED lights, (2) 600 clear LED loadlights and one center 600 amber LED light. Inner red and blue light on each side to bescan lock flash. All lights to have clear lens with chrome bezels. Per Dwg #2Roto/R/B/Load/A/Load/B/R/RotoRoto Beams need to activate in Reverse
Install four (4) Whelen 600 super LED lights with chrome bezels on the rear of the module, in astacked configuration, at window level, two (2) each module side, for a total of four (4) lights. The two (2) upper lights shall have red LED with clear lenses and the two (2) lower lights shall have one (1) amber LED with clear lenses, and one (1) blue with clear lens.Flash pattern per KKK. Lights are to be installed per dwg#2.
Add a Whelen 55" Freedom IV DUO warning light bar. Lightbar feet to measure 14" from the windsheild.
CLEAR LENSES ON ALL WARNING LIGHTS
LIGHTS GRILLE - 4 WHELEN ION LED Four (4) Whelen ION series super LED warning lights, with waterproof connectors shall be installed the grille area of the chassis. The lights shall operate from a switch on the master control console labeled "Flashers". Note: these lights are only available with a clear lens.
GRILLE WARNING LIGHT LOCATION 1 - RED The warning light located on the grille in location 1 shall be red.
GRILLE WARNING LIGHT LOCATION 2 - RED The warning light located on the grille in location 2 shall be red.
GRILLE WARNING LIGHT LOCATION 3 - WHITE The warning light located on the grille in location 3 shall be white.
GRILLE WARNING LIGHT LOCATION 4 - WHITE The warning light located on the grille in location 4 shall be white.
STRAIGHT PATTERN WARNING LIGHTS The front warning lights will be aligned in a straight pattern across the module.
LIGHTS, ICC / LED CLEARANCE - ON MODULE FRONT - TECNIQ Install: (5) amber Tecniq LED (S33-AA00-1) clearance / ICC lights on the front of the module near the roof line.
LIGHTS, FRONT MODULE TURN SIG - WHELEN 600 LED ARROWS AMBER
LIGHTS, ICC / LED CLEARANCE - ON MODULE REAR - TECNIQ Install: (5) red TECNIQ LED (S33-RR00-1) clearance / ICC lights on the rear of the module near the roof line.
LIGHTS, REAR TAIL - WHELEN 600 LED STOP, TURN, & MAXIMUM INTENSITY BACK-UP Install: (1) pair each of Whelen 600 series LED stop/taillights, turn lights, and fully populated MAXIMUM intensity LED back-up lights with chrome bezels on rear of the module.
LIGHTS INTERSECTION REAR - 2 WHELEN 700 LED Two (2) Whelen 700 series super LED warning lights with, chrome flanges and water-proof connectors, shall be installed above the rear wheel wells, one (1) on each side. These lights shall operate from a switch on the master control console screen labeled "Flashers". NOTE: When vehicle is placed in park, the override switch must be on for intersection light(s) to remain on.
REAR INTERSECTION LIGHT LOCATION 1 - RED-WHITE The warning light located on above the rear wheel well at location 1 shall be dual color red/white.
REAR INTERSECTION LIGHT LOCATION 2 - RED-WHITE The warning light located above the rear wheel well at location 2 shall be dual color red/white.
LIGHTS, ICC / LED CLEARANCE - ON MODULE SIDE - TECNIQ Install: (2) red Tecniq LED (S33-RR00-1) clearance/ICC lights, (1) red on each side at rear of the vehicle, flash with turn signal.
LIGHTS SIDE WARNING - 4 WHELEN 900 SUPER LED Four (4) Whelen 900 series super LED warning lights with chrome flanges shall be installed, two (2)on each side of module exterior.
SIDE WARNING LIGHT LOCATION 1 - RED The warning light located on side of the module, in outer location 1 shall be red.

SIDE WARNING LIGHT LOCATION 2 - RED The warning light located on side of the module, in outer location 2 shall be red.
SIDE WARNING LIGHT LOCATION 3 - RED
SIDE WARNING LIGHT LOCATION 4 - RED The warning light located on side of the module, in outer location 4 shall be red.
Change: Program the front white lights to be off in park and all the rear lights are to remain on. Secondairy button on control screen is to be able to shut off rear module lights in park
Change: Brake overide window level 600 lights are currently too high per KKK and will need swapped with blue/amber window level light location.
Module Body Construction
AWS ALUMINUM CERTIFIED WELDERS
CONNECTIONS, MODULE Bolt: to the chassis frame rail with (12) 5/8" -11 grade 8 bolts through OEM rubber insulating spacers installed on outriggers at twelve (12) separate locations (six each frame rail), providing noise insulation and easy removal for chassis replacement, mounting bolts to be properly torqued and secured with locktite, system used for fastening the module to the frame to be that approved by the chassis manufacturer.
INSULATION - POLYURETHANE SPRAY FOAM The entire underside of the module floor (except for mounting pads), the underside of the outside storage compartments, the wheel wells, and the underside of the curbside step area shall be completely insulated with sprayed on Class I urethane foam for thermal and acoustical insulation. The insulation shall comply with FMVSS #302 flame spread requirements. The underside of the body shall be properly prepared to ensure adhesion before the spray insulation is applied.
INSULATION - EXTERIOR PASSAGE AND OSS DOORS AND INTERIOR WALLS AND CEILING The walls, ceiling, passage doors, and outside storage doors shall have foam for thermal and acoustical insulation. The insulation shall comply with FMVSS #302 flame spread requirements.
MODULE BODY CONSTRUCTION - SEAMLESS Module: fabricated entirely of parts cut and formed from .125" (minimum) thickness 5052-H32 flat aluminum sheet stock, using CNC machines capable of .010" repeatability. This is the only alloy that may be used for body parts that are welded together. Roll-cage type interior super-structure, aluminum partition and module welded together into a single unit, roof designed with a minimum 1.5" crown to facilitate water run-off. Floor, roof, sides, all exterior doors fabricated from .125" (minimum) thick flat aluminum sheet stock, exterior joints between the roof and side
Module Features/Exterior
A Cast Products license plate holder shall be installed on the rear of the module located on the streetside below the taillights. The holder shall be recessed into the module and shall have dual Whelen Mini LED lights, which activate with the chassis headlamp switch.
A single box glove dispenser with a clear acrylic hinged access panel with cut out, shall be recessed on the rear passage doors, on each door per drawing #8
There shall be an outside storage compartment OSS #1, (streetside forward) with an EZ-O2 lift system, for housing an O2 cylinder. There will be a fixed shelf that will be located above the EZ O2 lift, the shelf shall have rubber gasket installed to seal the oxygen area from the upper section. There shall be two (2) Zico QR-D-2 brackets installed on the back wall of the compartment at the compartment floor. The EZ-O2 Lift shall be mounted on the door as high as possible.
OSS#3 modified (height) and to be built per dwg dimensions and to include (3) adjustable sheves.
LATCH ACCESS PLATES, TOP/BOTTOM OF DOOR- Install latch access plates with 2" holes at the top and bottom of the interior of the rear doors for service ability.
Curb door to have drain below the lower track and on the first step surface.
