Tab 6 – Item (e)

DRUG AND ALCOHOL POLICY

I. Policy

It is the policy of Excellance, Inc. to maintain a drug-free workforce, as well as a safe and drug-free environment for employees, customers, and visitors.

A. Excellance expects all employees to be drug and alcohol free as described in this policy. Excellance employees are prohibited from possessing, using, distributing, manufacturing, purchasing, dispensing, selling or transferring illegal drugs while working, while on Company premises, or while operating Company vehicles or equipment. Excellance has established a drug-testing program to include the following types of testing: pre-employment, reasonable suspicion, post-accident, and random.

B. Employees using drugs prescribed for them, or that have been otherwise legally authorized, are responsible for alerting their managers of potential side effects that could affect their conduct, performance or safety in order that a determination can be made about whether the employee should report to, or remain, at work.

C. All test results will be kept confidential. Disclosure of the results of the drug test, as confirmed, shall be limited to those employees who have a "need to know" the results, generally consisting of the applicant or employee, as well as cognizant supervisory and human resources personnel. Employees and applicants who fail a drug test may request a copy of their test results.

D. Off-the-job illegal drug use which could adversely affect an employee's job performance or which could jeopardize the safety of employees, customers, visitors, or Company equipment, may be cause for disciplinary action up to and including termination of employment.

E. Under Alabama law, workers who are injured at the workplace or in the course of employment may be tested for drugs and alcohol and if impaired, may not be paid benefits under the Alabama Worker's Compensation Law if the injury is the result of an accident caused by drug and/or alcohol impairment.

II. Pre-Employment Drug Testing

A. Employment with Excellance shall be contingent upon an applicant's ability to pass a drug test at a Company designated facility. All applicants to whom offers have been extended will be required to pass a drug test prior to beginning employment with Excellance. Refusal or failure to undergo or cooperate with any stage of the process shall be considered as failure to pass the drug test. Any applicant who fails a drug test will 1) be required to reimburse the Company for the cost of the drug test, and 2) be prohibited from beginning employment with Excellance until six (6)

months have passed. Applicants may reapply for employment after six (6) months from the date of the failed drug test.

III. Reasonable Suspicion

Excellance reserves the right to test an employee who is reasonably suspected of using forbidden substances on the basis of: deteriorating job performance, abnormal conduct or erratic behavior, physical symptoms or manifestations of being impaired (odor, behavior, staggering, slurred speech, etc.), credible corroboration by reliable sources that the employee has used forbidden substances while on duty, or direct observation on Company premises.

A. If at any time Excellance has a reasonable suspicion that any employee may be using, transporting, concealing, under the influence or otherwise in possession of any item prohibited by this policy, Executive Management may authorize that a search be conducted. The searches authorized under this section may include searches of work areas, vehicles, and employee packages brought into or out of the workplace, and other places on Company premises.

B. Excellance will detail in writing the circumstances determining the reasonable suspicion warranting testing. A copy of this documentation will be given to the employee upon request.

C. Refusal or failure to undergo or cooperate with any stage of the process shall be considered as failure to pass the drug test.

D. Decisions for the continued employment of employees who fail a reasonable suspicion drug test will be at the sole discretion of Excellance Senior Management. Employees may be given the option of:

1. Resign employment with Excellance, Inc., or

2. Agree to continue employment with Excellance under the condition that the employee will pay for the failed drug test and agree to pay for additional drug tests on two (2) days randomly selected by Excellance over the next six (6) months at a Company designated facility. Failing either of the two (2) drug tests will result in immediate termination. Refusal or failure to undergo or cooperate with any stage of the process will result in immediate termination.

IV. Post-Accident Drug Testing

A. Drug Testing will be required when employees are involved in accidents that occur on Company premises, or in Company vehicles which require off-site medical treatment, or that result in significant damage to Company property.

B. Refusal or failure to undergo or cooperate with any stage of the process may result in the forfeiture of a right to recover workers' compensation benefits and will be considered as a failure to pass the drug test.

C. Testing positive for controlled substances or an involvement in an accident due to intoxication from the use of alcohol or impairment by illegal drugs may result in the denial of compensation under the Alabama Workers' Compensation Act.

D. Decisions for the continued employment of employees who fail a post-accident drug test will be at the sole discretion of Excellance Senior Management. Employees may be given the option of:

1. Resign employment with Excellance, Inc., or

2. Agree to continue employment with Excellance under the condition that the employee will pay for the failed drug test and agree to pay for additional drug tests on two (2) days randomly selected by Excellance over the next six (6) months at a Company designated facility. Failing either of the two (2) drug tests will result in immediate termination. Refusal or failure to undergo or cooperate with any stage of the process will result in immediate termination.

V. Random Testing

A. Random tests are unannounced and conducted on a random basis so that every employee has an equal chance of being selected for testing. Excellance will pay for the cost of the random drug tests, except as noted in section C below.

B. Refusal or failure to undergo or cooperate with any stage of the process shall be considered as failure to pass the drug test.

C. Decisions for the continued employment of employees who fail a random drug test will be at the sole discretion of Excellance Senior Management. Employees may be given the option of:

1. Resign employment with Excellance, Inc., or

2. Agree to continue employment with Excellance under the condition that the employee will pay for the failed drug test and agree to pay for additional drug tests on two (2) days randomly selected by Excellance over the next six (6) months at a Company designated facility. Failing either of the two (2) drug tests will result in immediate termination. Refusal or failure to undergo or cooperate with any stage of the process will result in immediate termination.

VI. Rehire Eligibility

A. Rehire decisions are at the sole discretion of Excellance Senior Management.

1. An employee whose employment terminates (whether voluntarily or involuntarily) for violation of the Excellance Drug & Alcohol Policy may apply for rehire after 90 calendar days from the date of termination. The individual is required to pass a post-offer physical and drug test after an employment offer is extended. The physical and drug test will be scheduled by Excellance at a Company designated facility, and results must be received prior to his/her start date. The individual applying for rehire is solely responsible for paying the entire cost of the physical and drug test prior to starting work at Excellance. An individual is not considered eligible for rehire if he/she fails this drug test.

B. If the individual is rehired, the following employment conditions will exist:

1. The employee will be drug tested two months after the date of rehire and every two months after that until the employee has reached one year of employment (total of six (6) drug tests). The employee is solely responsible for paying all six tests. If any of these tests are failed, or if the employee refuses to consent, or cooperate with any stage of drug testing, the rehired employee will be immediately terminated.

2. The rehired employee is also subject to random drug tests as described in section V, "Random Testing". The Company is responsible for paying for these random tests. A failure of any random test will result in the immediate termination of the rehired employee. The individual will be solely responsible for paying the cost of the failed test. If a rehired employee refuses or fails to cooperate with any stage of the drug testing process it will be considered as failure to pass the drug test, resulting in immediate termination.

Tab 6 – Item (e)

EXCELLANCE, INC.

DRUG AND ALCOHOL ABUSE POLICY CONSENT TO DRUG TEST FORM

I certify that I have received a written copy of the Excellance Drug and Alcohol Abuse Policy. I have been given the opportunity to ask questions regarding this policy. Consistent with the policy, I understand I will be requested by the Company to submit to a screening test for illegal drugs, illegally used drugs and/or alcohol which includes urine samples and other necessary medical tests to determine the presence or use of alcohol, drugs or controlled substances.

I hereby voluntarily consent for specimen(s) to be collected from me and submitted for drug and/or alcohol testing as a condition of my initial or continued employment.

I understand if my test indicates a confirmed positive for illegal substances, I will not be considered for employment for at least six months; in the event I am an employee at the time of the test I will be subject to discipline including termination, in accordance with the Excellance Drug & Alcohol Abuse Policy.

I further understand that the test results will remain confidential between the Company and myself, except as may be required by law.

I agree to hold the Company harmless from any and all liability in connection with this testing and the results as it relates to my employment or consideration for employment.

I have read (or have had read to me) and understand the foregoing statement.

_____ _____

Employee Signature Date

Nothing in this policy alters the fact that employees are employed for an indefinite Period of time and that either the employee or Excellance may terminate such employment with or without cause at any time for any reason.

Company Copy

Effective Date: 1/01/03
Revision/Review Date: 11/1/02

Tab 6 – Item (f)

Excellance hereby certifies that it has performed over 500 factory remounts. A list of references follows this page.

