

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Confederated Tribes of Warm Springs

Lead Agency Authorized to Act on Behalf of the Beneficiary Warm Springs Tribal Administration Department
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	Class 4-7 Local Freight Trucks (Medium Trucks)
Beneficiary's Project ID:	Fire/Rescue Apparatus Replacement
Funding Request No.	<i>(sequential)</i> 1
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>Gov't owned, 100% Replacement Class 7 w/new Diesel</u>
Action Type	<input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal):
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): Scrap Class-7, 2005 International Diesel (VIN 1HTMKADN55H682909), and replace with New Class 7 Fire/Rescue Apparatus. (See Attached Addendum)	
Estimate of Anticipated NOx Reductions (5.2.3): 70% NOx Reductions. (See Also Attached Addendum)	
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1): Secretary-Treasurer/CEO, Confederated Tribes of Warm Springs	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). Publication: Spilyay Tymoo Tribal Newspaper; Published on-line: http://www.kwso.org ,	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). N/A	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). No Federal Agency expressed interest since Tribe became a beneficiary pursuant to 4.2.8.	

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

See Attached Addendum.

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- | | | |
|-------------------------------------|--------------|--|
| <input checked="" type="checkbox"/> | Attachment A | Funding Request and Direction. |
| <input checked="" type="checkbox"/> | Attachment B | Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4). |
| <input checked="" type="checkbox"/> | Attachment C | Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11). |
| <input checked="" type="checkbox"/> | Attachment D | Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.] |
| <input type="checkbox"/> | Attachment E | DERA Option (5.2.12). [Attach only if using DERA option.] |
| <input type="checkbox"/> | Attachment F | Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.] |

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary Confederated Tribes of Warm Springs, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: August 25, 2020

Russell J. Graham/Tribal Sanitarian

[NAME]

[TITLE]

SIGNATURE: Russell J. Graham

Warm Springs Administration Department

[LEAD AGENCY]

for

Confederated Tribes of Warm Springs

[BENEFICIARY]

[SAMPLE ATTACHMENT B - USE OF THIS FORMAT IS NOT MANDATORY]

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES

Milestone	Date
Lead Agency Provides Notice of Availability of Mitigation Action Funds	6/29/2020
Project Sponsor Submits Proposal to Lead Agency	7/6/2020
Lead Agency Provides Written Approval of Project Sponsor's Proposal	7/10/2020
Lead Agency Incorporates Project Sponsor's Proposal into Mitigation Plan	
Trustee Acknowledges Receipt of Project Certification and Funding Direction	8/26/2020
Trustee Allocates Share of Funds for Approved Project	11/12/2020
Lead Agency Directs Funding (Advance Funded Projects)	
Project Sponsor Obtains Cost Share, Notifies or Certifies to Lead Agency	
Project Sponsor Enters into Contracts, Purchase Orders, etc. - Start	11/16/2020
Project Sponsor Enters into Contracts, Purchase Orders, etc. - Complete	5/1/2021
Project Installation(s) - Start	
Project Installation(s) - Complete	
Project Sponsor provides detailed invoices for all claimed project costs, documentation for emission reduction estimates, required certification documents to Lead Agency to support direction to Trustee for Payment (Reimbursement, Direct-to-Vendor) or final accounting (Forward Funded Projects)	-
Lead Agency completes review and certifies payment direction to Trustee (Reimbursement)	5/10/2021
Trustee Acknowledges Receipt of Direction for Payment(s) (Advance Funded, Reimbursement)	-
Project Sponsor Certifies Project Completion	
Lead Agency Reports Project Completion	6/1/2021

PROJECT BUDGET

Period of Performance: 3rd Funding Cycle

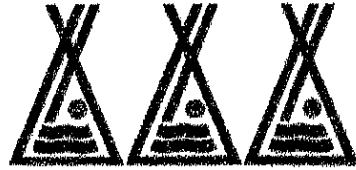
Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Cost-Share, if applicable (Entity #1)	Cost-Share, if applicable (Entity #2)
1. Equipment Expenditure	\$ 248,116.00	\$ 248,116.00	\$ 0	\$ 0
2. Contractor Support <i>(Provide List of Approved Contractors as Attachment with approved funding ceilings)</i>	\$	\$	\$	\$
3. Subrecipient Support <i>(Provide List of Approved Subrecipients or Grant Awardees as Attachment with approved funding ceilings)</i>	\$	\$	\$	\$
4. Administrative ¹	\$ 4884.00	\$ 4884.00	\$	\$
Project Totals	\$ 253,000.00	\$ 253,000.00	\$ 0	\$ 0
Percentage	100 %	100 %	0 %	0 %

¹ Subject to Appendix D-2 15% administrative cap.

PROJECTED TRUST ALLOCATIONS:

	2017	2018	2019	2020	2021
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$	\$	\$	\$ 253,000.00	\$
2. Anticipated Annual Cost Share	\$	\$	\$	\$ 0	\$
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$	\$	\$	\$ 253,000.00	\$
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$	\$	\$	\$ 0	\$
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$	\$	\$	\$ 253,000.00	\$
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$	\$	\$	\$ 253,000.00	\$
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$	\$	\$	\$	\$
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$	\$	\$	\$	\$

THE CONFEDERATED TRIBES OF THE WARM SPRINGS RESERVATION OF OREGON

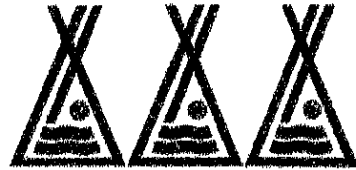


Warm Springs, Oregon 97761 / 541 553-1161

Projected Budget

Third Funding Cycle

<u>Budget Element/Description</u>	<u>Total Cost</u>	<u>Tribal Share</u>	<u>Trust</u>
Project Administration			
-Office Supplies/Mailing	\$100.00	\$0.00	\$100.00
-Salvage/Demo Old Fire/Rescue	\$4000.00	\$0.00	\$4000.00
-Insurance / Licensing / Title	\$784.00	\$0.00	\$784.00
Replacement Vehicle			
-2021 Ford F550 Fire/Rescue	\$198,116.00	\$0.00	\$198,116.00
-Replacement Rescue Tools	\$25,000.00	\$0.00	\$25,000.00
-Lights / Radio / Operational Equip.	\$25,000.00	\$0.00	\$25,000.00
Total:	\$253,000.00	\$0.00	<u>\$253,000.00</u>



Warm Springs, Oregon 97761 / 541 553-1161

2020 VW Settlement

August 2020

Addendum to D-4

5.2.2 Detailed Description of Mitigation Action Item, Including Community and Air Quality Benefits

The Confederated Tribes of Warm Springs Identified one eligible Tribal Government owned diesel-vehicle eligible for mitigation action under the 3rd Funding Cycle of the VW Settlement. The existing diesel vehicle is a 2005 fire/rescue apparatus serves the entire Warm Springs Indian Reservation of Oregon. This fire/rescue vehicle is used daily for structural highway crashes and technical extrication rescues, fires, wildland fires, urban-wildland fire interface, Emergency Medical Services, and swift-water rescue operations on the Deschutes River and Metolius River that outline the eastern and southern borders of the Warm Springs Indian Reservation. This vehicle has reached near the end of serviceable life expected for such a vehicle in such harsh daily operating conditions.

<u>Year</u>	<u>Make</u>	<u>Description</u>	<u>VIN</u>
2005	International	Class 7 Fire/Rescue Apparatus	1HTMKADN55H682909

The Class 7, 2005 diesel fire/rescue will be replaced with a new more efficient 2020/2021 Class 7 fire/rescue vehicle. The old fire/rescue apparatus shall be "scrapped," pursuant to the requirements of the VW Settlement: "large hole in the engine block, and the chassis be cut at the vehicle frame rails in-half." The timing of this replacement is critical as wildland fires and Coronavirus are greatly affecting the Warm Springs Indian Reservation, and the old fire/rescue is becoming less reliable.