There shall be an outside storage compartment OSS #2, (streetside center) with two (2) adjustable shelves. The upper portion of the OSS #2 compartment will have inside/outside access to interior streetside cabinet #7. The lower 12" of
The two (2) adjustable shelves in OSS#5 to have no lips. OSS#5 to be split into two (2) compartments. Lower below frame rail for battery compartment. Add structural support under the shelves so that equipment can easily be removed from the shelves. Gas shock to be relocated so that the OSS#5 door can open as far as possible without hitting the cab door.
Two (2) Trucklite Red Super 44 LED lights shall be installed, one (1) each on the rear passenger door interior panels. The lights will be located in the lower-outer corners, with doors in the opened position. Lights to flash with the rear passage door opens. Two (2) additional Red Trucklite 44's are to be installed on the interior rear facing exterior compartment #3 and #4 doors. Lights are to be located on each lower outer corner. The lights shall random flash upon door opening.
Add a second rub rail at mid body height, one on each side of the module. Second rub rail should be solid anodized aluminum to match previous Boston EMS units. Ensure that mid height rub rail does not interfere with EZ glide door.
HOLD-OPEN - REAR DOORS - GRABBERSDoor grabbers (2 pair) with hard rubber inserts shall be installed on the rear doors.
All uni-strut currently specified within each exterior module cabinet shall be full height of the interior dimensions of the compartment.
Install a Whelen mini LED FLASHING amber warning light in a 45 degree housing to rear head pad (not in the headliner) to flash when rear step is up, ref previous Boston EMS units. Black/yellow "CAUTION" sticker located near light in rear head pad, per attached photo. A yellow / black sticker to be installed on the bottom side of the rear bumper stating "Step is up". Rear step is to be grip strut. Install additional support in rear step.
Protector on the face of the module to be extended. Should be as long as possible without hitting the cab. Protector should prevent water or snow from settling on the pass thru boot.

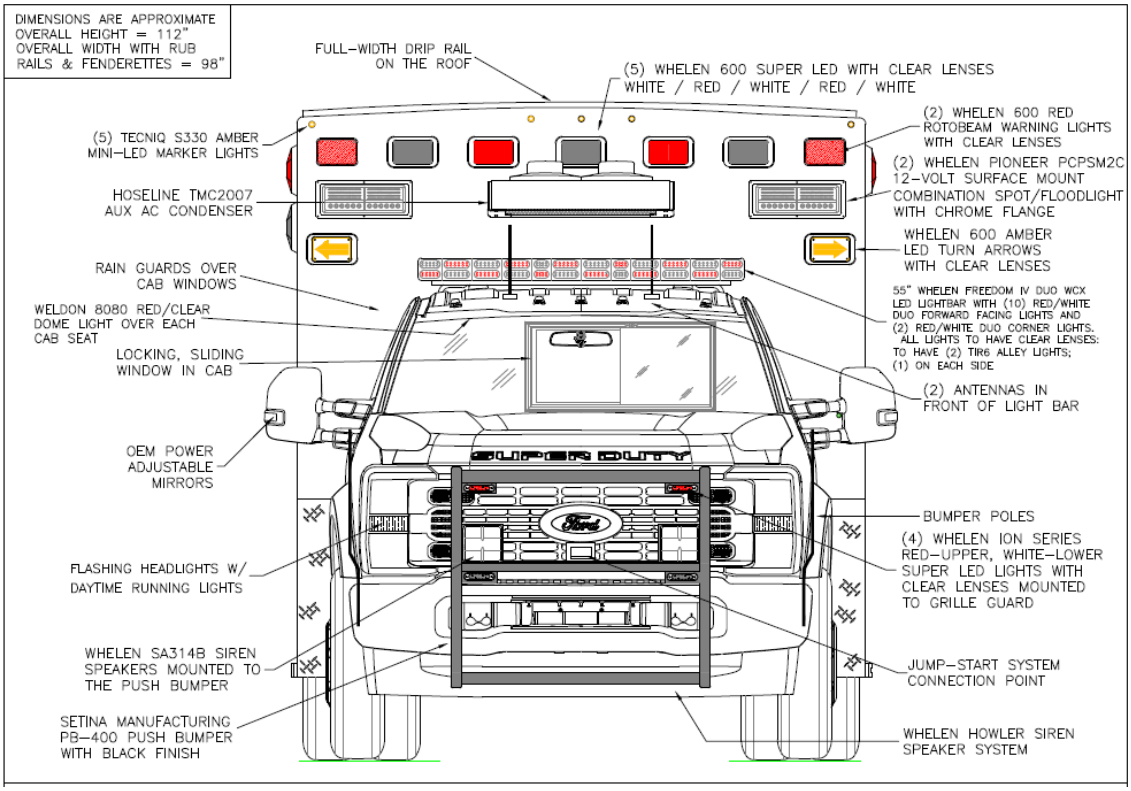
OSS#4 Compartment has been modified in width and shall be built per dwg#4 dimensions. Compartment to have backboard / scoop storage to rear of the divider, this area shall have an aluminum strip at the top to prevent backboards from falling out. This backboard stop to cover the entire gap at the top of OSS #4 to ensure backboards can't slip out at all.Forward portion to have two (2) adjustable sh elves on a unistrut track and a fixed shelf above the stair chair storage, this area shall have inside / outside access to the patient compartment. The OSS #4 curbside compartment shall have storage to hold one-(1) customer supplied AND installed Stryker stair chair and one-(1) customer supplied AND installed Ferno stair chair. There shall be a fixed and bolted in divider between the two stair chairs.
Each outside storage compartment shall be equipped with clear round Trucklite model 44 LED lights. OSS 1-2-3-4 have two (2) 4" round lights. (This does not include OSS #5 / Lower Ft wall cabinet or the battery compartment) 8 lights total. The battery compartment OSS#5B shall contain a clear mini LED light per KKK requirements.
ALUMINUM PARTS - MODULE EXTERIOR All unpainted exterior aluminum parts to be bright dip anodized after fabrication to retain the finish and increase corrosion resistance.
CORROSION MINIMIZATION - MODULE All module contact with dissimilar metals shall be minimized with the use of nylon screw-hole inserts to provide hinge to door isolation with the module body, polypropylene strip hinge Isolation, polyethylene backed rubber tape, ceramic coated stainless steel hinge bolts, and corrosion inhibitor spray.
DOOR CONSTRUCTION - GASKET PLACEMENT All exterior hinged module doors shall be constructed in an inverted pan-formed design. The pan shall be constructed from .125" thick 5052-H32 flat sheet aluminum. The exterior door skin shall be constructed of .190" thick aluminum and welded to the pan. Door gaskets shall be attached to the interior side of the door skin on the top, bottom and outer edge of the door. The gasket on the hinge side of the door will be attached to the door frame.
EXTERIOR COMPARTMENTS - SWEEP-OUT Exterior module compartments: a sweep-out design to aid in facilitation of the purchaser's routine care and cleaning of the vehicle.All exterior compartment floors, with the exception of the front ALS compartment to be constructed to be flush with the bottom door frame.
EXTERIOR COMPARTMENTS DESIGN All exterior compartments shall be vented and include: sound absorbing slip resistant polyurethane material sprayed on the inside of all compartments and compartment shelving, slide out trays and closeouts, baffled seep holes provided to prevent water from splashing or seeping into the exterior compartments, full-length, two-way adjustable, stainless steel hinges on all exterior compartment doors with 3/16" stainless steel hinge pins, compartment doors installed, flush with the module body, when double doors are provided, each door to have exterior handle, but only the forward door lockable, rearward door is secured when forward door is locked), all exterior compartments and passage doors keyed alike, lockable Eberhard "free-floating" type chrome plated handles with rotary locks. Gasket installed under each handle to protect the paint; drip rails installed above all exterior compartment doors.