Corporate Officer

Notary Name
Commission Expires: 4/14/2019

Notary Public
Alabama State at Large

REMOUNT REFERENCES

BENTONVILLE FIRE DEPARTMENT
211 SW "A" Street
Bentonville, AR 72712
Dan White / Brent Boydston
479-271-3152 (8-5)
bboydston@bentonvillear.com
10 New Units
9 Remounts

ESKANAZI HEALTH (WISHARD HEALTH SERVICES)
1001 West 10th. Street
Indianapolis, IN 46202
Brian Scott, Mgr.
Fleet Utilization/EMS Supply Purchasing/Ambulance Service
317-223-4487 (8-5)
scott6061@aol.com
19 New Units
36 Remounts

GREENWOOD COUNTY EMS
600 Monument Street
P. O. Box 632
Greenwood, SC 29646
Jimmy Brown, Fleet Manager
864-942-8719 (8-5)
jimmyb@co.greenwood.sc.us
8 New Units
8 Remounts

HOPKINS COUNTY MEMORIAL HOSPITAL
115 Airport Rd.
Sulphur Springs, TX 75482
Brent Smith
903-885-7671
michsmith@hcmh.com
5 New Units
8 Remounts

MARQUETTE COUNTY EMS
PO Box 181
Montollo, WI 53949
Tim Houslet, Director
608-697-7847 (8-5)
thouslet@co.marquette.wi.us
5 New Units
6 Remounts

MECKLENBURG EMS AGENCY
4525 Statesville Road
Charlotte, NC 28269
Jeff Keith
704-943-6160
jeffk@medic911.com
85 New Units
103 Remounts

MEDSHORE EMS
1011 Ella Street
Anderson, SC 29621
Greg Shore
864-260-4575 (8-5)
gshore@medshore.com
20 New Units
12 Remounts

M.E.M.S.
P. O. Box 2452
Little Rock, AR 72203-2452
Greg Thompson
501-301-1412 (8-5)
gthompson@metroems.com
41 New Units
132 Remounts

MOBILE FIRE & RESCUE
701 St. Francis Street
Mobile, AL 36602
Don Meyers, Chief
251-208-5876 (8-5)
meyersd@cityofmobile.org
19 New Units
44 Remounts

NATCHITOCHES PARISH HOSPITAL
PO Box 2009
501 Keyser Avenue
Natchitoches, LA 71457
Larry Atteridge, EMS Director
318-214-4444 (8-5)
larry_a_nph@cp-tel.net
6 New Units
9 Remounts

OWASSO FIRE DEPARTMENT
8901 North Gatnett Road
Owasso, OK 74055
Mark Stuckey, Assistant Chief
918-272-4949 (8-5)
mstuckey@cityofowasso.com
5 New Units
3 Remounts

PROVIDENCE FORGE VOLUNTEER RESCUE SQUAD
P. O. Box 177
Providence Forge, VA 23140
Butch Carter
540-667-7882 (8-5)
6 New Units
8 Remounts

REEDY CREEK FIRE DEPARTMENT (IMPROVEMENT DISTRICT)

651 Buena Vista Drive
Lake Buena Vista, FL 32830
Ken Hoffman
407-824-7915 (8-5)
khoffman@reid.dist.sl.us
12 New Units
20 Remounts

RICHMOND AMBULANCE SERVICE

2400 Hermitage Road
Richmond, VA 23220
Chip Decker, CEO
804 / 254-1181 (8-5)
cdecker@raaems.org
32 New Units
35 Remounts

SHREVEPORT FIRE DEPARTMENT

6300 Kennedy Drive
Shreveport, LA 71109
Kenny Wheeler, Maintenance Chief
318-673-6730 (8-5)
kenny.wheeler@shreveportla.gov
18 New Units
24 Remounts

WILLIAMSON MEDICAL CENTER

2021 Carothers
Franklin, TN 37067
Allen Lovett, EMS Executive Administrator
615-790-4122 (8-5)
alovett@wmed.org
37 New Units
6 Remounts

STANDARD SPECIFICATIONS

EXCELLANCE, INC.

453 Lanier Road

Madison, AL. 35758

800-882-9799

256-772-9321

Fax 256-772-8792

3 Methods of Construction

All features described herein shall be built exactly as specified unless Purchaser accepts Bidder's modifications as set forth in Exhibit E.

3.1 Module Body Construction

1. The modular body shall be designed and fabricated with the following key concerns in mind:
   (a) The greatest possible payload capacity is desired.
   (b) The safety of all occupants of the vehicle is of paramount concern.
   (c) The body design, including all construction materials and fabrication techniques shall be of the highest workmanship with proven characteristics of durability and reliability.
   (d) The body shall be easily remounted onto a new chassis.
   These specifications have been established for the purpose of accomplishing these key concerns.
2. The construction process set forth in this RFP will ensure that the body will remain structurally intact since the structural integrity of the unit is of extreme importance to Purchaser. The Purchaser, while interested in attaining the greatest possible payload, is not willing to compromise the structural requirements of a strong, durable and safe body. Bidder must understand that the construction specifications supersede concern over payload, and that the lightest body (with the greatest payload) will not necessarily be deemed sufficient to meet the stringent quality and safety requirements set forth herein.
3. Aluminum has been shown to reduce weight over several other materials. Aluminum also possesses anti-corrosion properties that are essential for this type of vehicle. The exact aluminum material requirements are set forth in detail herein. The materials and design specified herein shall allow the manufacturer to warrant the materials and workmanship of the modular body for a period of 25 years. The manufacturer's 25-year structural warranty shall be fully transferable to a new owner should the vehicle ever be sold.
4. Purchaser desires a vehicle body with maximum safety, longevity, and durability in mind. An anticipated renewable service life of 25 years or more is mandatory with the intention of remounting the module repeatedly onto new chassis. Therefore, the following shall be considered as minimum acceptable requirements to achieve these goals. One primary construction requirement is that the modular body is manufactured with all-aluminum, all-welded construction. There shall be four vertical and four roof corner extrusions of solid extruded aluminum. Modular bodies that do not utilize an extruded aluminum framework including extruded tubing corners such as described shall not be acceptable due to their lack of structural rigidity and high accident repair costs. No rivets, screws, liquid adhesive, tape, or other similar fastening methods shall be used for the attachment of any structural member or aluminum sheets. No "bonded" or "glued" exterior sheet metal body panels

or doors shall be accepted due to the lack of long-term structural integrity found in this method of attachment.

5. For optimum safety of personnel and durability, the module structure (including roof and sidewall surfaces) shall be of fully-welded all aluminum construction. MIG welding and pulse welding technology shall be used to fabricate an integral structure utilizing the following elements to form a rigid cage structure using corner extrusions that are a full ¼" thick solid extruded aluminum without internal slots or spaces. The only exception to pulse welding shall be the welding of heavy bar stock, which shall be MIG welded only.
6. Gusset support plates shall be installed throughout the vehicle for added strength. Each gusset plate shall be a minimum of 6" x 6" x 8" x 3/16" thick aluminum. A minimum of 24 of these gussets shall be welded into the vehicle support structure. Areas of installation shall include but not be limited to: all door openings and all body corners. Designs that utilize no gussets, or gussets of lesser strength, are not acceptable.
7. The exterior modular body skin shall be smooth and continuous. No exterior body moldings shall be installed to cover or trim any seam joints of the exterior body wall skin.
8. A pie-shaped tubular aluminum extrusion ¼" solid thickness with a 2.25" outside radius shall be used for all vertical corners of the module and all four sides of the roof perimeter. The extrusion shall have an integral panel external groove for the interior aluminum panels. The exterior walls shall fit into a recessed groove in the front face of the extrusion and shall be continuously MIG welded to the corner extrusion. The walls shall also be intermittently welded with a minimum of 1.5" long welds approximately every 6" to 8" on the interior surface where the wall and extrusion meet. The two sidewalls shall have a minimum thickness of .125" with flat surfaces to allow for a full 2" welded joint with sidewall and roof extrusions. When finished, the extrusion and exterior aluminum sheet walls shall exhibit a smooth seamless appearance. The extrusion shall be 6061-T6 high strength aluminum alloy. No surface metal that has been bent, brake-formed, or welded to form the corners of the module will be accepted by Purchaser.
9. Streetside and curbside wall frames shall incorporate doorway extrusions of 6063-T5 high strength aluminum alloy with an integral solid rib .375" thick X .75" wide, extending as one uninterrupted piece from the bottom of the wall to the top where possible and welded to the adjacent perimeter extrusion. The side doorway opening shall consist of vertical extrusions of 6063-T5 high strength aluminum alloy 2.75" x 2.00" x .125" thick with an integral solid rib .375" thick x .75" wide on both sides of the extrusion. The interior of the extrusion shall be divided by a .125" thick rib creating two separate hollow spaces. These same extrusions shall also be used whenever possible where there are two adjacent doorway openings (such as entry doors and exterior compartment doors) to provide additional strength. Doorway headers shall consist of single tubular version of the above extrusion that together shall form 4-sided framework for each exterior doorframe.