The environmental benefits for replacing the 2005 Class 7 diesel fire/rescue will result in a 70% reduction of NOx emissions, and a 90% reduction of PM _{2.5}. The new replacement fire/rescue apparatus will also be able to carry newer and more efficient rescue tools, increased capacity to carry Advanced Life-Saving equipment, and slightly more water capacity to handle rapid attack for vehicle fires and brush fires.

CLARIFICATION:

The old fire/rescue apparatus to be scrapped shall have at least a 3-inch hole or larger drilled into the engine block.

Addendum to D-4, continued

5.2.3 Estimated NOx Reductions.

The Diesel Emissions Quantifier (DEQ) provided by the Environmental Protection Agency (EPA) estimates the **NOx Emissions reductions** to be at least **70%** by scrapping the old 2005 Class-7 fire/rescue with a new 2020/2021 Class-7 diesel fire/rescue apparatus.

The DEQ projects that **reductions of 90% of PM_{2.5}** will have benefits include the reduction of premature mortality, chronic bronchitis, asthma attacks, non-fatal heart attacks, and other health problems. The dollar values are based on studies used by EPA when estimating the health benefits of environmental rules.

Please see the EPA DEQ data attached to this addendum.

5.2.7.1 Identification of the Government Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law

Pursuant to the Constitution and By-Laws of the Confederated Tribes of Warm Springs of Oregon, the Secretary-Treasurer/Chief Executive Officer of the Tribe is the entity responsible for reviewing and auditing mitigation actions and financial information.

5.2.7.2 Describe how the Beneficiary will make documentation publicly available?

The Confederated Tribes of Warm Springs shall maintain all documentation available pursuant requirements in the Tribal Constitution and By-Laws, all applicable regulations and laws governing financial data and personally identifiable information, and requirements of the VW Settlement.

The Confederated Tribes of Warm Springs shall publish information concerning the VW Settlement through the Tribal Newspaper the Spilyay Tymoo, the Tribe's public Website <http://www.kwso.org>, and shall provide all applicable and required documentation to the VW Settlement Trust as required. The Confederated Tribes of Warm Springs shall also respond to request for information within ten business days of receipt.

- 5.2.8 Describe any cost-share requirement to be placed on each NOx source proposed to be mitigated.

As proposed and budgeted, there are no anticipated cost-share requirements for this section.

- 5.2.9 Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice of U.S. Government Agencies.

Since the Confederated Tribes of Warm Springs was identified as a Beneficiary of the VW Trust Settlement, no Federal Government Entity or Agency has contacted the Tribe, nor has any Federal Government Entity or Agency objected to the Tribe's status as a Beneficiary of the VW Trust Settlement.

- 5.2.10 If applicable, describe how the mitigation action will mitigate the impacts of NOx emission on communities that have historically borne a disproportionate share of adverse impacts of such emissions.

Presently, there is no method to fully quantify how NOx emissions have directly impacted the Warm Springs Indian Reservation, or members of the Tribe; however, it is believed the burden of such emissions maybe significant because of the disproportionate number of vehicles that cross the Warm Springs Indian Reservation along U.S. Highway 26. NOx and Particulate Matter from this highly are believed to contribute a burden to overall impact of the health of the environment, cultural foods and game, and are likely to impact residents that live in immediate proximity to Highway 26.

The reduction of NOx and PM_{2.5μ} of the proposed vehicle replacement may seem small; however, the impact to the community is significant in providing meaningful safety, fire protection, and rescue services to all members of the Reservation and the many thousands of motorists that travel Highway 26 through the Reservation on a weekly basis. The demonstrated reduction of NOx of 70% will have benefits for when the fire/rescue truck responds in the community, as this type of application typically requires extensive idling periods to pump water, or standby during a wreck or other emergency; whereas before emissions likely have contributed significantly to the overall environmental impact in the smaller communities of the Reservation.

Emission Results and Health Benefits for Project: Fire Apparatus

Emission Results

Here are the combined results for all groups and upgrades entered for your project.¹

<u>Annual Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline for Upgraded Vehicles/Engines	0.551	0.054	0.090	0.320	78.8	7,000
Amount Reduced After Upgrades	0.386	0.049	0.081	0.272	0.0	0
Percent Reduced After Upgrades	70.0%	90.0%	90.0%	85.0%	0.0%	0.0%

Lifetime Results (short tons)²

Baseline for Upgraded Vehicles/Engines	0.551	0.054	0.090	0.320	78.8	7,000
Amount Reduced After Upgrades	0.386	0.049	0.081	0.272	0.0	0
Percent Reduced After Upgrades	70.0%	90.0%	90.0%	85.0%	0.0%	0.0%

Lifetime Cost Effectiveness (\$/short ton reduced)

Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost Effectiveness ⁴ (includes all project costs)	\$474,861	\$3,741,511	\$2,262,550	\$673,960	\$0	\$0

¹ Emissions from the electrical grid are not included in the results.

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

Remaining Life

apparatus: Municipal | Short Haul - Single Unit | Class 6-7 (Other)
Selective Catalytic Reduction + Diesel Particulate Filter

1 year

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Warm Springs, Oregon 97781 / 541 563-1161



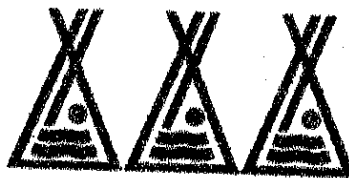
Attachment C

5.2.11 Plan for Reporting on Eligible Mitigation Action Implementation

The Confederated Tribes of Warm Springs Tribal Administration Department shall provide reports to the Trustee in Eligible Mitigation Action Implementation at six-months—roughly the time period to enter contracts, submit purchase requisitions, and through the final construction and delivery of the new replacement Class-7 Fire/Rescue apparatus. Based on production schedules, it is anticipated—if there are no issues with production—the replacement should be ready prior to May 1, 2021. If the project is completed prior to May 1, 2021, the report submission will be submitted as the Final Report. If the project is not completed by May 1, 2021, the next report to the Trustee shall be submitted on or before July 30, 2021.

All reports shall include all actions taken by the Tribe, detailed budget and expenditures, project costs, and required certification documents submitted to the Trustee.

THE CONFEDERATED TRIBES OF THE WARM SPRINGS RESERVATION OF OREGON



Warm Springs, Oregon 97701 / 541 535-1161

Attachment D

5.2.6 Cost Estimates

Replacement Fire/Rescue Apparatus

Cost estimates exceeding \$25,000.00 incorporated as part of this attachment. In summary, the only expenditure projected to exceed \$25,000.00 is the base cost to replace the 2005 International, Class-7 Diesel, Fire/Rescue Apparatus with a new 2020/2021 Class-7, Diesel Fire/Rescue Apparatus. The cost for the replacement Fire/Rescue apparatus is **\$198,116.00**.

Additional expenditures to replace the 2005 Class-7 shall be required; however, individual costs of these elements shall not exceed \$25,000.00. Expenditures necessary to 100% replace the 2005 International Class-7 Diesel, Fire/Rescue shall be documented and reported accordingly in the Reporting Schedule outlined in Attachment C.

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A Division
of Vimar
Equipment

August 18, 2020
Confederated Tribes of Warm Springs
1233 Veterans Street
Warm Springs, Oregon 97761

Respected Ladies & Gentlemen:

True North Emergency Equipment, in partnership with and on behalf of Maintainer Custom Bodies is pleased to submit this proposal to furnish your Department one (1) New Light Rescue and Equipment, featuring a new 2021 Ford F550 Crew Cab 4x4 Cab & Chassis as listed in the attached proposal specifications and documents provided.

"PROPOSAL PRICES BELOW"

-One (1) New Light Rescue and Equipment, featuring a new 2021 Ford F550 Crew Cab 4x4 Cab & Chassis* **\$198,116.00**

*Note 2021 Chassis Pricing has not yet been released so the above proposal price is subject to change depending upon new chassis pricing.