EXTERIOR COMPARTMENTS, VENTING (9) square inches (minimum) of venting inside #1, #2, #3, & #4 exterior storage compartments to provide for easier closure of the compartment doors.
EXTERIOR COMPARTMENTS, VENTING - OXYGEN STORAGE (9) square inches (minimum) of venting provided in the exterior oxygen storage compartment, to dissipate any leaking oxygen gas.
HANDLES, EBERHARD - CHROME FREE FLOATING TYPE Install: Eberhard #EMC-1-2110 chrome "free-floating" handles on each exterior module door, large enough to accommodate a gloved hand.
Two-(2) additional exterior locking Eberhard cabinet door latches shall be shipped loose with each unit.
LOWERED MODULE SIDES Module sides to be as low as possible and still comply with KKK-1822-F ramp break over angle.
STEPWELL, CURBSIDE DOORWAY - MID STEP AREA Install: aluminum diamond plate step well and mid-level step in curbside doorway threshold area.
THRESHOLD, STAINLESS STEEL - ALL OSS STORAGE COMPARTMENTS Each exterior storage compartment with a hinged door: stainless steel lower threshold at the door opening to protect the paint.
SOUND DEADENING PACKAGE
UNDERCOATING SEAL Spray: Entire underbody (excluding drive shaft, wheels, fuel tank, and 12" either side of exhaust system) with undercoating seal for reduced corrosion.
STONE GUARDS, MOD FRNT -ANODIZED DIAMOND PLATE Install: anodized aluminum diamond plate stone guards on module front, (1) each side.
DOCK BUMPERS, REAR Install rear dock bumpers.
DOORS - REAR PASSAGE Patient compartment rear door opening: doors flush without a protruding flange or lip, right rear passage door lockable, chrome exterior handle, left rear door non-locking, chrome exterior handle, all handles installed with a gasket, hinge full length stainless steel with a 3/16" stainless steel hinge pin, two-way adjustable, each rear door two- point slam action automotive type rotary latching system to the body, right rear door lock to the body at the top and bottom, not to left rear door, doors .218" stainless steel door latch activator rods with clevis adjusters, doors lockable from inside and outside, shut on molded, air-core, automotive type door seals to prevent water from leaking into vehicle interior.
WINDOWS, PASSAGE DOOR - (CURB SLIDING, REAR SLIDING) Install sliding windows with screens in rear doors. Curbside passage door to have openable (sliding) window with removable screen, each rear passage door to have openable (sliding) window with removable screen, distance between rear window, glass not to exceed 6", windows to have 69% dark tint, and secured with black oxide coated fasteners, warning lights not blocked from view when curbside or rear doors are open.
FENDERETTES - RUBBER Install: Black Rubber Fenderettes around rear wheel well openings.
KICKPLATE/THRESHOLD, REAR DOORWAY - ANODIZED DIAMOND PLATE Install: anodized aluminum diamond plate kick plate at the rear exterior doorway, providing a kick / scuff plate at rear of the vehicle above rear step.
MUD FLAPS, REAR - BLACK RUBBER FIBERGLASS REINFORCED - THREE COLOR

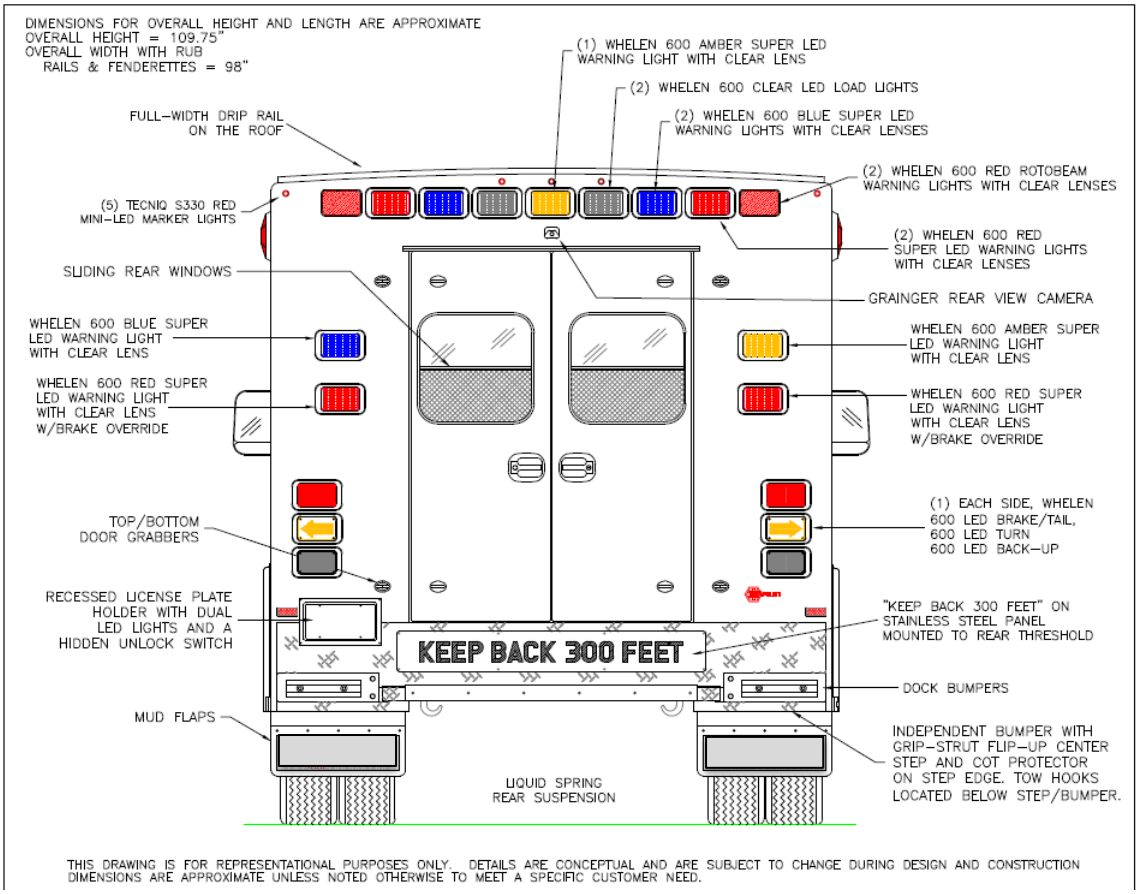
REAR STEP/BUMPER -FLIP-UP CENTER SECTION - STAR PUNCHED AND ANODIZED Affix: rear bumper to chassis frame, constructed with a hinged center section, (2) steel braces to secure step to chassis frame, outer 17" on each end of bumper constructed from heavy gauge stamped polished stainless steel bumper parts, to provide smooth rounded corners, step constructed of star punched .125" thick aluminum diamond plate, (2) rear LED step illumination lights provided. All diamond plate surfaces to be anodized; strip of black PVC installed on face of step.
TOW HOOKS, MODULE REAR Secure: fasten (2) tow hooks in rear step area to rear step braces.