10. Vertical and horizontal beams of 1" x 2" x .125" and 2" x 2" x .125" thick 6063-T52 high strength aluminum allow tubular extrusions shall also be used where applicable to provide additional strength and increase the structural integrity and shall be welded to the adjacent perimeter extrusions when necessary.
11. The roof frame shall consist of 2" x 2" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions extending transversely (with approximately 14" spacing) for the full width of the roof that are welded to the upper perimeter extrusions. Two 2" x 1" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions extending longitudinally for the full length of the roof forming a centerline trough at ceiling level below the transverse extrusions. The longitudinal extrusions shall be fully-welded to each ceiling transverse extrusion. Two 2" x 2" x ¼" thick 6061-T6 high strength aluminum alloy tubular extrusions shall be installed transversely approximately 7" inboard from the front and rear corner extrusions to provide additional strength and increase the structural integrity.
12. The rear wall frame shall consist of horizontal 1" x 2" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions welded to the rear corner vertical perimeter extrusions and doorway extrusions. A separate set of horizontal 1" x 3" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions shall be installed at the header and floor threshold level on either side of the doorway opening and welded to the rear corner vertical perimeter extrusions and the doorway extrusions.
13. The rear doorway opening shall consist of vertical and lower horizontal extrusions of 6063-T5 high strength aluminum allow 2.75" x 2.00" x .125" thick with an integral solid rib .375" thick x .75" wide on both sides of the extrusion. The interior of the extrusion shall be divided by a .125" thick rib creating two separate hollow spaces. These extrusions shall be welded to adjacent perimeter extrusions to form the framework for the rear door opening. 2" x 3" x .250" 6061-T6 high strength aluminum alloy tubular extrusions shall be installed below the doorway threshold to provide additional structural integrity and impact resistance. Two tubes shall be installed vertically and two will be installed at a 45-degree angle.
14. The doorway header shall consist of a horizontal extrusion of 6063-T5 high strength aluminum alloy 2.75" x 2.00" x .125" thick with an integral solid rib .375" thick x .75" wide on both sides of the extrusion.
15. The front wall frame shall consist of vertical and horizontal 2" x 2" x .125" thick 6063-T52 thigh strength aluminum alloy tubular extrusions welded to the upper and lower perimeter extrusions. A single 2" x 2" x .250" thick 6063-T52 high strength aluminum ally tubular extrusion shall form the lateral header above the cutaway opening and be welded to the front corner vertical perimeter extrusions. The bottom tubular extrusion at floor level shall be a 2" x 3" x .250" thick 6063-T52 high strength aluminum alloy and welded to the front corner vertical perimeter extrusions.
16. Each exterior wall shall be fabricated from outer panels of 5052-H32 aluminum plate .125" thick.
17. The aluminum panels on the exterior walls shall be pulse-welded to each frame member at intervals of no more than 8" to 10" to assure a lifetime rattle-

free and rigid structure. The use of adhesives, tape, rivets or other fasteners are unacceptable.

18. The roof shall be fabricated from a single panel of 5052-H32 aluminum plate with a minimum thickness of .125". Roofs fabricated from multiple sheets are not acceptable due to potential leaking problems and the lack of structural integrity. Bidders are cautioned that crowned roofs are not acceptable to Purchaser. Inherent design flaws in crowned roofs result in undue stress on the roof perimeter when force is applied resulting in structural failure.
19. The corner extrusions of the walls and roof shall be 100" peripheral welded externally and have 1" long "skip welds" internally every 8" to 10" to the .125" thick aluminum exterior panels and the corner castings, forming an extremely strong, durable structure. Spot-welding or skip welding anywhere on the external surface of the modular body is not acceptable to Purchaser.
20. No particleboard, Masonite, luan, chipboard, plywood, or any other wood products are to be used in any portion of the modular body.
21. A CPI- brand polished cast aluminum fuel fill shall be installed on the streetside of the module.
22. (The following does not apply for Type I units so it should be deleted if this is a Type I unit. *Delete this note before proceeding.*)
    Module to Cab construction: The front bulkhead partition shall be constructed of at least .090" welded aluminum sheet with 2" x 2" x .125" thick aluminum tubing framework. Plywood partitions are not acceptable due to the lack of structural integrity. The forward side of the partition facing the cab shall be covered with fire retardant, noise insulating liner that is color coordinated with the cab interior.

3.2 Floor Construction

1. The modular floor shall be constructed of ¾" thick multi-ply composite sheet composed of a polyurethane foam core reinforced with continuous and woven fiberglass strands. This floor shall extend from side to side and front to rear. The composite sheet shall have high thermal and acoustic insulation properties and shall be securely attached to the module floor frame. It shall be installed as a single piece whenever possible. When installed, no visible seams or depressions may show in the floor covering where the composite sheet has been attached to the aluminum framework. Absolutely no wood product for this application is an acceptable alternative. Samples of the composite sheet shall be provided upon demand for inspection by Purchaser. This item must meet AMD Standard #020 – "Floor Distributed Load Test."
2. An aluminum moisture shield of at least .063" thick shall be provided under the floor. This shield shall be fully sealed to prevent any penetration by moisture.
3. A separate heat shield, constructed of at least 18-gauge galvanized or aluminized steel shall be installed between the muffler(s) and the modular body and at any other location where the exhaust system is less than 3" from

the module. No aluminum heat shields are permitted pursuant to the requirements set forth by QVM.

4. Polystyrene plank insulation of at least 1' thick shall be installed between the floor and the minimum .063" thick aluminum subfloor to provide additional insulation from heat and noise. In no case shall any insulation be exposed to the bottom of the vehicle (such as spray-on insulation).
5. The exterior floor structure of the module shall be coated with a durable automotive grade undercoating which shall be applied beneath the moisture shield in accordance with QVM requirements.
6. The module floor structure shall consist of one 1" x 2" x .250" thick 6063-T52 high strength aluminum alloy primary box beam extrusion extending the full interior width of the modular body at the front edge and 2" x 2" x .125" thick 6063-T52 high strength aluminum alloy box beam extrusion shall be installed longitudinally curbside and streetside adjacent to the exterior compartment and squad bench areas running the full length of the body except for fuel filler pipe clearance. The transverse crossmembers shall be welded to sections of ¾" thick x 3" wide solid aluminum bar 6061-T6511 high strength alloy installed longitudinally for mounting the module to the chassis framerails. The finished assembly shall be securely welded to the wall structures and exterior compartments forming a unitized modular frame.
7. The floor frame shall be securely welded to each wall with full MIG welds on at least three sides of each joint forming a high strength, durable module.
8. The modular body shall be capable of supporting the entire weight of the fully loaded vehicle on its top or side, if overturned, without separation of joints or permanently deforming roof beams or reinforcements, body posts, doors, stringers, floor, inner linings, outer panels, and other reinforcements. The module body shall be all aluminum and all MIG welded construction to assure compliance with this requirement. The use of any other material, or spot welds, bolts, screws, rivets, or other mechanical fasteners, or any glue, adhesive, or two-sided tape, is not acceptable.
9. As evidence that the modular body meets the strength criteria set forth herein, the body shall be tested and certified to comply with AMD standard #001 "Static Load Test for Ambulance Body structure." Specifically, the module body shall have applied a roof load of 2.5 times the curb weight of the vehicle without sustaining any damaged, bent or torn materials, and with entry doors properly opening and closing during and after the load test.
10. Drip rails of extruded anodized aluminum shall be installed above all doors without the use of screws or other mechanical fasteners. Painted drip rails are not acceptable due to the high potential for paint chipping. Drip rail cannot be part of the doorframe extrusion. Drip rails must be easily removable for replacement in case of damage.

3.3 Module Door Construction

1. Door panel separation, dirt accumulation at seams, paint imperfections, misalignment, and even malfunctions where the door cannot be operated

have been observed in many styles of door construction. These problems, combined with the expected rugged use of the vehicle doors, shall be eliminated with the overall design and construction process set forth herein. The end result will be a high quality, rigid door that will not bend or flex and that will eliminate the commonly seen structural defects described above.