- Payment will be due at the time the unit leaves the factory in the amount of 95% of the contract price. The remaining 5% will be due and payable at the time of acceptance at the fire department, normally within thirty (30) days after delivery.
- Applicable Tax and Licensing Fees are not included and are to be paid by the purchaser at the time of delivery.
- Proposal costs listed above includes delivery of the completed unit to your agency.
- Proposal costs listed above includes the proposed Generator and associated items.
- A factory approved delivery engineer will be provided by True North to properly demonstrate the operation, maintenance and care of the unit at the time of delivery.
- Factory travel inspection trip costs are not included and are to be paid by the purchaser at the time of the inspection trip.

True North thanks the Confederated Tribes of Warm Springs for your interest and you can rest assured you will be purchasing a very high-quality apparatus, designed with safety, ease of operation and maintenance in mind.

MAINTAINER CUSTOM BODIES

Located in Rock Rapids, Iowa, MCB has been in continuous operations since 1976, with origins as Cayel Craft Ambulances which, for over a decade, manufactured industry leading Ambulances to the EMS marketplace.

Years later, with a change in ownership, Cayel Craft became Amtech Emergency Products which continued manufacturing "top of the line" Ambulances but also added custom manufactured Rescue and Specialty to its product line-up.



7445 Lowland Dr., Burnaby, British Columbia V5J 5A8 – Office 604-430-4274 Fax 604-439-7926
3150 SE Century Blvd, Suite 100, Hillsboro, Oregon 97123 – Office 800-780-4951 Fax 503-848-0848
3707B 124th Street NE, Suite 5B, Marysville, Washington 98271 – Office 360-653-7844 Fax 360-653-7922

With changes in the marketplace, Amtech Emergency Products shifted its primary focus from the ambulance market to a sole vision on Rescue and Specialty Vehicles and to better accomplish this mission, changed the company name to Rescue Vehicles of Iowa (RVI). With hundreds of Rescue Vehicles sold and delivered under the RVI badge, the owners sought retirement and sold the company thus becoming Maintainer Custom Bodies, INC.

MCB has continued the tradition of manufacturing the finest Emergency Vehicles available in the Fire and Emergency Service Industry. We have added new products to the product mix such as Quick Attack vehicles, Wet Rescues, Mini Rescue Pumpers/Pumpers, and full vehicular refurbishment services. Join the thousands of customers who have purchased MCB products over the years and see why MCB continues to lead the industry in quality and value,

TRUE NORTH EMERGENCY EQUIPMENT INC.

True North Emergency Equipment (A Division of Vimar Equipment Ltd.) has been in business selling and servicing municipal equipment for over 30 years. True North offers complete line of Fire Apparatus and Emergency Vehicles, from Mini Pumpers to Aerial Ladders. We operate from the following locations; Hillsboro, OR/Marysville, WA/Burnaby, BC.

True North is proud to partner with the highest quality manufacturers in the Emergency Response Industry, including; Spartan Emergency Response, SVI Trucks, Danko Emergency Equipment, MCB Trucks, Wheeled Coach and Road Rescue Ambulances.

WE ARE COMMITTED TO YOU AND YOUR COMMUNITY - YOUR PARTNER IN FIRE PROTECTION

True North Emergency Equipment and our suppliers are committed to you and your community with hundreds of satisfied customers throughout the region. We strongly support the Fire Service in our region through our support of the following organizations; Washington, Oregon and Alaska State Fire Chiefs Associations; Washington, Oregon and Alaska State Fire Commissioners/Directors Associations; Washington and Oregon State Fire Mechanics Associations, Washington, Oregon and Alaska State Fire Training Associations; We also support number of other local Fire & EMS based organizations in their efforts to promote fire & life safety and training throughout our territory.

SINGLE SOURCE WARRANTY PROVIDER

True North Emergency Equipment is committed to being your "single source warranty provider". Our motto is "one call does it all". What this means is that you need only call our service team (regardless of chassis, body or other component warranty) and we'll take care of the rest. While we, like all others, are not a warranty center for certain components of your apparatus, we will coordinate all warranty work during the first year of the warranty period. Copies of all standard warranties are included in our proposal, and all warranties provided by any accessory manufacturer will be provided to the purchaser at the time of completion and delivery.



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TRUE NORTH EMERGENCY EQ. SERVICE & VALUE ADDED BENEFITS

True North Emergency Equipment is committed to service; therefore, we offer pickup and return of your apparatus to and from your department during the first-year of the warranty period, in the event we are unable to perform warranty service "On Site", leaving your most valuable resource, your people, in your area to serve your customers.

We can also offer mobile service at your location on an "on call" basis and will also contract with your in-house shop (if so equipped) to facilitate the quickest repairs possible. Our service locations are;

- **Hillsboro Oregon Sales & Service Facility:** 3150 SE Century Blvd., Suite 100, Hillsboro, OR. 97123
- **Washington Sales & Service Facility:** 3707B 124th Street NE, Suite 5B, Marysville, WA. 98271
- **Burnaby, BC Sales & Service Facility:** 7445 Lowland Drive, Burnaby, BC, V5J 5A8

True North service support is delivered by our skilled technicians equipped with the latest technology to serve you. We ensure that our customers have access to knowledgeable staff who know the products we sell & service inside out and are qualified to offer the best advice and support possible.

In effort to provide the best service possible, True North is committed to stocking a wide variety of parts and components that are common on our apparatus and all parts proposed shall be available for a minimum of 20 years from the time of delivery, subject to conditions beyond our control.

Again, we would like to thank your agency for considering our proposal, and we look forward to working with you on this important project. Feel free to contact myself or Josh Larson, our Inside Sales Support Coordinator, if you have any questions regarding our proposal.

Respectfully Submitted,

Randy Miles
Territory Manager
True North Emergency Equipment



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CONTRACT

THIS CONTRACT (purchase agreement) is made by and between True North Emergency Equipment hereinafter referred to as "Seller" and Confederated Tribes of Warm Springs hereinafter to as "Customer". This Contract will not become binding upon Seller until it is executed by an officer of Seller, and the effective date of the Contract ("Effective Date") will be the date that the Seller's officer executes the Contract. The parties hereby agree as follows:

- (1) Subject to the terms of this Contract, Seller shall furnish, and Customer shall purchase, One (1) MCB Stock Unit #197357 Light Rescue Apparatus & Equipment ("Apparatus and Equipment") described and in accordance in all material respects with the proposal ("Proposal"). The terms set forth in the Proposal, including without limitation the Original Specifications, are incorporated into, and made a part of, this Contract.
- (2) This Contract for Apparatus and Equipment conforms to all Federal Department of Transportation (DOT) and Environmental Protection Agency (EPA) rules and regulations and to all National Fire Protection Association (NFPA) Guidelines for Automotive Fire Apparatus in effect as of the Effective Date. Any increased cost incurred by Seller because of required changes in or additions to such DOT, EPA or NFPA standards during the duration of this contract will be passed along to Customer as an addition to the Purchase Price set forth below.
- (3) The Apparatus and Equipment shall be ready for delivery from the apparatus manufacturer's factory within approximately 270 days after the Effective Date. Any delays by Customer in providing additional desired Dealer Up-fitting, specifications, change approvals, inspection timelines, or other required information for the Apparatus and Equipment (including as may result from a delay caused by Customer may result in an extension of the above referenced delivery timeline by the amount of time Seller requires, in its sole but reasonable discretion, to furnish the Apparatus and Equipment following Customer's delay, but in any event by at least the duration of Customer's delay.
- (4) A competent service representative shall, upon request, be provided to demonstrate any Apparatus and Equipment and/or to give Customer's employees the necessary instructions in the operation and handling of any Apparatus or Equipment.
- (5) In exchange for the Apparatus and Equipment, Customer agrees to pay Seller the sum of One Hundred Eighty-Three Thousand, One Hundred Forty-Six Dollars (\$183,146.00 Total Purchase Price). Interest at 18 percent per annum, payable monthly, shall be charged on all past due payments. If more than one item of Apparatus and Equipment is covered by this Contract, the above terms of payment shall apply to each item, and an invoice covering each item shall be rendered in the proper amount and paid upon delivery of the item. In the event the Apparatus and Equipment is placed in service prior to payment in full, Seller reserves the right to charge a rental fee of Three Hundred Fifty Dollars (\$ 350.00) per day.
- (6) Acceptance of Apparatus and Equipment shall occur immediately after completion of a final inspection by a representative of Customer at the location of the Customer, completion of any discrepancy list, and shipment of Apparatus and Equipment from the Seller's factory location to the location of the Customer. Upon completion of the final inspection and related discrepancy list, the Apparatus and Equipment shall be conclusively determined to be in full compliance with the terms of this Contract, including without limitation the Original Specifications. Seller will not surrender to Customer the title to or the statement of origin for any Apparatus or Equipment or provide Customer with any other documentation regarding ownership of any Apparatus or Equipment until has received full payment of the Purchase Price.
- (7) Seller shall not be liable to Customer or to anyone else for consequential, incidental, special, exemplary, indirect or punitive damages arising from any defect, delay, non-delivery, recall or other breach by Seller, including but not limited