DOOR SKINS, OUTSIDE STORAGE COMPARTMENTS - DIAMOND PLATE INTERIOR SKINS Interior door skins for all outside storage compartments constructed of .063" thick aluminum diamond plate.
OSS #5 - CURBSIDE FORWARD OSS #5 curbside forward, hinged door with spring-loaded gas cylinder, locking handle installed on the exterior of the door.
Module Interior/Patient Compartment
Cot fastener system and floor plate shall be installed on the module floor to accommodate a Stryker cot. Install transfer relay and breaker - system to charge only when shoreline plugged in or system is active
PDQ to have Medeco key lock and shall be located per drawing 7
Below the pass thru window there shall be a flat aluminum counter. Below the counter there shall be two (2) pull out drawers. Drawers are to be secured with stainless steel flush pull latches, per drawing #7.
A 12 VDC controlled electric 02 system operated through the control screen shall be provided and installed. Oxygen bypass valve located per drawing.
Left wall cabinet #1 has been modified (height and width) due to deletion of the angled LED lights and the addition of left wall cabinet #2. Cabinet is to be built per drawing dimensions. Cabinet is to have one (1) adjustable shelf. Cabinet is to be enclosed by a set of sliding polycarbonate doors attached to a flip up restocking frame.
The lower left wall cabinet #5 has been modified in height and width due to the deletion of the CPR seat and shall be built per drawing #5 dimensions. The cabinet shall contain one (1) adjustable shelf and be enclosed by a set of sliding polycarbonate doors, attached to a drop-down restocking frame.
The lower front wall cabinet shall be split into two (2) equal sized compartments. Each compartment shall have one (1) adjustable shelf for a total of (2) inside/outside with OSS #5. No lips shall be installed on shelves. Lower front wall #2 to have hinged polycarbonate doors with full length handles and to be secured with a non-locking center squeeze latch. Front wall #3 to have hinged solid aluminum doors with vents IPOS per dwg#7. Lower front wall cabinet #3 to have heavy duty key for squeeze latch on the left door of the cabinet and the left door shall overlap the right door to hold it shut. Cabinet will include full-length handles on the door. The lower front wall #3 and cabinet #4 on the front wall are to be keyed alike.
Lower left wall cabinet #4 shall be built per dwg. #5 dimensions and contain two (2) adjustable shelves. Cabinet shall be enclosed by a set of sliding polycarbonate doors attached to a flip up restocking frame.
Heavy duty push latches are to be installed on left wall cabinets #5-8 (flip downs). Standard latches will be installed on all flip up cabinets.
Customer supplied screws are to be used to ensure that all screws are uniform for radio mounting. Install a left wall #2 cabinet per drawing. #5 dimensions and location. Cabinet is to have one (1) adjustable shelf and be enclosed by a set of sliding polycarbonate doors with flip up restocking frame per drawing.
The upper interior door panels of the rear module access doors shall be equipped with brushed stainless steel panels to install graphics on. The brushed stainless steel sign panels shall be appropriately sized and mounted to the upper section of the interior panels of the rear module access doors.
COT LOCATION IS TO BE 8" FROM THE STREET SIDE TO THE COT.
Left wall #8 is to have Interior/exterior access to Oss #3. Compartment shall be equipped with a bottom hinged door. The door shall fold down flush against the interior module wall when in the open position.
Cabinet #4, curbside rear wall, per dwg #6 dimensions and location. Cabinet will be enclosed with a right-hinged polycarbonate door with full length handles and will be secured with a center squeeze latch. The cabinet will have inside/outside access to OSS #4.
Interior Cabinet Door Handles - All interior cabinet handles to be pre-drilled and bolted into place. Install cabinets #2 and #3 on the curbside above the squad bench. Both cabinets are be enclosed with top hinged
polycarbonate doors with gas shocks and center squeeze latches. There is to be 3/4" lip at the bottom openings.
Install a front wall cabinet #4, to be located above the pass thru and build. Cabinet is to have drop down aluminum door and secured with a locking centersqueeze latch with heavy duty key and keyed alike with lower front wall cabinet #3.
The PDQ (power distribution quarters) door and the radio cabinet door shall be secured with chrome locking lever latches. All remaining interior hinged cabinet doors with center squeeze latches. All interior drawers with locking flush pull latches.
Light, stepwell - side doorway, 4" round Trucklite 44 LED with grommet mount.
Curbside squad bench shall include a sharps/trash drawer at the foot of the squad bench with a locking stainless steel flush pull latch. Containers should not rattle in the cut outs. The squad bench area at the head of the squad bench seat is to be extended ABS from the squad bench for future install of a LifePak Bracket. A Squad bench seat with two (2) EVS individual seating positions on the curb side of the patient compartment with (2) BLACK PRO4 harness style shoulder / seat belts. The headrest and backrest will be constructed of energy absorbing material. The seat bottom, backrest, and headrest shall be padded and covered with color coordinated, cushioned vinyl material. Boston style squad bench latch shall be used.
Install a left wall cabinet #7 below the forward section of the extended primary action area perdwg#5 dimensions and location. Cabinet will provide inside/outside access to OSS#2 and be enclosed by a set of sliding polycarbonate doors.

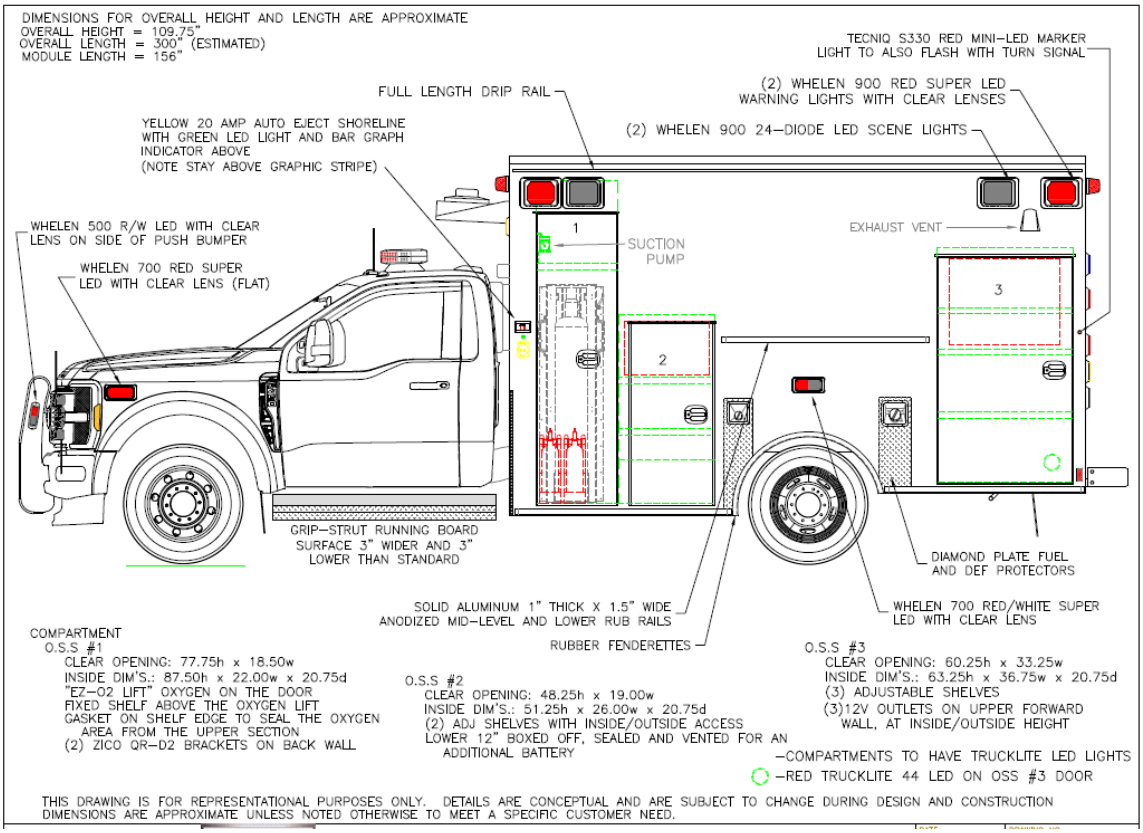
The upper forward left wall cabinet #3 has been modified (height and width) and shall be built per dwg. #5 dimensions. Cabinet is to have a center fixed divider with one (1) adjustable shelf on each side of the divider. Cabinet shall be enclosed by a set of sliding polycarbonate doors that are attached to a flip up restocking frame. Per dwg. #5. A strap will be added to the center to support the frame.