2. All doorway openings shall be framed with high-strength 6063-T52 aluminum alloy extrusion. This shall be 2.125" x 1.375" x .125" thick with an integral solid rib .375" thick x .75" wide. Extrusion joints at the corners shall be fully welded forming a rigid frame around all doorway openings. The extrusion shall also provide a dual-compression sealing surface for the door seals.
3. All module doors shall be constructed of a special extrusion frame with integral seal mounting provisions for double surface seal mounting and seal protection. The door opening area shall be completely free and clear so that when doors are open the hinges, latches, pins, door seal and door checks shall not protrude into the opening area. All module doors shall have no exposed exterior seams when completed.
4. All hinges shall be stainless steel, one side full swaged, .075" thick x 3" with .25" diameter stainless steel pin and 1" long hinge sections. Each hinge shall extend the full length of each door, and be securely fastened to the door and the module no more than every 3" with a flush-fitted aluminum rivet. Threaded bolts or screws are unacceptable due to the likelihood of loosening or thread stripping. Hinges that have slots or elongated holes that require the user to constantly readjust the doors to compensate for sagging are not acceptable because of the continuous adjustments that they require.
5. Each module exterior door shall have a quarter-round shaped hollow-core door seal installed. The door seal shall be manufactured from EPDM (Ethylene-Propylene-Diene-Monomer) for flexibility at low temperatures and superior resistance to aging, weathering, and ozone. Seals mounted on the door opening shall not be permitted. The seal shall be installed only on each door and shall run uninterrupted fully around the perimeter of each door with no breaks for latches, hinges, switches, etc. With the door closed, the seal shall be compressed between the door extrusion and the doorframe extrusion, forming a weather tight seal.
6. Module exterior doors shall have key operating locks and shall be keyed alike (#1250) unless other specified. A minimum of six keys shall be provided with the vehicle.
7. A door latching system is required that provides maximum safety to all on-board personnel and security for all stored equipment. Therefore, all module exterior compartment "primary" doors shall have #9000SS-SP locking "D" ring handles with EBERHARD-brand #206 latches. This shall permit direct activation of the door latch via the handle. Any exterior compartment "secondary" door shall incorporate an interior release handle and automatic "slam latching" when the door is closed. The only exception to this shall be the R4-2 battery storage compartment door which shall use a #52C slam latch. (Delete the preceding red text if there is no R4-2 battery compartment. *Delete this note before proceeding.*)

8. A lock service access plate shall be provided on the inside of each module exterior door. The access plate shall be .125" thick with a brushed aluminum finish that is firmly attached but easily removable for routine lock lubrication. Latch installation that requires the removal of the inner door panel to access the latch is not acceptable.
9. All door handles shall have polished cast aluminum "D" ring door handle spacers installed between the door surface and the handle surface. All handles must have rubberized gaskets installed between the painted body surfaces and the handle components. All striker bolts must be recessed into the doorframes. No surface mounted striker bolts or Nader pins are permitted to protrude into the door opening that can snag equipment or injure a person removing items from a compartment.
10. "Paddle" style handles and/or rotary latching mechanisms utilizing rod or cable actuators are not an acceptable substitute and are not permitted due to inherent design flaws and maintenance issues and because these style handles that can collect sand, ice, snow, etc. causing these style handles to fail.
11. Entry door latches shall be operable from both inside and outside of the module. Latches shall be lockable by key on the exterior and by twist knob on the interior. The door latch system shall be so mounted as not to project into the door open area.
12. The side personnel door shall have an EBERHARD-brand #206 latch with a #9000SS-SP locking "D" ring handle. This shall permit direct activation of the door latch via the handle.
13. Interior door handles shall be near flush folding to prevent accidental opening and comply with FMVSS #206.
14. Each module entry door shall have .125" thick 5052-H32 aluminum exterior panel welded to the perimeter extrusion at least 1" every 6" to 8". Each door shall also have an interior panel constructed with .050" thick aluminum permanently bonded to NEVAMAR-brand general purpose grade laminate. The interior panel of each door shall be secured with solid shank rivets to prevent loosening and installed in a manner to eliminate raw exposed edges. No threaded steel fasteners such as screws or bolts are permitted due to the potential for constant loosening, deformation, and electrolytic corrosion. The interior of each door shall be fully insulated with 2" thick polystyrene foam planking. The entire inside edge of the doorframe shall be sealed. The outer edge of the door exterior panel shall have a radius of .063" to enhance paint adhesion and minimize potential chipping. Inner door panels covered with upholstery or vinyl are not acceptable due to the high potential for damage.
15. Each module entry door shall be equipped with a minimum .125" thick reinforcement extrusion at the attachment point for the grab rail to prevent metal fatigue. An aluminum tapping plate measuring 1" x ¾" x ¾" thick shall be welded into the doorframe at the mounting point for the door hold open.
16. The side entry door shall be constructed as described hereinabove and equipped with a gas shock door retainer that shall hold the door in a 90-degree open position. A replaceable 2" wide nylon strap shall be attached at the bottom of the door and attached to the frame of the module to act as a

"strain relief" to prevent overstress of the door hold-open and hinge. The strap shall incorporate metal eyelets on both ends and use threaded fasteners for attachment.

17. Each rear entry door shall have two "grabbers" as door hold open retainers. The retainers shall be located at both the top and bottom of each door to prevent damage to the doors which is typical with a single door hold-open device. Gaskets must be installed behind each hold open device.
18. The module entry door latches, hardware and hinges shall comply with FMVSS #206 and AMD Standard #002 – "Body Door."
19. A stainless steel threshold plate shall be provided at the rear personnel doors. This plate shall conform to the doorframe structure and the inner edges shall be sealed where the threshold meets the floor covering to prevent moisture from accumulating under the threshold plate. A replaceable 2" wide anti-skid surface shall be incorporated across the full width of the threshold plate.
20. An alternating red/white diagonal pattern reflective striping panel (a minimum of 10" high) shall be installed on the lower interior face of each of the three module entry doors. Each color shall be 2" wide and the diagonals shall angle "outboard" when the doors are open (facing aft).
21. The module shall be equipped with a minimum .063" thick heavy-duty bright aluminum diamondplate kickplate under the rear doors. This kickplate shall extend the full width of the rear wall from corner extrusion to corner extrusion. This kickplate is to be installed as an overlay utilizing Ultra-Grip rivets for easy replacement.
22. Heavy-duty medical grade seamless stainless steel grab bars with a minimum diameter of 1.25" shall be used within the patient compartment and provided for each entry door. Grab rails shall be one-piece style and have a full radius at each end. All grab bars and grab rails shall be yellow, knurled, antimicrobial and must be ADA compliant. Grab rails that are multi-piece are not acceptable due to the inability to thoroughly decontaminate such items. Rails that have blunt ends are not acceptable due to the potential for occupant injury. Smaller diameter rails are not acceptable.
23. The side entry door grab bars shall be installed horizontally near the center of the door.
24. Each rear door shall have an "L" style grab bar, at least 17" long horizontally and 33" long vertically. The vertical side shall be mounted adjacent to the door hinge to allow the handle to be used for entry/exist without causing the door to inadvertently close when pulling force is applied.
25. Reinforcement tapping plates, .125" thick, shall be welded into the doorframe structure and installed at all grab bar mounting points to assure maximum strength. Simply using the inner door panel surfaces as a mounting point shall not be permitted.
26. Two grab bars of heavy-duty medical grade seamless stainless steel, 1.25"diameter, shall be securely mounted longitudinally to the ceiling slightly off center toward the primary and secondary patients' positions. Grab rails shall be of a single-piece style and shall incorporate radius ends. The design and style shall match the grab rails described hereinabove.

27. Reinforcement tapping plates that are a minimum of .125" thick shall be welded to the module framework at the grab rail mounting points to assure maximum strength. Grab rails shall not be attached to the ceiling surfaces only. All surfaces of the grab rails shall have a full radius, including the ends. This item must meet AMD Standard #008 – "Load Test for Ambulance Grab Rail."