to personal injury, death, property damage, lost profits, or other economic injury. Seller shall not be liable to Customer or anyone else in tort for any negligent design or manufacture of any body or other part of Apparatus or Equipment, or for the omission of any warning with respect thereto.

(8) Customer shall indemnify Seller against, and hold Seller, its agents, employees, officers and directors harmless from, any and all claims, action, suits and proceedings, costs, expenses, damages and liabilities, whether based in negligence, tort, strict liability or otherwise, including attorney's fees and costs, arising out of, connected with, or resulting from this Contract or the Apparatus or Equipment, except to the extent such claims, action, suits and proceedings, costs, expenses, damages or liabilities arise from the Seller's breach of its obligations under this Contract.

(9) Seller warrants that, at the time of delivery, the Apparatus and Equipment shall comply in all material respects with the Original Specifications. **THE ONLY OTHER WARRANTIES APPLICABLE TO THE APPARATUS AND EQUIPMENT ARE THOSE EXPRESSLY SET FORTH IN THE BID PROPOSAL AND IDENTIFIED AS APPLYING TO THE APPARATUS AND EQUIPMENT. SUCH WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.**

(10) Seller shall not be liable if performance failure arises out of causes beyond its reasonable control, which causes shall include without limitation acts of God, war, fires, floods, difficulty in procuring materials, equipment or tooling failure, freight embargoes, order of any court, strike, lockout, shortage of labor, failure or delays by suppliers or contractors, or legislative or governmental, or other, prohibitions or restrictions.

(11) The Apparatus and Equipment shall remain the property of Seller until the entire Purchase Price for each and every item of Apparatus and Equipment has been paid. In case of a default in payment, Seller may take full possession of the Apparatus and Equipment, or of the item or items upon which default has been made, and any payments that have been made shall be applied as payment for the use of the Apparatus and Equipment up to the date Seller takes possession.

(12) This Contract will only be binding on Seller after it is signed and approved by an officer of Seller. This Contract (which includes the other documents referenced in this Contract) embody the entire agreement and understanding between the parties with respect to the subject matter of this Contract and supersede all prior oral or written agreements and understandings relating to the subject matter of this Contract. No statement, representation, warranty, covenant or agreement of any kind not expressly set forth in this Contract shall affect, or be used to interpret, change or restrict, the express terms and provisions of this Contract. This Contract cannot be altered or modified except by mutual written agreement signed by the parties.

The Customer representative signing this Contract on Customer's behalf represents and warrants that he or she has the authority to sign this Contract and that all necessary action has been taken by Customer to authorize Customer's execution of and performance under this Contract.

(13) In the event that any court of competent jurisdiction shall determine that any provision, or any portion thereof, contained in this Contract shall be unenforceable in any respect, then the provision shall be deemed limited to the extent that the court deems it enforceable, and as so limited shall remain in full force and effect. In the event that the court shall deem any provision, or portion thereof, wholly unenforceable, the remaining provisions of this Contract shall nevertheless remain in full force and effect.

(14) This Contract shall be governed by and construed in accordance with the laws of the State of Oregon without giving effect to principles of conflict of laws. Customer irrevocably and unconditionally (a) agrees that any suit, action, or other legal proceeding arising out of or relating to this Contract may, at the option, be brought in a court of record of the State of Oregon in Washington County (b) consents to the jurisdiction of each such court in any such suit, action or proceeding; and (c) waives any objection that it may have to the laying of venue of any such suit, action, or proceeding in any of such courts.

**True North Emergency Equipment
3150 S.E. Century Blvd, Suite 100
Hillsboro, OR. 97123**

**Confederated Tribes of Warm Springs
1233 Veterans Street
Warm Springs, OR 97761**

By: _____
*True North Emergency Equipment
Officer Signature*

By: _____
Customer Signature

Print Name

Print Name

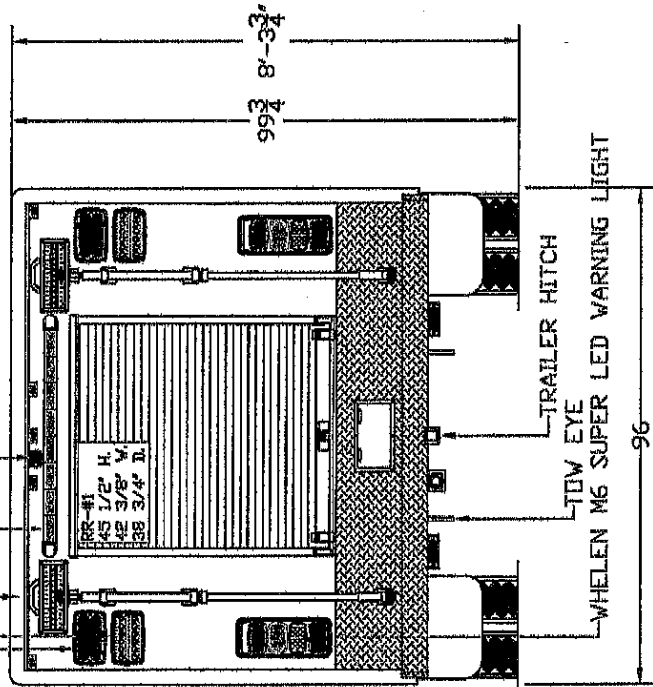
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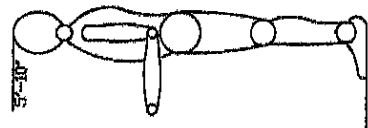
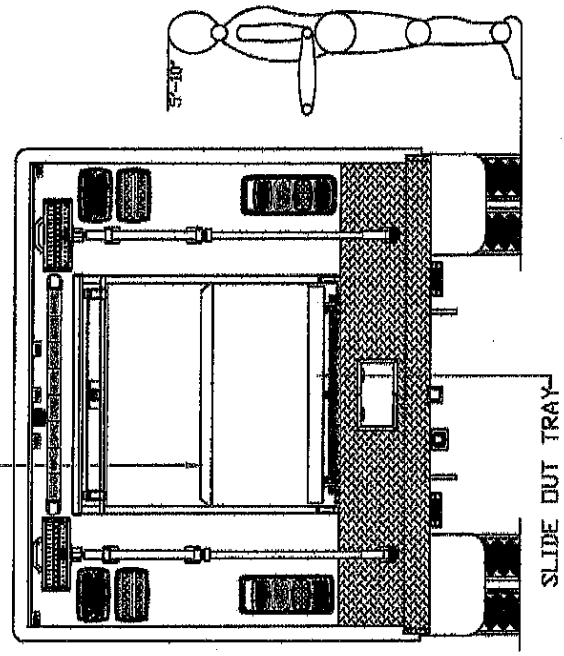
Date


Date

WHELEN M9 SERIES SUPER LED WARNING LIGHT
 WHELEN M9 SERIES SUPER LED SCENE LIGHT
 FIRE RESEARCH SPECTRA TELESCOPING LED SPOTLIGHT/FLOODLIGHT
 WHELEN TAL85 LED TRAFFIC ADVISOR
 CAMERA