There shall be a vented radio cabinet located above the PDQ. This shall be for install of customer supplied radio equipment. To have large access holes going into compartment. Engineering to provide CAD layout of radio cabinet and streetside cabinets so wiring access and route can be approved by customer prior to build. Cabinet is to be built to match previous units. An access plate shall be installed to the radio cabinet and PDQ. The AVL panel shall be mounted to the left wall. The forward most wall towards the cab shall be left open with no closeout. Cabinet to have Medico key lock, chrome locking lever latch and Ridgeback LED strip light at the top.
ambulance manufacturer to supply and Install David Clark rubberized headset (P#43200G-01) in the patient module.
Install a left wall cabinet #6 under the extended primary action area counter per dwg#5dimensions and location. Cabinet shall contain one (1) adjustable shelf and be enclosed by aset of sliding polycarbonate doors.
The interior module over-the-shoulder bench seat belt webbing shall be BLACK Pro4.
Primary action area with, suction control, 125VAC/(2) 12VDC outlets, (2) oxygen outlets, bypass, and Control screen on a flat removable panel.
The SSCOR suction system shall be installed in the left wall primary action area counter top per drawing #5. Suction pump is to be mounted inside OSS #1 per drawing #3.
Install recessed aluminum countertop in the streetside action area modified in length per dwg. #5.
The customer supplied headset jack is to be installed forward under the ACP per drawings.
Install a locking/sliding window in the rear of the cab.
CABINET CONSTRUCTION - INTERIOR - ALUMINUM All interior cabinets shall be constructed of .090" thick welded aluminum.
CATCH, MAGNETIC - ADHESIVE BACK FOR INTERIOR DOOR(S) OVER 36 INCHES All interior doors that are over 36" inches tall with a latch on the top of the door shall have an adhesive back magnetic catch installed on the bottom of the door.
EMBLEMS / SIGNS - REAR PATIENT COMPARTMENT (2) "No Smoking / Oxygen Equipped / Fasten Seat Belts" signs: (1) sign installed in the cab, (1) above the oxygen outlets in the patient compartment street side cabinet.
FLOOR CONSTRUCTION- PATIENT COMPARTMENT, NON-WOOD COMPOSITE Sub-floor in the patient compartment: constructed of .125" thick aluminum over .125" and .190" thick reinforcing hat sections and mounting laterals, aluminum sub-floor covered with a 3/4" non-wood composite material, all corner molding, edging and trim anodized aluminum or stainless steel and sealed to prevent fluids from seeping under the cabinets.
FLOORING - COVE Patient compartment floor radius: coved with pre-formed floor coving material, installed behind the vinyl floor covering, along both the street side and curbside walls.
HEADLINER - REAR PATIENT COMPARTMENT Headliner in the patient compartment shall be one-piece, seamless, .090 thick aluminum finished with sprayed-on multi-use polychromatic coating.
HOLD OPENS FOR INTERIOR DOORS All interior cabinets with doors less than 6" tall shall have friction hinges as hold opens for door(s). Doors 6" and taller shall be designed using gas shocks as hold opens for the door(s).
PADDED EDGING PROTECTION Install: padded corner edging where necessary on exposed corners and edges in the patient compartment for patient and attendant protection.
ROUNDED INTERIOR CORNERS Interior vertical edges: rounded corners in the following locations: forward and aft edges of the CPR seat, the wall at the aft end of the squad bench, the partition opening cabinet edges and the upper front wall cabinet.
RECESSED ADJUSTABLE SHELF TRACK - CABINETS Install recessed adjustable shelf track in cabinets.
UPHOLSTERY - RENAISSANCE - STEEL BLUE #9214 All cushion, head pads and seating surfaces shall be covered with Spradling International "Renaissance" Steel Blue #9214
INTERIOR MODULE PADS Vinyl upholstered, foam cushioned head/back pads shall be installed as follows: the lower edge of the upper front wall cabinet (above the partition doorway or window), above the rear doors, above the side door, and on the street side wall behind and on each side of the CPR seat. The pads shall be covered with a flame-retardant color coordinated vinyl upholstery material.
LONPLATE II, NON-SLIP EMBOSSED SM. GRID - GUNMETAL #424 The floor in the patient compartment shall be covered with Lonseal brand "Lonplate II" non-slip; small grid (embossed) Gunmetal #424.
CABINET DOORS - CLEAR POLYCARBONATE All cabinet doors shall be clear polycarbonate material / installed in aluminum track lined with PPL inserts / An edge mounted aluminum handle shall be installed on each sliding cabinet door.
CABINETS/ WALLS - POLYCHROMATIC COATING - CAMILLE WHITE
COUNTER TOP, RECESSED ALUMINUM Install: 1.25" recessed aluminum countertop on the primary action area with all countertop work surfaces finished with multi-use poly-chromatic spray coating to match cabinets, prior to being clear coated.
COUNTERTOP - RECESSED ALUMINUM - POLYCHROMATIC SPRAY COATED Recessed countertop with MultiSpec color to match cabinets.