3.4 Exterior Compartment Construction

1. The module shall be equipped with the exterior compartments with dividers and shelving as indicated herein. The arrangement and dimensions for each compartment has been developed for the specific needs of the Purchaser. Other alternative arrangements shall not be considered. Sizes may be larger as long as the minimum size indicated herein is provided within the design parameters described. All cabinets and compartments shall meet AMD Standard #019 – "cabinet and Compartment Measuring Guidelines."
2. All exterior compartments must be constructed of .125" thick walls and .090" thick ceilings with an aluminum alloy of 5052-H32. All compartments shall be fully seam-welded and fully welded to the modular body structure. No mechanical fasteners shall be allowed. No caulked seams or intermittent welding of seams shall be allowed. The use of lesser thickness aluminum or the use of aluminum diamondplate to form the compartment walls or floor is not acceptable due to those products having less strength and being subject to stress cracking.
3. The exterior compartment door openings shall be framed with 2.125" x 1.375" x .125" thick 6063-T52 high strength aluminum extrusion with an integral lip .375" thick and extending .75". Each corner shall be continuously welded. The bottom of each compartment shall be flush with the bottom extrusion (sweep-out style) thereby enabling easy cleaning and removal of equipment.
4. Exterior compartment doors shall have a fully welded .125" thick extrusion forming its perimeter. Corners shall be ground to form a .063" radius, blended smooth with the extrusion. A one-piece hollow core seal shall be attached to a recess in the door extrusion. Installation of the seal in the exterior compartment opening is unacceptable since it exposes the seal to damage from equipment being installed in or removed from the compartment.
5. The exterior door panel shall be 5052-H32 aluminum, .125" thick. The panel shall be welded to the perimeter extrusion at least 1" every 6" to 8". The door interior panel shall be a minimum .063" thick bright diamondplate aluminum and shall be secured with solid shank aluminum rivets to prevent loosening and installed in a manner to eliminate raw exposed edges. No threaded steel fasteners such as screws or bolts are permitted due to the potential for constant loosening, deformation, and electrolytic corrosion. The interior of each door shall be fully insulated with 2" thick polystyrene foam planking. A .125" thick brushed aluminum access panel shall be provided for servicing the latch.

6. Each exterior compartment door shall be equipped with a gas shock hold-open device that allows travel over 90-degrees.
7. All adjustable shelf tracks in the exterior compartments shall be heavy-grade extruded aluminum UNISTRUT-style mounting track. All track shall be attached to the compartment walls via intermittent welding. No screws or rivets shall be used for attachment of the UNISTURT track to the compartment surfaces since these may weaken and separate under heavy loads. Kitchen shelf track or other similar lightweight household-grade shelf track is not acceptable.
8. Adjustable shelving for the exterior compartments shall be fabricated of .125" thick 5052-H32 aluminum with a formed 1" high lip on the front and the rear. Shelving shall be prepared and painted to match the compartment finish. A 1.25" long brake-formed downward lip shall be fabricated at the ends of each shelf to allow mating to the shelf track. Shelving shall be attached via spring-style fasteners specifically designed for use with the extruded track.
9. A red reflector, at least seven square inches in size, shall be installed on the interior surface of each module exterior compartment door. The reflectors must be highly reflective DOT-approved tape designed for vehicle installation (Truck-Lite #98176 series or equal). Foam-backed glue-on or screw-style reflectors are not acceptable due to their high potential for cracking, damage, loss and deterioration.
10. A completed label attesting that the vehicle is designed, built and certified to the most current version of Federal Specification KKK-A-1822, as amended, shall be installed in the front streetside compartment on the inner face of the compartment door on a permanently mounted aluminum plate installed.

3.5 Construction of Rub Rail, Fenders, Rear Bumper/Step, Side Stepwell, Tag Frame, Module Stone Guards, Mounting Body to Chassis, Oxygen System, HVAC System

1. Rub Rails:
   (a) The modular body shall have a 2" x 3.5" x .125" thick aluminum beam welded along the sides of the module to act as a side impact crash beam and support the rub rails. The side impact crash beam shall be welded to all possible vertical beams along the sides. The upper edge shall incorporate a .375" thick x .75" wide solid aluminum lip that shall act as the lower mating surface for side doors of the module.
   (b) The rub rails shall extend the full length of the modular body on each side with tapered ends. The rub rails shall be .125" thick aluminum diamondplate formed into an "L" section with a 2" x 1" x .125" thick tubular aluminum beam welded inside the diamondplate "L" section for greater strength. The rub rails shall be secured to the module side beams with .25" diameter stainless steel bolts, nuts and lock washers and shall be spaced .125" from the modular body with nylon spacers to allow water, cleaning solutions, road salt, etc. to drain from the body and permit easy rub rail replacement in case of an accident. Rub rails formed only from

diamondplate are not acceptable because they are not impact resistant. OR specify rubber rub rails

2. Fenders:
   (a) The module shall be equipped with 5052-H32 aluminum inner fenders .063" thick, fully curved to the contour of the wheels, and MIG welded in place. Joints with the modular body shall also be sealed.
   (b) The module wheel housing shall be so constructed for easy tire removal.
   (c) Each rear wheel area shall be provided with one-piece CPI-brand heavy-duty polished cast aluminum fenderettes. Formed sheet metal, fiberglass, or rubber fenders are not acceptable due to their lack of resistance to impact damage. OR specify rubber fenderettes
3. Rear Bumper:
   (a) A heavy-duty combination rear bumper/step shall be provided at the rear of the module. The bumper step shall extend across the rear of the modular body. The rear bumper/step shall be spaced 1.5" from the rear of the modular body and shall not be connected to the module at any point in order to protect the modular body from damage in the event of a minor accident. In no instance shall integral or add-on "tow eyes" be incorporated into the step assembly since the step assembly is not rated for chassis towing. Any towing must be performed via direct attachment to the chassis frame components per QVM requirements. Seam-welded aluminum diamondplate boxes shall be installed on each end and incorporate 2" x 16" heavy-duty rubber dock bumpers.
   (b) The rear step/bumper shall be fully welded to provide maximum strength. The step/bumper shall be bolted via grade 8 plated bolts to the chassis frame and not fastened to the modular body in any way. Bumper assemblies that are welded to the chassis frame are not acceptable since they are difficult to replace and can cause damage to the chassis frame in a minor accident. This item must meet AMD Standard #018 – "Rear Step and bumper Static Load Test."
   (c) A step shall be incorporated in the center portion of the bumper/step. The step opening shall be 48" wide and shall extend 10" behind the modular body. The step material shall be high strength, one-piece extruded aluminum with anti-skid teeth formed into the surface and machine stamped openings to prevent slipping and buildup of mud, ice or snow. The step shall be mounted on a full-length hinge, allowing the step to be lifted out of the way for easier cot loading and unloading. The top of the step shall be within 2" of midway between the ground and the patient compartment floor with the vehicle loaded with the rated payload. The bumper/step frame shall be treated to be resistant to corrosion.
   (d) Diamondplate box covers with angled outside corners shall be installed on each end of the bumper with the folding bumper step between each box.
4. Side Stepwell:

(a) The side stepwell shall be made of a minimum .125" thick NFPA-compliant anti-skid aluminum diamondplate, fully seam welded into place to form an integral component of the module. The step surface shall be completely flush for easy "sweep-out" cleaning. No lip is permitted. The stepping surface shall comply with NFPA 1901 standards (section 15.7.4) for slip resistance.

(b) A stainless steel threshold shall be provided above the stepwell. The inner edges shall be sealed where the threshold meets the floor covering to prevent moisture accumulation under the threshold plate. A replaceable 2" minimum anti-skid surface shall be incorporated across the full width of the threshold plate.

5. Module Stone Guards: The front corners of the modular body shall be equipped with stone guards constructed of diamond tread bright aluminum and secured to the module with Ultra-Grip rivets. Stone guards shall extend around the module forward corners and to the cab body. All edges of the stone guards shall be sealed with a flexible sealant to prevent accumulation of moisture and dirt between the body and stone guards.

6. Mounting modular body to chassis:

(a) Purchaser requires a mounting system that provides a stable and durable attachment of the module body to the chassis frame. Therefore, the modular body shall be mounted to the chassis by a minimum of eight 5/8" diameter grade 8 bolts provided. The use of any other style of mounting system that requires wood or rubber block spacers (such as "u-bolt" mounting systems) or other "direct contact" mounting systems are prohibited since these cause undue stress on the chassis frame rails and result in a rough ride.

(b) To distribute the load and torsion evenly across the entire mounting surface of each lateral floor structure cross member, the module mounting points shall be reinforced with longitudinal 3" wide by .75" thick 6061-T6 high strength aluminum alloy flat bar "sleeper rail" welded to the lateral module floor framework.

(c) Heavy-duty vibration absorbent elastomer bushings with a steel inner sleeve installed between the module "sleeper rail" and the chassis frame shall be used at each mounting point. These bushings shall be fabricated to resist crushing and deformation.

(d) The modular body shall not be welded to the chassis at any point.