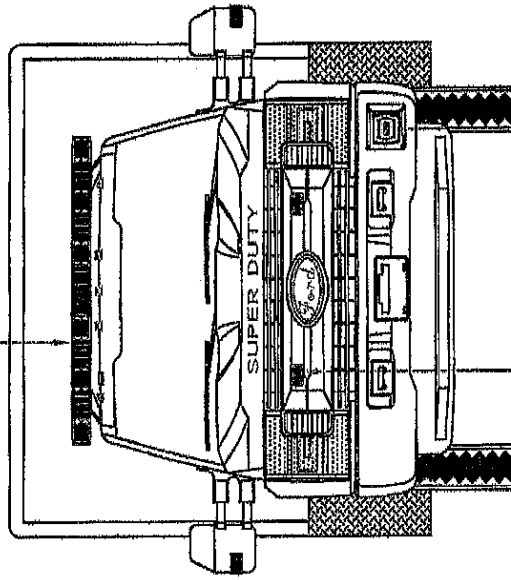


ADJUSTABLE SHELF




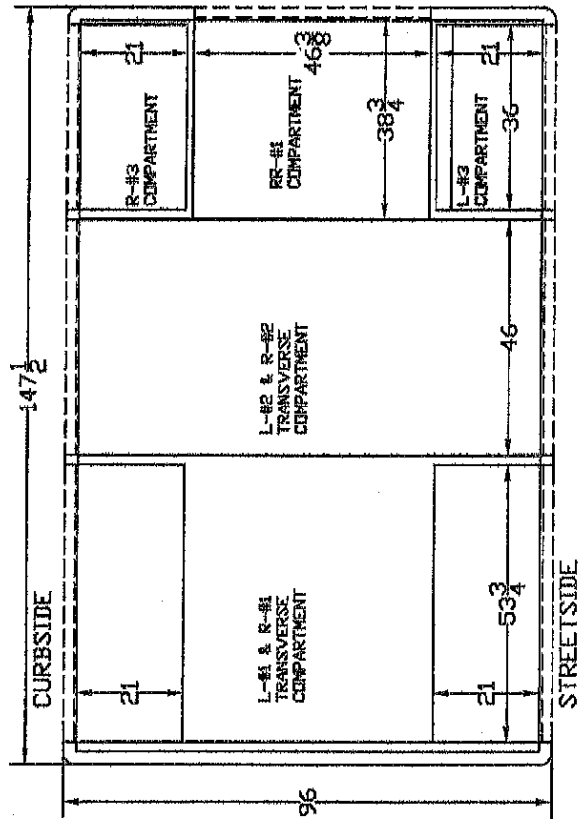
	197357 STOCK 12' RESCUE	
	909 South East Street Rock Rapids, IA 51246	
Maintainer Custom Bodies, Inc. (800) 843-4288 Toll Free (712) 472-4725		mcbfire.com
CUSTOMER APPROVED BY:		
VEHICLE TYPE/RESCUE: REAR & REAR COMPARTMENT LAYOUT		
NEW: NYS		
SCALE: NYS		
DRAWN BY: NEW		
DATE: 5/7/2019		
DWG NO.: 197357STOCK12'RESCUE		
REVISION:		
PART CODE:		
CHASSIS: FORD F-550 CREW CAB 454		
BODY MATEL: ALUMINUM		
BODY LENGTH: 47 1/2'		
APPROVED BY:		
BODY STYLE:		
REVISION:		
NOTE: ALL DIMENSIONS ARE APPROXIMATE		


WHELEN F4NOVLED SUPER LED LIGHTBAR

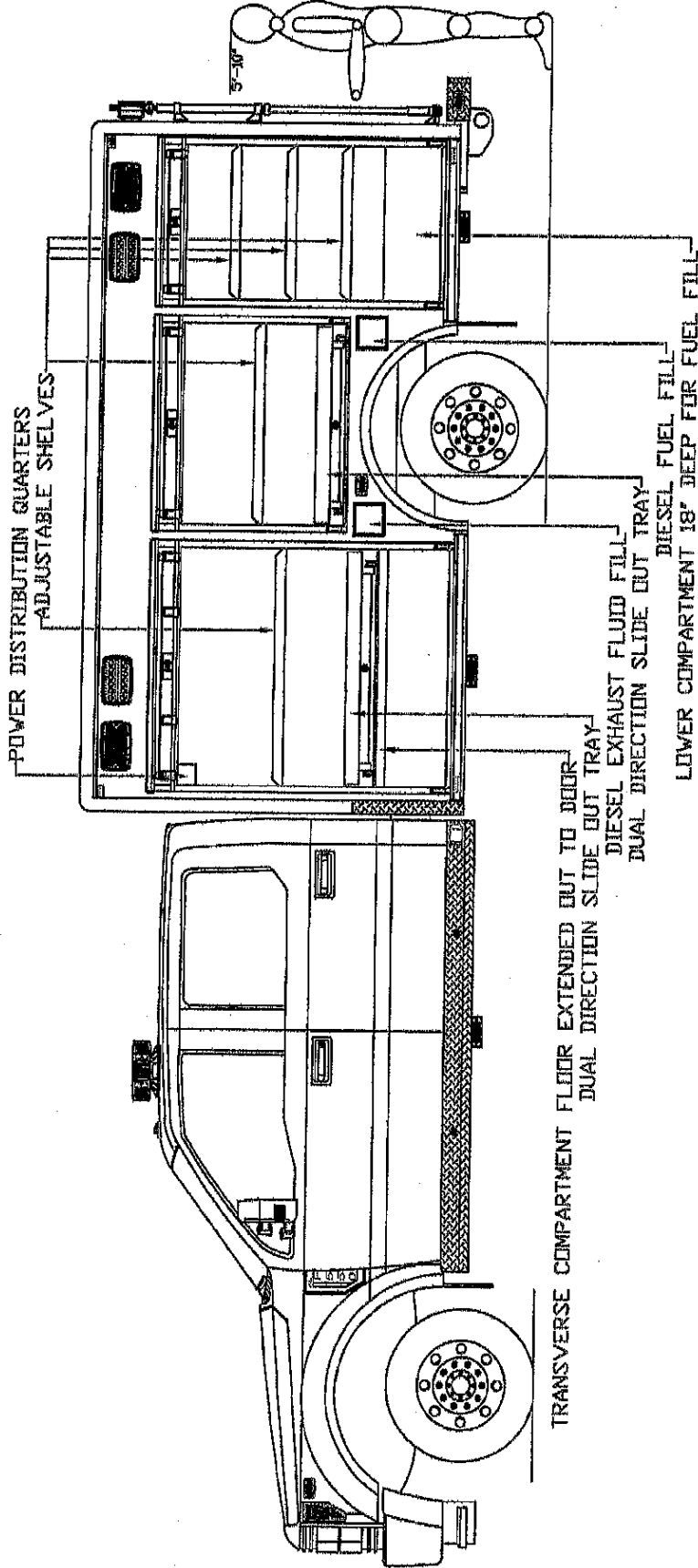


100 WATT SPEAKER
WHELEN M2 SUPER LED WARNING LIGHT

	197357 STOCK 12' RESCUE	
	908 South East Street Rock Rapids, IA 51246	
mcbfire.com		
Maintainer Custom Bodies, Inc.		
(800) 843-4288 Toll Free (712) 472-4725		
CUSTOMER APPROVED BY:	PAINT CODE:	
VEHICLE TYPE: RESCUE	CHASSIS: FORD F-550 CREW CAB 4X4	
NEW	BODY MTL: ALUMINUM	
SCALE: N/A	BODY LENGTH: 47' 1/2"	
DRAWN BY: N/A	APPROVED BY:	
DATE: 5/7/2019	BODY STYLE:	
DWG NO.: 197357V00R12-TRSCUE	REVISION:	
NOTE: ALL DIMENSIONS ARE APPROXIMATE		