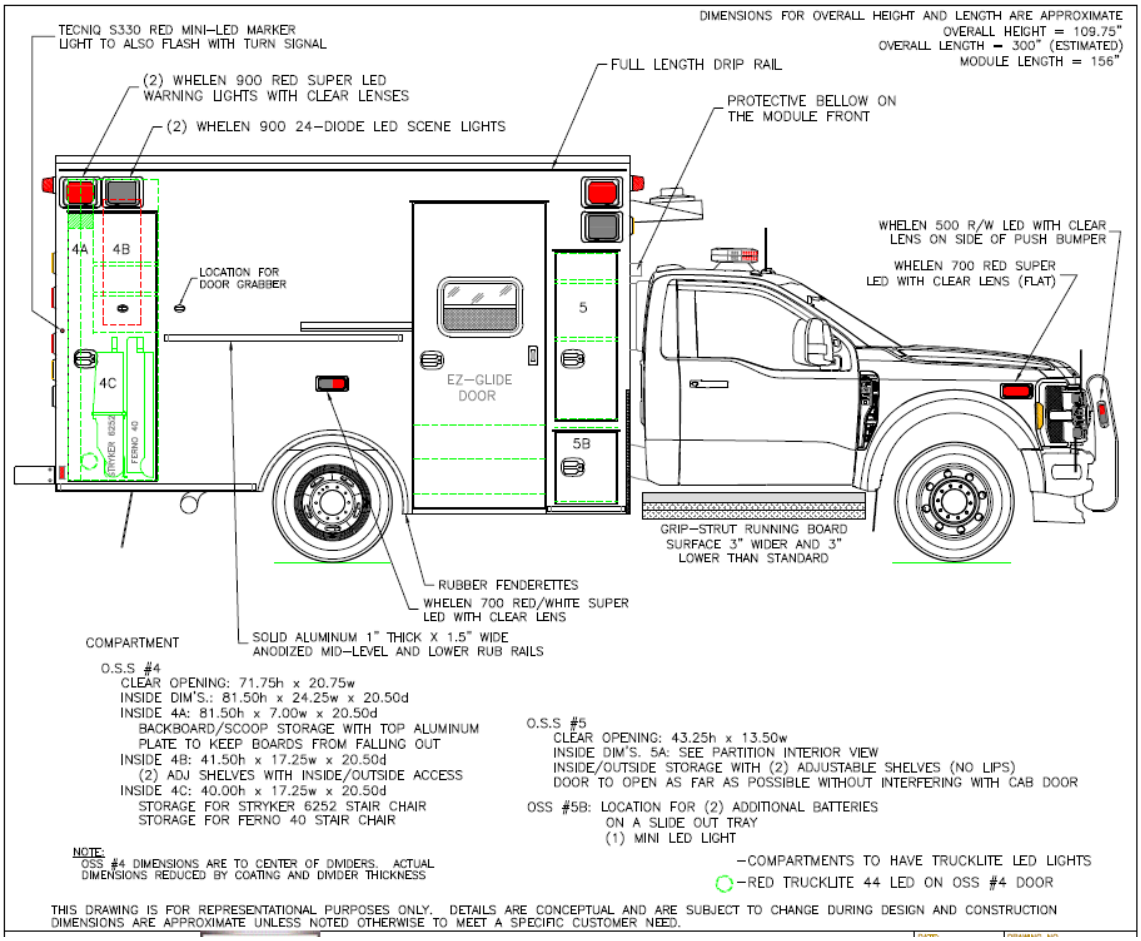
LATCHES, CABINET, CN10 COMPLIANT AS APPLICABLE - INCLUDING RADIO CABINET The ACP (attendant control panel) door, the PDQ (power distribution quarters) door, and the radio cabinet door shall be secured with chrome locking lever latches/ all remaining interior hinged cabinet doors with center squeeze latches/all interior drawers with locking flush pull latches.
SQUAD BENCH FACE - VINYL FLOORING MATERIAL The face of the squad bench shall be covered with vinyl flooring material.
SEATING - ATTENDANT - EVS HiBAC, SWIVEL BASE with PRO4 belting CN8 COMPLIANT A rear facing EVS HiBAC attendant seat shall be installed at the head of the patient cot. The seat shall be equipped with a sliding swivel base and PRO4 belting. The seat shall be padded and covered with color coordinated, cushioned vinyl.
(INACTIVE) HVAC - THE EVAPORATOR IS TIED-IN TO THE OEM AIR CONDITIONING SYSTEM, COOLING THE AIR OF THE PATIENT COMPARTMENT THROUGH THE VENTS (STANDARD SETUP) The air conditioning unit shall be tie-in to the OEM air conditioning system, cooling the air of the patient compartment through the outlets. The evaporator unit shall have a capacity of 580 CFM and cooling capacity of 30,000 BTU. The evaporator shall be installed in the patient compartment, in the upper front wall. It shall be accessible by removing the HVAC faceplate. Adjustable vents with manual closures are installed within the HVAC faceplate. The patient compartment HVAC system shall be controlled by the driver or the patient compartment attendant via the multiplex located in the front console or the rear switch panel. The patient compartment temperature shall be monitored by a thermostat incorporated in the multiplexing electrical system. Additional to the three (3) preprogramed speeds, an automatic mode shall be able to decide between heating, cooling and fan speed in function of the set temperature versus the patient compartment temperature. In order to achieve maximum efficiency and optimization of this system, the fans' speed shall be optimized via Pulse Width Modulation (PWM) to allow the heating and cooling system to run at its most effective speed. Adequate room for hose connections and hose lines shall be provided when installing HVAC components. The hoses shall be protected and insulated to optimize performance and longevity. Meets or exceeds AMD-012 testing.
(INACTIVE) HVAC - SINGLE COIL CONDENSER - 24,000 BTU A single coil condenser, 24,000 BTU Low Profile, shall be installed on the front of the module. The condenser shall be top center mounted with mounting brackets. Condenser and brackets are to be painted to match the module.
CONDENSER BRACKET TO BE FLAT DESIGN AND COLOR MATCH TO THE CONDENSER The condenser bracket shall be a flat designed, painted to match the condenser, mounted to the bulkhead of the module.
ASSIST HANDLES, (2) 'V-BARS', (4) HANDLES, STAINLESS STEEL, YELLOW ANTIMICROBIAL (6) stainless steel, yellow antimicrobial assist handles shall be provided: two (2) handles at the rear doorway, one (1) at the curbside doorway, and one (1) on the curbside door. Two (2) stainless steel, yellow antimicrobial V - Bars shall be located one (1) on each rear passage door.
DOOR PANELS - MODULE PASSAGE DOORS - FULL LENGTH ALUMINUM - W/ACCESS PANELS Interior rear and curbside passage door panels to be full length aluminum, Multi-Spec sprayed to match interior color and contain removable latch access panel per dwg. # 6 & # 8. (Total 3).
EXHAUST VENTILATOR, 3-SPEED - MULTIPLEX ELECTRIC SYSTEM Install: three-speed, 250 CFM (minimum) exhaust fan in the street side cabinet in the patient compartment, fan pulse width modulated from a switch on the attendant control panel control screen, exhaust system to have a louvered grille inside and a chrome vent outside, system vent through the side of the vehicle.
GLOVE DISPENSER - (3) BOX - ABOVE ENTRY DOOR - CURBSIDE (ABS) A three (3) - box glove dispenser unit, with a clear acrylic hinged access panel with three (3) cut-outs, shall be provided above the curbside entry door. A 1/4" turn latch will be installed on the face of the glove box access panel.
GLOVE DISPENSER - (3) BOX - ABOVE REAR DOORS (ABS) An ABS three (3) - box glove dispenser unit, with a clear acrylic hinged access panel with three (3) cut-outs, shall be recessed in the headpad above the rear entry doors.
GRAB RAILS, 1-1/4" DIAMETER, ANTI-MICROBIAL(YELLOW) 96" AND 64" Two (2) 1-1/4" diameter stainless steel, yellow Anti-microbial grab rails shall be installed on the ceiling of the patient compartment. One (1) 64" rail shall be located above and to the right of the cot and one (1) 96" rail shall be located above and to the left of the cot. The 96" grab rail will be attached to the ceiling with three (3) mounting brackets that secure it to the super structure of the module.