7. Oxygen System:

(a) All oxygen piping shall be electrostatically conductive medical-grade green oxygen hose rated at 250 P.S.I.G. use of any other material for oxygen piping is not acceptable. The hose shall be of a length that it may be connected to an oxygen cylinder standing on the ground prior to loading the replacement cylinder into the compartment. The hose connecting the cylinder regulator to the distribution network within the module shall be fabricated as a separate length of hose with matching threaded connectors and attached to a "thru-wall" fitting in the compartment. This

hose shall be easily replaceable in the event of damage. This item must meet AMD Standard #015 – "Ambulance Main Oxygen System Test".

(b) A cylinder-changing wrench shall be furnished, chained and clipped within the oxygen compartment. The chain shall be covered with plastic, heat shrink-wrap, or similar material to eliminate chain rattling and potential tangling of the chain. Stranded wire cable is not an acceptable substitute due to safety concerns.

(c) An oxygen pressure-reducing regulator with an inlet filter and CGA540 fitting at the cylinder shall have line relief valve set at 200 PSI maximum, and a range of 0 to 2,500 PSI with the gauge scale graduated in not more than 100-PSI increments shall be provided. The regulator shall be easy to connect and preset, with a locking adjustment, at 50, +/-5, PSI line pressure permitting a minimum of 100-LPM flow rate at a bottle pressure of 150 PSI.

8. HVAC System:

(a) A temperature control system is required that provides quick and simple operation while maintaining a uniform temperature throughout the patient compartment. The HVAC unit must be located so it is easy to access for service. The HVAC system specified in Exhibit D shall be installed in a fully insulated cabinet to provide maximum cooling and heating performance.

(b) A Hi-capacity fresh air vent exhaust fan shall be installed at the rear of the module. This fan shall be flush-mounted over the rear doors on the interior of the vehicle. The fresh air intake shall be located at the front of the module. The fan shall have high and low speeds, and shall be controlled by a switch on the EMT panel. Rear-mounted intakes shall not be permitted due to the entry of dust and noxious fumes into the patient compartment. Roof-mounted ventilators are prohibited due to their propensity to allow water to enter the patient compartment.

(c) The fan shall be rated by its manufacturer to produce a minimum free airflow rate of at least 300 cubic feet per minutes. The vent fan shall provide a complete change of air in the patient compartment every two minute. The ventilation system shall comply with AMD Standard #007 – "Carbon Monoxide Levels for Ambulance Compartment Interiors".

(d) The HVAC system shall have an air return filter grill that is a minimum of 240 square inches installed near floor level to expedite the heating & cooling process. The return air register shall incorporate a replaceable filter that is readily available from local vendors. Filters that are proprietary to a specific ambulance manufacturer or any other "sole source" outlet are unacceptable. Two high-capacity adjustable discharge registers shall be installed near ceiling level for the HVAC system. This shall maintain a circulating airflow for even temperature distribution within the patient compartment. Systems with return air vents located near the face (discharge) of the HVAC unit are unacceptable since they do not allow for adequate air recirculation and efficiency.

(e) The blower motor for the HVAC unit shall be replaceable from the front of the unit without requiring removal of the entire unit from the cabinet. This

system shall operate independently from the HVAC system controls located in the chassis. UV-detectable Freon dye shall be installed in the system to aid in detection of any potential leaks. Electrically-controlled water valves shall automatically activate the flow of hot water to the rear heater when the thermostat setting for heat is selected. Vacuum-style control valves are not acceptable. Dual drain lines for water condensation shall be installed and shall terminate below the module. The system shall meet AMD Standard #012 – "Ambient Temperature Test" and Standard #014 – "Cooling System Test".

(f) An electronic thermostat with digital temperature display shall control this system and shall be installed in the action area panel. Household style thermostats are not acceptable.

3.6 Patient Compartment Interior Construction

1. All hinge doors shall be fabricated with .75" x .75" x .125" thick welded tubular aluminum frame with either .25" thick polycarbonate panels or NEVAMAR-brand laminated aluminum inserts as specified herein. All outside doorframe edges shall be covered with 1" x 1" polished aluminum edge trim. Doors shall be attached to the cabinet framework via the use of full-length stainless steel hinges. Intermittent hinges, household grade fasteners, or the use of regular steel hinges are not acceptable.
2. To ensure good working conditions and to create a stable patient environment, the module shall be manufactured with particular attention to thermal and sound control. The module shall have non-woven polyester batten mat insulation installed within all four walls and the ceiling. This insulation shall provide superior thermal and acoustic insulation qualities. Alternative materials are not acceptable due to the superior thermal and noise insulation qualities provided by this product. Fiberglas products are not acceptable due to the potential for airborne particles being released into the air over time.
3. The insulation shall be fire retardant, non-absorbent, non-settling, non-hygroscopic, mildew, bacteria, and vermin proof. Sound levels shall comply with AMD Standard #006 – "South Level Test Code for Ambulance compartment Interiors."
4. The module interior ceiling shall be .063" thick aluminum painted with white rock guard type paint for maximum light reflectivity. Plastic, wood panel, fiberglass, or similar product ceiling surfaces are not permitted due to their lack of structural integrity.
5. The module interior walls shall be .050" thick aluminum panels permanently bonded to NEVAMAR-brand general-purpose grade laminate. Plastic, wood, fiberglass, or painted wall surfaces are not permitted due to their lack of structural integrity, ease of damage, and ease of cracking when subjected to stress.
6. Two 2" x 1" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions shall extend the entire centerline length of the module creating a

full-length total access channel for installation of the main wiring harness and to also provide access to the inner roof surface for antenna cables and antenna bases. Extrusions shall be fully welded (2") to each roof box, adding strength to the roof structure.

7. All interior cabinets shall have aluminum walls fabricated from a combination of welded panels with minimum thicknesses ranging from .063" to .125" thick. The use of wood or plastic in the fabrication of these cabinets is prohibited due to their inherent lack of structural integrity and excess weight.
8. All interior cabinets shall be fabricated from a combination of various sizes of square and rectangular welded aluminum tubing. All tubing shall have walls that are a minimum of .125" thick. Cabinets formed from bending sheet aluminum are not acceptable due to stress cracking.
9. All finished cabinetry shall be sealed and completely finished with white texturized acrylic coating to provide durability.
10. Framing for all interior cabinetry shall be welded to form a crash-stable structure to support each cabinet opening.
11. All interior cabinets shall be welded to the structural framework components of the module, thus making the cabinets an integral part of the module to resist tearing loose under severe conditions. Cabinets that are bolted, screwed or otherwise similarly attached to the module framework are prohibited since these cabinets fail at the attachment points when subjected to severe stress.
12. Locations and dimensions of the interior cabinets shall be in accordance with the minimums described herein. Alternative arrangements and different sizes are not acceptable.
13. All sliding polycarbonate doors shall slide in felt-lined aluminum tracks. These doors shall be rattle-free and constructed in a manner that prevents inadvertent movement. All polycarbonate used in the interior cabinet doors (both sliding and hinged doors) shall be a minimum of .25" thick.
14. All polycarbonate sliding doors shall be equipped with full-length satin finish extruded aluminum handles. Finger holes or handles that require drilling of the polycarbonate for attachment are prohibited.
15. All interior cabinet door latches shall be of a flush-design and incorporate a quick-release/slam-shut style that permits quick opening with gloved hands. Latches shall be fabricated from polished stainless steel. No plastic or plated metal latches are acceptable since they lack durability and do not withstand repeated decontamination over time.
16. Adjustable shelving for all interior cabinets shall be fabricated of .125" thick 5052-H32 aluminum with a formed 1" high lip on the front and the rear of the shelf. Shelving shall be prepared and painted to match the compartment finish in which it is used. A 1.25" long brake-formed downward lip shall be fabricated at the ends of each shelf to allow mating to the shelf track. Shelving shall be attached via spring-style fasteners specifically designed for use with the extruded track.
17. All interior aluminum shelving shall have the lip edges covered by push-on plastic protective edging (such as TRIMLOCK-brand or equal).