		197357 STOCK 12' RESCUE	
Maintainer Custom Bodies, Inc. 909 South East Street Rock Rapids, IA 51246 (800) 843-4288 Toll Free (712) 472-4725		mcbfire.com	
CUSTOMER APPROVED BY:		PAINT CODE:	
VEHICLE TYPE/RESCUE:		CHASSIS: FORD F-350 CREW CAB 474	
NEW: TOP		BODY MATL: ALUMINUM	
SCALE: N/A		BODY LENGTH: 17' 9"	
DRAWN BY: NEW		APPROVED BY:	
DATE: 9/7/2019		BODY STYLE:	
DRG NO.: 197357STOCK12RESUC		REVISION:	
NOTE: ALL DIMENSIONS ARE APPROXIMATE			



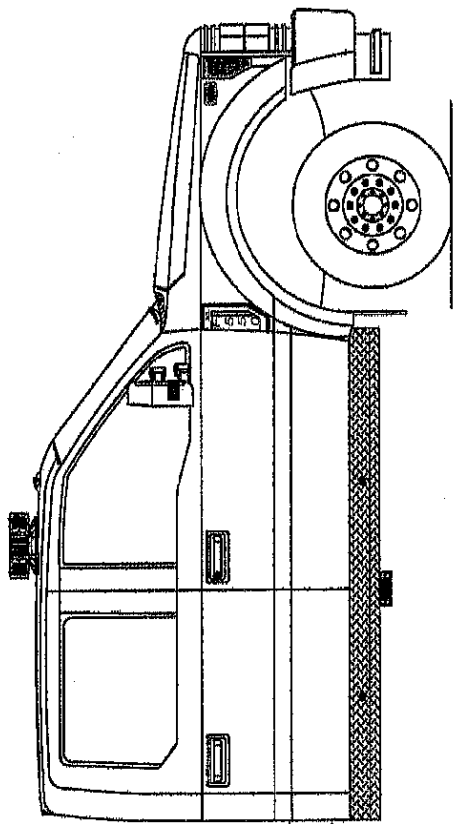
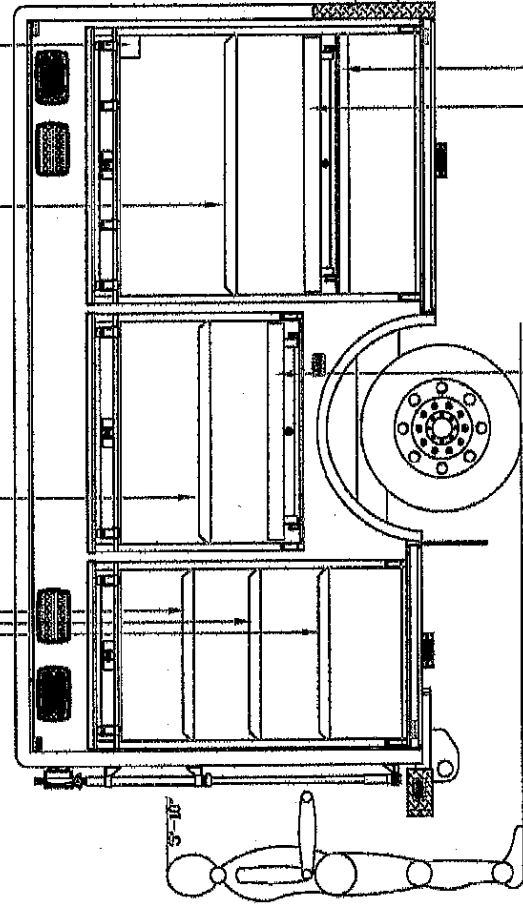
mcbfire.com
Maintenance Custom Bodies, Inc.
 909 South East Street
 Rock Rapids, IA 51246
 (800) 843-4288 Toll Free
 (712) 472-4725

197357 STOCK 12' RESCUE

CUSTOMER APPROVED BY:	PAINT CODE:
VEHICLE TYPE/RESCUE	CHASSIS: FORD F-350 GREAT CAB 4X4
NEW STEARNSIDE COMPARTMENT LAYOUT	BODY MTL: ALUMINUM
SCALE: MTS	BODY LENGTH: 147 1/2
DRAWN BY: NEW	APPROVED BY:
DATE: 5/7/2019	BODY STYLE:
DRG NO.: 197357STOCK12PRESCODE	REVISION:

NOTE: ALL DIMENSIONS ARE APPROXIMATE

POWER DISTRIBUTION QUARTERS
ADJUSTABLE SHELVES



TRANSVERSE COMPARTMENT FLOOR EXTENDED OUT TO DOOR
DUAL DIRECTION SLIDE OUT TRAYS



Maintainer
Custom Bodies, Inc.
909 South East Street
Rock Rapids, IA 51246
mcbfire.com
(800) 843-4288 Toll Free
(712) 472-4725

197357 STOCK 12' RESCUE

CUSTOMER APPROVED BY:
VEHICLE TYPE/SCALE: CURBSIDE COMPARTMENT LAYOUT
VIEW: RFS
SCALE: RFS
DRAWN BY: NEW
DATE: 5/7/2019
DWG NO.: 197357STOCK12RESK00E

PAINT CODE:
CHASSIS: FORD F-550 CREW CAB 4X4
BODY MTL: ALUMINUM
BODY LENGTH: 147 1/2
APPROVED BY:
BODY STYLE:
REVISION:

NOTE: ALL DIMENSIONS ARE APPROXIMATE



MAINTAINER CUSTOM BODIES

PROPOSAL

197362 Stock 12' Rescue
2019 Ford F550 4x4 Crew Cab

BUILD SPECIFICATIONS

NEW ALL-ALUMINUM TWELVE FOOT (12') WALK-AROUND RESCUE, RESPONDER SERIES

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

BODY DESIGN:

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

BODY MATERIALS:

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

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

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

Body Mounting - All body mounting bolts and/or clips to be of hardened steel.

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

CORROSION PROTECTION:

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

BODY SUPER-STRUCTURE:

The body super-structure shall be constructed of square aluminum extrusion. All framing and supports shall be welded using an inert gas automatic welder. Completion of super-structure creates a fully enclosed cage. This construction technique provides high strength and durability and enables custom design of interior compartments.

The floor structure, built on 16-inch centers, shall be constructed of 2.0" x 2.0" x .250" 6063-T52 alloy square aluminum extrusion. Floor structure shall be a welded grid design for maximum strength and durability. The floor structure shall be welded and gusseted to the side-wall structure. Two (2) mounting rails of full-length 1.0" x 3.0" 6061-T6 alloy solid aluminum flat-bar shall be welded to the under-side of the floor-structure. Mounting rails to align with the chassis frame rails for mounting of the body to the chassis.

The side-wall structure, built on 16-inch centers, shall be constructed of 2.0" x 2.0" x .125" 6063-T52 alloy square aluminum extrusion. Wall structure shall be a welded grid design for maximum strength and durability. The side-wall structure shall be welded and gusseted to the floor structure.

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

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

A structural body impact rail shall be welded to the apparatus body structural members. This impact rail shall be composed of 6063-T52 alloy extruded aluminum. It shall receive the body side sheet by means of a groove, which runs continually fore to aft of the module for maximum strength and impact protection.



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

BODY FLOOR CONSTRUCTION:

Floor sub-frame consists of 2.0" square aluminum tubing running transverse to the chassis frame rails. Two (2) mounting rails of full-length 1.0" x 3.0" 6061-T6 alloy solid aluminum flat-bar shall be welded to the underside of the floor-structure. Mounting rails to align with the chassis frame rails for mounting of the body to the chassis.

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

UNDERCOATING:

The underside of the vehicle including all under-structure metal work shall be fully coated with black automotive undercoating. This undercoating shall aid in preventing corrosion and will provide sound and vapor barriers to the aluminum body structure work.

BODY MOUNTING:

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

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

BODY FRONT SHEETING:

The entire front of the apparatus body shall be constructed of .125" smooth aluminum sheeting and shall be painted.