IV HANGERS - CEILING RECESSED - DUAL IV BAG HOLDER
OXYGEN OUTLET (2) LEFT WALL - OHIO MED - ACTION AREA Two (2) Ohio Medical flush mounted; quick release wall outlets shall be installed in the forward street side cabinet action area. Per dwg #5
OXYGEN OUTLET (1) RIGHT WALL - OHIO MED - HEAD END OF SEATING AREA One (1) Ohio Medical flush mounted; quick release wall outlet shall be installed in the right wall above the head end of the curbside seating area. Per dwg #6
OXYGEN OUTLET (1) CEILING - OHIO MED - ABOVE HEAD OF COT One (1) Ohio Medical flush mounted; quick release oxygen outlet shall be installed in the ceiling per drawing #9.
FLOW METER, OXYGEN - THORPE STYLE One (1) Thorpe style oxygen flow meter (15LPM) shipped loose with the completed vehicle.
STAINLESS STEEL WALL PROTECTION - INTERIOR STREETSIDE A brushed stainless steel panel shall be provided on the street side wall from the bottom of the CPR seat.
Clarification: Attendant seat is to be with Integral child seat 50-50-0103.
Change: Move arm rests on the center console forward 2"
Additional Patient Compartment Items
Install a 3.3 qt. sharps container recessed in the action area counter per dwg#5. The container shall have an acrylic lid, lid shall have a drop in area and shall flip up to replace the container. The drop in hole shall not be larger than the opening for the sharps container, sharps shall not be able to fall past the sharps container. There shall be no spacer and opening shall be flush with lid.

Net, Squad Bench - yellow shall be installed at the head of the squad bench. Attendant seat to be centered with with the cot and shall be moved forward to allow 9.45" from the face of the seat in neutral position to the head of the cot, per drawing.
Paint / Graphics
Door reflectivity on the inside of each rear door is to be orange and white.
Rear of the unit to have a "KEEP BACK 300 FEET" label mounted to rear kick plate mounted on a stainless steel panel. Reference 9834-36.
Caution and trip hazard signs to be installed per drawing 5&7.Alternating black / yellow grip tape to be installed at rear threshold.
Orange/White Reflexite chevron striping 6" wide inverted "V" shall be installed on the bottom one-half of the module rear. Chevron shall be positioned from the bottom of the passage door windows, to the bottom of the module
Graphics are to be per attached layout. License plate numbers are to be customer supplied/installed. Ambulance manufacturer is to install the Star of Life and "Boston EMS" on the roof. The "Boston EMS" and number on the module roof was moved 4" towards the front of the module during the build for the previous set of units. Reverse height on front of the box in red on both sides, visible in the DRIVER mirror.
PAINT PROCEDURE All non-anodized aluminum module body surfaces: completely chemically steam cleaned, filled with premium body filler as needed, sanded smooth and primed with an epoxy primer and then primed again with a high solid primer, cured primer surfacer shall be DA sanded with 320 grit and cleaned. A high solid primer shall then be applied, where needed, as a sealer.
STANDARDS AND SPECIFICATIONS FOR VEHICLE PAINT APPEARANCE
BUFFING, PAINT - MODULE The paint on the module sides shall be buffed to a high shine using a recommended paint buff system.
PAINT MODULE - OEM PAINT PLUS CLEAR COAT White
REFLECTIVE - DOOR REFLECTIVITY Install reflective material (25" x 2.5" red/white chevron style), on the lower interior panel of each rear door and hinged side door. NOTE: If a sliding side door is provided, install a 1.50" x 40.00" white reflective stripe on the rear facing edge. If rear doors have chevrons installed, this reflective material is not required.
STARS OF LIFE LETTERING ONLY PACKAGE-INSTALLED KKK stars of life and lettering package to be installed
Vehicle Manuals
VEHICLE MANUALS (1) PACKAGE SET One (1) Delivery Manual Package shall be supplied with the vehicle and shall include the following items: Ambulance manufacturer parts, service, and operation manuals, OEM chassis owner's guide, complete 12 VDC and 125 VAC wiring schematics for all included standard and optional systems, Multiplex Electrical system programming - electronic media
STATEMENT OF LIMITED WARRANTY NEW AMBULANCES


DIMENSIONS ARE APPROXIMATE
OVERALL HEIGHT = 112"
OVERALL WIDTH WITH RUB RAILS & FENDERETTES = 98"
FULL-WIDTH DRIP RAIL ON THE ROOF
(5) WHELEN 600 SUPER LED WITH CLEAR LENSES WHITE / RED / WHITE / RED / WHITE
(5) TECNIQ S330 AMBER MINI-LED MARKER LIGHTS
(2) WHELEN 600 RED ROTOBEAM WARNING LIGHTS WITH CLEAR LENSES
HOSELINE TMC2007 AUX AC CONDENSER
(2) WHELEN PIONEER PCPSM2C 12-VOLT SURFACE MOUNT COMBINATION SPOT/FLOODLIGHT WITH CHROME FLANGE
WHELEN 600 AMBER LED TURN ARROWS WITH CLEAR LENSES
RAIN GUARDS OVER CAB WINDOWS
55" WHELEN FREEDOM IV DUO WCX LED LIGHTBAR WITH (10) RED/WHITE DUO FORWARD FACING LIGHTS AND (2) RED/WHITE DUO CORNER LIGHTS. ALL LIGHTS TO HAVE CLEAR LENSES; TO HAVE (2) TIR6 ALLEY LIGHTS; (1) ON EACH SIDE
WELDON 8080 RED/CLEAR DOME LIGHT OVER EACH CAB SEAT
LOCKING, SLIDING WINDOW IN CAB
(2) ANTENNAS IN FRONT OF LIGHT BAR
OEM POWER ADJUSTABLE MIRRORS
BUMPER POLES
(4) WHELEN ION SERIES RED-UPPER, WHITE-LOWER SUPER LED LIGHTS WITH CLEAR LENSES MOUNTED TO GRILLE GUARD
FLASHING HEADLIGHTS W/ DAYTIME RUNNING LIGHTS
WHELEN SA314B SIREN SPEAKERS MOUNTED TO THE PUSH BUMPER
JUMP-START SYSTEM CONNECTION POINT
SETINA MANUFACTURING PB-400 PUSH BUMPER WITH BLACK FINISH
WHELEN HOWLER SIREN SPEAKER SYSTEM


DIMENSIONS FOR OVERALL HEIGHT AND LENGTH ARE APPROXIMATE
OVERALL HEIGHT = 109.75"
OVERALL WIDTH WITH RUB RAILS & FENDERETTES = 98"
(1) WHELEN 600 AMBER SUPER LED WARNING LIGHT WITH CLEAR LENS
(2) WHELEN 600 CLEAR LED LOAD LIGHTS
(2) WHELEN 600 BLUE SUPER LED WARNING LIGHTS WITH CLEAR LENSES
FULL-WIDTH DRIP RAIL ON THE ROOF
(2) WHELEN 600 RED ROTOBEAM WARNING LIGHTS WITH CLEAR LENSES
(5) TECNIQ S330 RED MINI-LED MARKER LIGHTS
(2) WHELEN 600 RED SUPER LED WARNING LIGHTS WITH CLEAR LENSES
SLIDING REAR WINDOWS
GRAINGER REAR VIEW CAMERA
WHELEN 600 BLUE SUPER LED WARNING LIGHT WITH CLEAR LENS
WHELEN 600 AMBER SUPER LED WARNING LIGHT WITH CLEAR LENS
WHELEN 600 RED SUPER LED WARNING LIGHT WITH CLEAR LENS W/BRAKE OVERRIDE
WHELEN 600 RED SUPER LED WARNING LIGHT WITH CLEAR LENS W/BRAKE OVERRIDE
(1) EACH SIDE, WHELEN 600 LED BRAKE/TAIL, 600 LED TURN 600 LED BACK-UP
TOP/BOTTOM DOOR GRABBERS
RECESSED LICENSE PLATE HOLDER WITH DUAL LED LIGHTS AND A HIDDEN UNLOCK SWITCH
KEEP BACK 300 FEET
"KEEP BACK 300 FEET" ON STAINLESS STEEL PANEL MOUNTED TO REAR THRESHOLD
DOCK BUMPERS
MUD FLAPS
INDEPENDENT BUMPER WITH GRIP-STRUT FLIP-UP CENTER STEP AND COT PROTECTOR ON STEP EDGE. TOW HOOKS LOCATED BELOW STEP/BUMPER.