18. Countertops throughout the patient compartment shall be fabricated from high-density solid surface acrylic material (such as Corian-brand or equal) incorporating "seamless" integral lips creating a "recessed" work surface. The countertops must overlap the cabinet edge seams on which they are installed to minimize the potential for the collection of fluids. Molded plastic or flush edge countertops are not acceptable.
19. All upholstery shall be fabricated using heavy-duty automotive grade vinyl with a minimum rating of 40 oz. And comply with FMVSS #302. All cushions, backrests, etc. shall be fabricated using high-density foam and covered with vinyl in a manner that minimizes any exposed seams. This material shall be fire retardant, washable, non-hygroscopic and bacteriostatic. No embossing, diamondpleated stitching, welding, or plastic trim shall be acceptable due to the weakening effect of these items on the upholstery with repeated use. Backrests and seat cushions shall have a nominal 3" thickness.
20. Color-coordinated plastic caps shall be installed over all exposed fasteners used to install the upholstery anywhere in the patient compartment.
21. There shall be removable covers with padded vinyl positioned over the ceiling centerline wiring trough, concealing the main wiring channel and allowing easy access to wiring and antenna cables.
22. The rear door, right side door, and walk-thru opening to the cab (Delete the preceding red text if there is no walk-thru opening. *Delete this note before proceeding.*) shall be thickly-padded overhead with vinyl covered foam padding for protection of personnel. All interior corners shall be rounded and padded whenever possible.
23. The floor covering shall be installed as a single-piece without any seams or splicing.
24. The floor covering must extend across the floor area in a single piece and continue up the curbside face to the top of the squad bench and entirely up the face of the street sidewall to the action shelf to permit ease of cleaning and decontamination.
25. The cot fastener shall be secured to the floor structure using aluminum bar stock welded to the cross frames under the floor of the module. This item must meet AMD Standard #004 – "Litter Retention System."
26. The attendant's seat base (installed at the head of the primary patient's stretcher) shall be directly attached to the modular floor using high-strength steel fasteners threaded into .75" thick x 6" wide aluminum bar stock welded to the floor structural framework. Wooden seat bases, non-FMVSS compliant swivel seat bases, and bolt-thru style seat base installations are not acceptable to Purchaser. The seat base must be approved for the specified seat and shall meet AMD Standard #025 – "Occupant Head Clearance Zones."

3.7 Electrical System & Exterior Lighting

1. The electrical system for this vehicle is extremely important to Purchaser. Electrical systems have proven to often be the most complex and

troublesome system on emergency vehicles. A system is desired that is simple in design so any electrical diagnosis and repair time will be minimized. The electrical system must be thoroughly engineered and manufactured to allow simple personnel operation. The system must be designed to minimize the possibility of experiencing dead batteries, shorted electrical components and lengthy troubleshooting. To address the above objectives, the requirements for the electrical system are set forth in detail herein.

2. Electrical systems that have components that are "sole source" or "proprietary" to any manufacturer are not acceptable to Purchaser. Due to the inherent problems associated with availability as well as high replacement costs, the installation of a printed circuit board-based or micro-processor controlled master electrical system for the modular body is not acceptable.
3. The electrical system shall be an electro-mechanical "hardwired" system manufactured by the Bidder to ensure reliable access to replacement parts using commercially available components for ease of service by Purchaser and to reduce "out-of-service" time for the vehicle. Electrical systems incorporating Printed Circuit Boards ("PCB") are not an acceptable substitute for an electro-mechanical "hardwired" system because PCBs are highly susceptible to minor electrical surges, moisture, and damage from vehicle vibration. PCBs are also not acceptable to Purchaser because they are expensive to replace and they become obsolete with the passage of time. Finally, the Purchaser does not want to be subject to proprietary PCBs which Purchaser can only acquire from one source. Hardwired systems have stood the test of time proving they are durable and reliable and they can quickly and easily be repaired with common components that are locally available. Purchaser is not willing to accept the risk of having its unit out of service for an extended period of time while waiting for Bidder to replace a proprietary PCB that has failed or been damaged. Therefore, the design requirements set forth herein for the modular electrical system must be strictly followed with no exceptions.
4. All wiring devices, switches, outlets, etc., except circuit breakers shall be rated to carry at least 125% of the maximum amp load for which the circuit is protected. The utilization of lightweight ribbon type wiring is not acceptable.
5. To minimize potential electrical problems, a minimum of five separate and distinct braided 'ground" straps shall be installed with two in the cab area and three in the module area. A centralized grounding system comprised of a separate ground wire harness for all interior/exterior circuits shall be installed and attached to the frame of the chassis via #2 gauge cable. All miscellaneous grounds shall be connected to the central grounding point on the frame.
6. All electrical connections added by the Bidder that are subject to "high-heat" exposure shall use Zinc-coated "Stover" lock nuts. This requirement includes, but is not limited to, such items as engine grounds, alternator taps, rectifiers, solenoids located in the engine compartment, and any other similar use. This method shall prevent loosening of the fasteners caused by recurrent expansion/contraction of the metal due to heat exposure.

7. All electrical connections/fasteners which may be exposed to harsh environmental elements such as water and that do not utilize weatherproof connectors shall have a spray-on plasticized coating applied for protection. This process shall decrease the potential for any corrosion or loss of adequate conductivity. Such areas shall include items such as battery cable connectors, ground straps, etc.
8. Locking quick disconnect plugs shall be utilized for connecting the cab console to facilitate ease of removal during service and remounting. All wiring shall be run inside fire resistant high temperature loom rated at 300-degrees F. All apertures on the vehicle shall be properly grommeted for passing wiring and shall conform to SAEJ1292. Electrical wiring systems shall have 6" service loops at all connections.
9. All relays, switches, etc. shall be knife terminal type for dependability and ease of field maintenance. No soldered-in or hard-wired components preventing individual component replacement shall be accepted by Purchaser. Bidder-added electrical system wiring shall have no splices within a wiring harness. Wiring shall run uninterrupted from one component to the next.
10. Large-size heavy-duty rocker switches shall be provided with an engraved label defining the switch functions. Switches shall be color-coded whenever possible and shall illuminate when the circuit is activated. Labels shall be backlit and readable at night. "Mini-style" switches are not acceptable. Light intensity shall be controlled via the headlight rheostat switch. The switches shall be designed for individual replacement. Switches that are incorporated into a consolidated circuit board panel are not acceptable due to the high cost of replacement of the entire panel.
11. The vehicle shall be equipped with a master module disconnect switch. The switch shall be a rocker type switch that has a different shape and feel than any other switch and illuminated red when "on". The switch shall control an Eaton P/N 6041H105 Military Spec solenoid that is rated at 200 amps continuous duty.
12. All wire shall be copper and conform to SAEJ1292 and shall be color-coded and heat stamped with a specific function code a minimum of every 4". Wire shall be rated at a minimum of GXL high temperature wire with wire sizes provided that are capable of carrying 125% of the load demand of each circuit. No lightweight wiring (such as ribbon wiring) shall be permitted regardless of whether the system is "hot" or "cold" wired by the manufacturer. This item must meet AMD Standard #005 – "12" VDC Electrical System."
13. All circuit breakers shall be heavy-duty automotive grade "automatic reset" type circuit breakers (unless otherwise specified herein) with adequate amperage rating to handle the load. The minimum acceptable amperage shall be 10 amps. Circuit breakers shall be heavy duty for dependable and reliable service. Circuit breakers must be "bolt-in" style breakers.
14. At all connection points where a wire is attached to a metal connector, there shall be sufficient heat shrink-wrap applied to aid in the prevention of dislodgment of the connector.

15. Multiple 12 VDC outlets shall be installed in the module as specified herein. The receptacles shall receive 12 VDC power from a medical isolator with a Schottky diode, heat sink mounted and rated at 20 amperes and 45 volts peak inverse voltage.
16. Wiring for the 125 VAC system shall be 10/3 SO type cable from the shoreline plug to the circuit breaker box, and 14/3 SO cable from the circuit breaker box to the receptacles and the engine block heater. All cable shall be rated at 600 volts at 90-degrees C and covered with 149-degree C fire retardant wire loom. This vehicle must comply with AMD Standard #009 – "125 VAC Electrical Systems".
17. All exterior door switches shall be hermetically sealed and magnetically controlled, preventing any moisture or dirt from entering the switch. The use of door switches that are not hermetically sealed and magnetically controlled is not acceptable since that style is subject to corrosion and rust. There shall be a spike suppression diode installed across the coil of the door relays to prevent any high voltage pulse from damaging these switches.
18. The attendant control panel shall be located in the action wall area. The panel(s) shall be fabricated from aluminum. The panel(s) shall be hinged for easy access for maintenance. The attendant control panel shall provide switching as set forth herein.
19. All warning lights, floodlights and taillights shall be connected using multi-conductor shielded cables and connectors that are approved by the manufacturer of the warning light. Absolutely no splicing of any wiring is permitted.
20. Scene & Exterior Lights:
    (a) Front and rear side marker lights shall flash with the directional signals in addition to operating as marker lights.
    (b) Ten identification/clearance lights shall be installed on the module and/or light bars per FMVSS #108. These lights shall have chrome-plated flanges.
    (c) Side and rear reflectors a minimum of 7 square-inches in size shall be installed on the module in compliance with FMVSS. These reflectors shall be highly reflective DOT-approved tape designed for vehicle installation (TRUCKLITE-brand #98176 series or equal). Foam-back glue-on or screw-style reflectors are not acceptable due to the high potential for cracking, damage, loss, and deterioration.
    (d) Rear load lights shall activate along with backup lights whenever the rear doors are opened, the transmission is placed in reverse, or by switch on the front control panel.
    (e) The curbside load lights shall activate when the curbside entry door is opened, or by switch on the front control panel.
    (f) Backup lights shall be installed in a manner that will illuminate the rear of the vehicle when both rear doors are deployed in the "open" position. This shall provide additional illumination and safety in addition to the floodlights mounted over the rear doors.