STONE GUARDS:

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

BODY REAR SHEETING:

The rear body sheet shall be fabricated of .125" smooth aluminum sheeting. The area under the rear door and above the rear step shall include an overlay of .125" aluminum diamond plate. This will serve as a kick plate to protect the painted surfaces.

BODY ROOF SHEETING:

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

BODY CORNERS - EXTRUDED:

The exterior body corners, including roof perimeter, shall be covered with rolled extruded aluminum, minimum 2.78" radius, to protect from physical and environmental damage. No visible fasteners shall be allowed.

APPARATUS BODY PAINT FINISH:

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

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



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

Pre-treat ANF Primers: The pre-treat and primer applications shall be made in two (2) independent steps. An application of a combined pre-treat/primer product shall not be allowed as a substrate. The prepared substrate shall be pre-treated with Acid Curing 2 component primer to provide corrosion protection and create an adhesive bond between the substrate and the surface applications. To enhance adhesion and topcoat gloss, a two-component urethane primer shall be applied. All the primed surfaces shall be sanded smooth, thus removing all texture and surface imperfections and creating a finish base that will meet the rigid requirements of the fire and emergency services.

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

REFLECTIVE STRIPE:

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

REAR BODY CHEVRONS:

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

RUB RAILS:

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

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

DRIP RAILS:

There shall be polished aluminum rain gutters installed over all side and rear compartments and any entry doors. The rain gutters shall be fastened to the body and removable in case of damage.

Rain gutters that are an integral part of the roof radius will not be acceptable due to the difficulty in replacing due to damage.

WHEEL WELL LINERS: Aluminum inner liners shall be provided inside of both rear wheel wells.

WHEEL WELL SURROUND PANELS PAINTED:

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

FENDERETTES:

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

BODY COMPARTMENT CONSTRUCTION:

The body compartment shall be fully enclosed, all seams fully sealed. Compartment walls shall be covered with .125" aluminum sheet. Wiring channels shall be provided where necessary and these shall be bolted into place for ease of access. Each compartment floor shall be covered with .188" aluminum sheet. Each body compartment shall be coated with light gray Zolatone surfacing material.



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

EXTERIOR COMPARTMENT VENTING:

Each compartment shall have a removable louvered panel with a replaceable filter.

ROLL-UP DOOR CONSTRUCTION:

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

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

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

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

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

Compartment Sill Plate: A full width stainless steel door sill shall be installed protect the lower door opening area and improve appearance along the bottom of the compartment opening. The door sill configuration shall have a raised peak along the rear of the sill to reduce water intrusion under the door when in the closed position.

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

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

Weather Resistance: The top door drip rail shall be a hard anodized aluminum extrusion and shall contain a full width strip of weather seal to minimize water ingress along the top of the door. The top door seal shall be of a two (2) piece 'non-contacting design' to prevent damage to graphics, logos or reflective striping. Guide channel seals shall be replaceable and constructed of UV resistant rubber with automotive style flocking material for smoothness of operation. The bottom of the door curtain shall have an additional full width UV resistant rubber seal.

ADJUSTABLE SHELF CHANNEL:

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



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

EXTERIOR COMPARTMENT SPECIFICATIONS:

DRIVER'S SIDE:

The front driver's side compartment, L1, shall have a clear opening of 58" H x 49" W x 21" D with a roll-up door. The compartment shall be transverse.

The compartment over the rear wheels on the driver's side, L2, shall have a clear opening of 35 3/4" H x 41" W with a roll-up door. The compartment shall be transverse.

The driver's side compartment behind the rear wheels, L3, shall have a clear opening of 55" H x 31" W x 21" D with a roll-up door.

OFFICER'S SIDE:

The front officer's side compartment, R1, shall have a clear opening of 58" H x 49" W x 21" D with a roll-up door. The compartment shall be transverse.

The compartment over the rear wheels on the officer's side, R2, shall have a clear opening of 35 3/4" H x 41" W with a roll-up door. The compartment shall be transverse.

The officer's side compartment behind the rear wheels, R3, shall have a clear opening of 55" H x 31" W x 21" D with a roll-up door.

REAR:

There shall be a compartment at the rear of the body, RR1, which shall have a clear opening of 45 1/2" H X 42" W X 35 3/4" D with a roll-up door.

COMPARTMENT L1 SHALL CONTAIN:

FLOOR EXTENSION:

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

ADJUSTABLE SHELF:

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

COMPARTMENT R1 SHALL CONTAIN:

FLOOR EXTENSION:

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

ADJUSTABLE SHELF:

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



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

TRANSVERSE COMPARTMENT L1/R1 SHALL CONTAIN:

DUAL DIRECTION SLIDE TRAY:

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

COMPARTMENT L2 SHALL CONTAIN:

ADJUSTABLE SHELF:

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

COMPARTMENT R2 SHALL CONTAIN:

ADJUSTABLE SHELF:

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

TRANSVERSE COMPARTMENT L2/R2 SHALL CONTAIN:

DUAL DIRECTION SLIDE TRAY:

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

COMPARTMENT L3 SHALL CONTAIN:

ADJUSTABLE SHELVES:

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

COMPARTMENT R3 SHALL CONTAIN:

ADJUSTABLE SHELVES:

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

COMPARTMENT RR1 SHALL CONTAIN:

ADJUSTABLE SHELF:

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



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

SLIDE OUT TRAY:

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

SELF-CONTAINED CAFS UNIT:

Enforcer 10 CAFS system that contains 10 gallons of foam solution capable of producing up to 200 U.S. gallons of finished foam.

Features

Pressure Vessel Construction: Aluminum SAE J-10, Pressure Vessel Dimensions: 12"x25"

Fill Tower: 1 1/2", System Hoses: 3000psi Hard Rubber Hose

Discharge Hose: 70 Foot 1/2" Hose, Hose Storage: Manual Hose Reel

Propellant Type: Nitrogen or Compressed Air, Propellant Cylinder Capacity: One 33 Cubic FT Cylinder

Discharge Nozzle: Pistol Grip, Discharge Nozzle Tip: Straight Bore

Performance

Pressure Vessel Capacity: 10 U.S Gallons, Throw Distance: Up to 45 Feet, Discharge Duration: Up to 2 1/2 Minutes

ELECTRICAL SYSTEM

ELECTRICAL SYSTEM - BASE:

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

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

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

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

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

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

Wiring grommets shall be provided through all panels for automotive type wiring with coated automotive type loom. Insulation shall be in accordance with SAE J1128, low tension primary cable, type SXL or GXL, and wired to SAE J1292, Automobile, Truck, Truck-Tractor, Trailer and Motor Coach wiring for such loading at the potential employed. All wiring installed by the Apparatus Manufacturer shall be stranded copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for which the circuit is protected. Voltage drops in all wiring from the power source to the using device shall not exceed 10 percent. Wiring



MAINTAINER CUSTOM BODIES

PROPOSAL

BUILD SPECIFICATIONS

shall be color and function coded the entire length with insulated bolted-down type hold-down clamps and mechanically secured connections. Overall covering of conductors shall be 280 degrees F. Minimum flame retardant, moisture resistant loom.

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

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

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

ELECTRICAL SYSTEM:

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

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

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

POWER DISTRIBUTION QUARTERS:

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

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

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



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BATTERY CONTROL SYSTEM, IGNITION SWITCH:

Battery master control shall be through the chassis ignition switch. The chassis ignition key shall activate a heavy-duty relay to provide 12-volt battery power to the vehicle. There shall be a green "BATTERY ON" pilot light that is visible from the driver's position.

Battery switch to include a minimum 200-amp, constant duty solenoid to feed from positive side of battery.

BATTERY CHARGER:

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

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

KUSSMAUL 120-VOLT AUTO EJECT:

Kussmaul Auto Eject, model 091-20WP-120, 120-volt, 20-amp, automatic shoreline disconnect will be provided for the on board, 120-volt battery charging system. The disconnect will be equipped with a NEMA 5-20P male receptacle that will automatically eject the shoreline when the vehicle starter is energized. The connection will be equipped with a weatherproof cover. A label will be provided indicating voltage and amperage ratings.