LIQUID SPRING REAR SUSPENSION
THIS DRAWING IS FOR REPRESENTATIONAL PURPOSES ONLY. DETAILS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE DURING DESIGN AND CONSTRUCTION
DIMENSIONS ARE APPROXIMATE UNLESS NOTED OTHERWISE TO MEET A SPECIFIC CUSTOMER NEED.


DIMENSIONS FOR OVERALL HEIGHT AND LENGTH ARE APPROXIMATE
OVERALL HEIGHT = 109.75"
OVERALL LENGTH = 300" (ESTIMATED)
MODULE LENGTH = 156"
TECNIQ S330 RED MINI-LED MARKER LIGHT TO ALSO FLASH WITH TURN SIGNAL
FULL LENGTH DRIP RAIL
(2) WHELEN 900 RED SUPER LED WARNING LIGHTS WITH CLEAR LENSES
(2) WHELEN 900 24-DIODE LED SCENE LIGHTS
YELLOW 20 AMP AUTO EJECT SHORELINE WITH GREEN LED LIGHT AND BAR GRAPH INDICATOR ABOVE (NOTE STAY ABOVE GRAPHIC STRIPE)
WHELEN 500 R/W LED WITH CLEAR LENS ON SIDE OF PUSH BUMPER
WHELEN 700 RED SUPER LED WITH CLEAR LENS (FLAT)
SUCTION PUMP
EXHAUST VENT
1
2
3
GRIP-STRUT RUNNING BOARD SURFACE 3" WIDER AND 3" LOWER THAN STANDARD
DIAMOND PLATE FUEL AND DEF PROTECTORS
SOLID ALUMINUM 1" THICK X 1.5" WIDE ANODIZED MID-LEVEL AND LOWER RUB RAILS
WHELEN 700 RED/WHITE SUPER LED WITH CLEAR LENS
RUBBER FENDERETTES
COMPARTMENT
O.S.S #1
CLEAR OPENING: 77.75h x 18.50w
INSIDE DIM'S.: 87.50h x 22.00w x 20.75d
"EZ-O2 LIFT" OXYGEN ON THE DOOR
FIXED SHELF ABOVE THE OXYGEN LIFT
GASKET ON SHELF EDGE TO SEAL THE OXYGEN AREA FROM THE UPPER SECTION
(2) ZICO QR-D2 BRACKETS ON BACK WALL
O.S.S #2
CLEAR OPENING: 48.25h x 19.00w
INSIDE DIM'S.: 51.25h x 26.00w x 20.75d
(2) ADJ SHELVES WITH INSIDE/OUTSIDE ACCESS
LOWER 12" BOXED OFF, SEALED AND VENTED FOR AN ADDITIONAL BATTERY
O.S.S #3
CLEAR OPENING: 60.25h x 33.25w
INSIDE DIM'S.: 63.25h x 36.75w x 20.75d
(3) ADJUSTABLE SHELVES
(3)12V OUTLETS ON UPPER FORWARD WALL, AT INSIDE/OUTSIDE HEIGHT
-COMPARTMENTS TO HAVE TRUCKLITE LED LIGHTS
-RED TRUCKLITE 44 LED ON OSS #3 DOOR
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TECNIQ S330 RED MINI-LED MARKER LIGHT TO ALSO FLASH WITH TURN SIGNAL
DIMENSIONS FOR OVERALL HEIGHT AND LENGTH ARE APPROXIMATE
OVERALL HEIGHT = 109.75"
OVERALL LENGTH = 300" (ESTIMATED)
MODULE LENGTH = 156"
(2) WHELEN 900 RED SUPER LED WARNING LIGHTS WITH CLEAR LENSES
(2) WHELEN 900 24-DIODE LED SCENE LIGHTS
FULL LENGTH DRIP RAIL
PROTECTIVE BELLOW ON THE MODULE FRONT
WHELEN 500 R/W LED WITH CLEAR LENS ON SIDE OF PUSH BUMPER
WHELEN 700 RED SUPER LED WITH CLEAR LENS (FLAT)
4A
4B
4C
LOCATION FOR DOOR GRABBER
EZ-GLIDE DOOR
5
5B
GRIP-STRUT RUNNING BOARD SURFACE 3" WIDER AND 3" LOWER THAN STANDARD
RUBBER FENDERETTES
WHELEN 700 RED/WHITE SUPER LED WITH CLEAR LENS
SOLID ALUMINUM 1" THICK X 1.5" WIDE ANODIZED MID-LEVEL AND LOWER RUB RAILS
COMPARTMENT
O.S.S #4
CLEAR OPENING: 71.75h x 20.75w
INSIDE DIM'S.: 81.50h x 24.25w x 20.50d
INSIDE 4A: 81.50h x 7.00w x 20.50d
BACKBOARD/SCOOP STORAGE WITH TOP ALUMINUM PLATE TO KEEP BOARDS FROM FALLING OUT
INSIDE 4B: 41.50h x 17.25w x 20.50d
(2) ADJ SHELVES WITH INSIDE/OUTSIDE ACCESS
INSIDE 4C: 40.00h x 17.25w x 20.50d
STORAGE FOR STRYKER 6252 STAIR CHAIR
STORAGE FOR FERNO 40 STAIR CHAIR
NOTE:
OSS #4 DIMENSIONS ARE TO CENTER OF DIVIDERS. ACTUAL DIMENSIONS REDUCED BY COATING AND DIVIDER THICKNESS
O.S.S #5
CLEAR OPENING: 43.25h x 13.50w
INSIDE DIM'S. 5A: SEE PARTITION INTERIOR VIEW
INSIDE/OUTSIDE STORAGE WITH (2) ADJUSTABLE SHELVES (NO LIPS)
DOOR TO OPEN AS FAR AS POSSIBLE WITHOUT INTERFERING WITH CAB DOOR
OSS #5B: LOCATION FOR (2) ADDITIONAL BATTERIES ON A SLIDE OUT TRAY
(1) MINI LED LIGHT
-COMPARTMENTS TO HAVE TRUCKLITE LED LIGHTS
-RED TRUCKLITE 44 LED ON OSS #4 DOOR
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