COMPARTMENT STRIP LIGHTING:

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

This lighting system employs a design that incorporates the following feature set: Standard 12V D.C. solid state operation with 24" connective pigtail, 120 lumens per foot, rated at 50,000 hours, Waterproof to IP66 rating and is shock and vibration resistant, Snap-in feature for easy installation and service if necessary, Mfg. in the USA, Exceeds NFPA 1901, current edition, white color.

"DOOR OPEN" WARNING LIGHT:

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

ELECTRONIC SIREN:

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



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SPEAKER SYSTEM:

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

FRONT LIGHT BAR:

Whelen Edge Ultra Freedom F4N0VLED light bar shall be installed on the vehicle. The light bar shall be 60" long and include two (2) front corner red linear LED's, four (4) front linear LED's, two (2) red and two (2) white and two (2) rear corner red linear LED's.

FRONT LOWER WARNING LIGHTS:

There shall be Whelen M2RC series Super LED lights with chrome bezels installed on the front lower area of the cab. Clear lens with red LED.

SIDE UPPER WARNING LIGHTS:

There shall be Whelen M9RC series Super LED upper warning lights with chrome bezels installed. Clear lens with red LED.

Two (2) warning lights shall be mounted on the left upper body panel.

Two (2) warning lights shall be mounted on the right upper body panel.

SIDE LOWER WARNING LIGHTS:

There shall be Whelen M2RC series Super LED lower warning lights with chrome bezels installed on the vehicle. Clear lens with red LED.

Two (2) lights installed, one (1) on each front fender of the chassis.

Two (2) lights installed, one (1) above each rear wheel well.

Two (2) lights installed, one (1) at each side of bumper tail.

REAR UPPER WARNING LIGHTS:

There shall be Whelen M9RC series Super LED rear upper warning lights with chrome bezels installed on the vehicle.

Two (2) lights shall be mounted, one (1) in each upper rear corner. Color shall be Red LED's with a Clear lens.

SIDE BODY SCENE LIGHTS:

There shall be four (4) Whelen M9 series Super LED clear scene lights with chrome bezels installed.

Two (2) lights shall be mounted on the left upper side of the body.

Two (2) lights shall be mounted on the right upper side of the body.

The scene lights shall be controlled at the cab console.

REAR BODY SCENE LIGHTS:

There shall be two (2) Whelen M9 series Super LED clear scene lights with chrome bezels installed.

Two (2) lights shall be mounted on the rear upper body. The scene lights shall be controlled at the cab console.

TRAFFIC ADVISOR LIGHT BAR:

A Whelen Traffic Advisor light bar, model TAL85, shall be installed on the rear of the unit. This is a low profile, 8 lamp LED traffic director which is 46 7/8" long. A control box shall be mounted in the cab.



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REAR TURN SIGNAL, BACK-UP AND BRAKE LIGHTS:

The rear turn signal, backup and stop/tail lights shall be a Whelen M6 series LED four (4) light cluster.

The top brake light shall be a Whelen M6 series LED red combination stop/tail light.

The rear turn signal shall be a Whelen M6 series LED amber turn signal.

The backup light shall be a Whelen M6 series LED white back-up light.

The bottom light shall be a Whelen M6 series LED red flasher.

One (1) 4-light cluster shall be mounted on the right and one (1) cluster on the left rear of the body.

LED CLEARANCE LIGHTS:

Nine (9) clearance lights, Weldon 1500 Series, seven (7) red and two (2) amber, shall be installed to meet ICC, FMVSS and other applicable regulations. LED Low Amp Draw Marker Lamps, 1.1" X 2.59" with 0J10-1200 with isolating pad and stainless-steel brush guard for added durability.

LED UNDERBODY LIGHTS:

There shall be eight (8) TecNiq Series E10-WS00-1 white LED under body lights installed under the cab doors and as required under the sides and rear of the body. Lights shall be mounted with a stainless-steel bracket and activated when the vehicle transmission is in park/neutral or if the emergency brake is set and the vehicle park/ headlights are active.

LICENSE PLATE BRACKET WITH LIGHT:

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

LED TELESCOPING SCENE LIGHTS:

Two (2) Fire Research Spectra LED Scene Light model SPA530-SW-A side mount push up telescopic light shall be installed. The light pole shall be anodized aluminum and have a knurled twist lock mechanism to secure the extension pole in position. The extension pole shall rotate 360-degrees. The outer pole shall be a grooved aluminum extrusion and qualify as an NFPA compliant handrail. The pole mounting brackets shall have a 2 3/4" offset. Wiring shall extend from the pole bottom with a 4' retractile cord.

Fire Research Spectra LED Scene Light model SPA100-Q15 lamphead shall be provided. The lamphead mounting arm shall terminate in 3/4" NPT threads. Wiring shall extend from the lamphead mounting arm bottom. The lamphead shall have sixty (60) ultra-bright white LEDs, 48 for flood lighting and 12 to provide a spot light beam pattern. It shall operate at 12/24 volts DC, draw 13/6.5 amps, and generate 15,000 lumens of light. The lamphead shall have a unique lens that directs flood lighting onto the work area and focuses the spot light beam into the distance. The lamphead angle of elevation shall be adjustable at a pivot in the mounting arm and the position locked with a round knurled locking knob. The lamphead shall be no more than 5 3/8" high by 14" wide by 3 3/4" deep and have a heat resistant handle. The lamphead and mounting arm shall be powder coated. The LED scene light shall be for fire service use.

The telescoping lights shall be mounted as follows: One (1) each one on either side of the center rear compartment door on the rear wall of the apparatus.



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CHASSIS RELATED ACCESSORIES

CAB CONTROL CONSOLE:

There shall be one (1) cab control console installed in the chassis between the cab bucket seats. This console shall be fabricated from .125" aluminum and shall be as large as possible and bolted into place. This console shall have a removable top cover plate, which shall be retained by black oxide coated stainless steel pan type Phillips type screws.

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

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

PRE-WIRED ANTENNA CABLES:

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

USB PORT, DUAL, KUSSMAUL

One (1) Kussmaul # 091-219-WP dual USB charging port shall be provided in the center console area allowing for quick and easy way to recharge electronic devices in the apparatus. High capacity 3-amp maximum output allows charging of both a smart phone and tablet at the same time. Built-In LED Indicator indicates device is powered. To include a weather-proof cover.

REAR STEP AND BUMPER:

The rear bumper and step assembly shall extend full width of the body. The bumper structure shall be attached to the chassis frame rails using a minimum of 3" structural channel.

The bumper and step assembly shall extend beyond the rear of the modular body approximately 9" to protect the body from damage. The rear step shall be constructed of an open aluminum grip strut material.

TRAILER HITCH:

Class III trailer hitch shall be installed on the rear of the rescue vehicle. The trailer hitch shall include an electrical connection.

TRAILER LIGHT CONNECTOR:

A combination 7-pin/4-pin trailer plug connector wired to the tail lights shall be provided and installed under the rear step. Power shall also be provided for the trailer brakes.

RUNNING BOARDS:

Treadbrite running boards shall be installed on the unit under the cab and crew area doors on both sides of the chassis.

STEP LIGHTS:

There shall be four (4) Whelen OS Series #0AC0EDCR white LED step lights provided. There shall be one (1) light installed at each cab and crew door, one (1) light per door step. The lights shall be activated when parking lights are activated and the transmission is in the Park position.



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FUEL FILL DOOR:

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

DIESEL EXHAUST FLUID FILL DOOR:

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

TIRE PRESSURE MONITORING DEVICES:

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

REAR VISION CAMERA:

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

BACK-UP ALARM:

There shall be an electronic back-up alarm with momentary cut off switch installed, activated when the chassis is shifted into reverse.

TOW EYES - REAR:

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

MUD FLAPS - REAR:

There shall be black rubber mud flaps installed for the rear wheels.

WARNING LABELS AND INFORMATION PLATES:

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

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

There shall be a label located in the cab in view of the driver stating the overall maximum height of the apparatus in feet and inches.

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

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