3.8 Paint Procedures

1. Purchaser requires a premium quality basecoat/clearcoat system with a low VOC polyurethane clearcoat for the module body. This process is required so the highest possible gloss will be provided. The basecoat provides superior color while the clearcoat provides superior appearance and luster retention characteristics when compared to other types of paint. In addition, the 3.5 VOC clearcoat achieves a smooth, hard, high gloss finish providing a higher resistance to chemical sprays, salt sprays, humidity, and temperature changes. Finally, this process best resists chipping. The final paint application shall be free of imperfections such as orange peel, streaking, or a dull finish.
2. Bidder shall have a valid paint application process control program in place and submit a copy of that document upon request.
3. Bidder shall maintain an outside paint audit system. The paint manufacturer shall provide regular onsite inspections of the Bidder's paint process to assure a consistent level of quality. Audit reports from these inspections shall be available to Purchaser upon request.
4. The entire exterior of the module shall be cleaned and prepared for painting according to the following minimum requirements. Any deviation in this process must be clearly explained in detail by Bidder.
   - Use a liquid cleaner to remove surface contaminants, grease and wax.
   - Clean all aluminum surfaces to be painted with a solvent cleaner.
   - Sand aluminum with 180 grit sandpaper followed by 320 grit sandpaper.
   - Apply two coats of Vinyl Wash Primer to .2 to .4 dry mils.
   - Apply two to three coats of Epoxy Primer 2 to 3 dry mils.
   - Sand cured Epoxy primer with 80 or 180 grit sandpaper as determined by the amount of body filler to be applied to each area of the module.
   - Apply body filler.
   - Sand cured body filler with 80 grit sandpaper followed by 180 grit sandpaper.
   - Apply three coats of Epoxy primer over cured body filler.
   - Apply sanding guide coat and sand epoxy primer. Finish sanding with 320 grit sandpaper.
5. The following paint application shall be followed:
   - Spray opacity card to determine the number of coats required to achieve opacity/coverage.
   - Apply Prism Basecoat as recommended to achieve opacity/coverage.
   - Apply clearcoat to achieve 2 to 2.5 mils dry film build.
   - Total dry film thickness shall be a minimum of 4.2 mils.
   - After the finish has cured properly, DA sand with minimum 1200-grit sandpaper followed by 1500-grit sandpaper to remove surface imperfections.
   - Power buff the paint finish to create a high gloss appearance.
6. A labeled container containing fresh paint of each color used on the vehicle shall be provided upon delivery as a "touch up" kit.

7. Corrosion is the probable cause of the majority of paint failures. To reduce the possibility of corrosion-caused failures the following corrosion control procedures shall be followed utilizing specifically formulated chemical coatings (hereinafter "coating") designed to reduce the potential for electrolysis between dissimilar metals:
   (a) Exterior Lights: When attaching any light to the module or to the cab where a rubber gasket or insert is not used, apply the coating to the fastener holes to seal the light and the body surface. Sealing the lights in this manner shall prevent water and contaminants from creeping behind the light and into the body.
   (b) Fenderettes: Apply coating to the fastener openings and fasteners.
   (c) Diamondplate: When attaching any diamondplate to the module (such as stone guards, rear kick plate, fenderwell covers, etc.) apply coating to the back of the plate. This seals the plate to the module and provides a moisture barrier. Also apply coating to the fasteners used to attach the diamondplate.
   (d) Rear Bumper: Apply coating between any aluminum and steel components that come in contact with each other.
   (e) Hinges: Apply the coating to both sides of all module exterior door hinges. Apply coating to each rivet before it is placed in the hole. Wipe excess sealant away after the rivet is installed. The use of dielectric tape is not an acceptable substitute.
   (f) Rub Rails: Coat the screws and spacers.
   (g) Miscellaneous: Apply the coating on all fasteners that are exposed to the elements. For example, spray the bolts that connect the running boards to the vehicle. Coat the fastener any time a screw or rivet is inserted in the module or cab.
   (h) Special Note: Where threaded steel fasteners (such as screws or bolts) are used to attach items to the painted exterior aluminum surfaces of the body (such as warning lights) the use of "inserts" is mandatory to eliminate the occurrence of dissimilar metal contact. Bidders must provide samples to Purchaser of products used upon request by Purchaser.

3.9 Warranties & Delivery

1.1 Warranties: Warranties defined as "Lifetime" or "Limited Lifetime" are not acceptable to Purchaser. Bidders must clearly state their warranty period reflecting a specific time period in months and/or years and/or mileage. Bidders are cautioned that warranties defined as "lifetime" or "limited lifetime" are not acceptable since the courts have not provided a clear legal definition for words that are generally held to be nothing more than a marketing tool. Copies of Bidder's warranties must be submitted in the bid package. These warranties shall meet or exceed the following minimum standards:

(a) Structural Warranty for the Modular Body

Bidder shall provide a 25-year unlimited-mileage structural warranty on the modular body, exterior skin, subfloor structure, exterior compartments, and interior aluminum cabinets. This warranty shall include structural defects from electrolysis. This 25-year structural warranty shall be fully renewed for 25 years if the original manufacturer remounts the modular body onto a new chassis.

(b) Warranty for Paint Finish

Bidder shall provide a minimum 7-year unlimited-mileage paint warranty covering materials and labor for defects in materials and workmanship. Items covered under this warranty shall include:

- Cracking, checking, peeling or delamination of the topcoat and other layers of paint.
- Loss of gloss caused by cracking, checking or hazing.
- Any paint finish failure caused by improperly applied finishes.

The following minimum warranty schedule must be provided:
0-48 months: 100% coverage
49-60 months: 50% coverage
61-84 months: 25% coverage
All limitations, exclusions, and warranty procedures shall be clearly indicated.

Warranty for Paint Corrosion: Bidder shall provide a minimum 3-year unlimited-mileage corrosion warranty covering materials and labor for the repair of paint deterioration caused by blisters or other film degradation. The following minimum warranty schedule must be provided:
0-12 months: 100% coverage
13-24 months: 50% coverage
25-36 months: 25% coverage
Any corrosion warranty that is prorated before the specified minimum time periods is not acceptable. All limitations, exclusions, and warranty procedures shall be clearly indicated.

(c) Warranty for Electrical System

Bidder shall provide a 10-year 100,000-mile electrical warranty covering components and labor which shall include the following components:

- Main wiring harness and battery harness cables.
- Relays.
- Automatic and manual reset circuit breakers.
- Voltmeters, ammeters, and shunts.
- Switches and solenoids.
- Diodes, rectifiers, and heat sinks.
- All terminal strips and multi-pin connectors.
- All wire terminals and magnetic door switches.

Major electrical components manufactured by third-parties such as sirens, light bars, flashers, alternators, batteries, inverters, battery

chargers, etc. shall be covered by the individual manufacturer's warranties.

(d) Warranty for Vehicle Conversion
Bidder shall warrant the vehicle and furnished equipment against parts failure or malfunction due to installation errors, defective workmanship and missing or incorrect parts for a minimum period of 24 months or 24,000 miles operation, whichever occurs first. This warranty shall specifically include windows and molding, floor covering, door locks, latches, and related hardware.

(e) Manufacturer's Pass-Through Warranties
All equipment and components installed on the vehicle or purchased with the vehicle shall be covered by the warranty of the manufacturer of such equipment or components. Bidder shall extend any additional warranties on any components on the vehicle which may be provided by the supplier of the component. These warranties shall be included in the owner's manual that is provided with the completed vehicle.

1.2 Delivery:

(a) An operating instruction handbook on the vehicle, repair manual and parts handbook shall be furnished with each vehicle.

(b) An accessory, components, equipment and systems instruction handbook(s) shall be furnished with each vehicle.

(c) The handbooks shall cover installation and operation instructions, drawings, illustrations, manufacturer's part numbers, service & lubrication instructions, assembly and disassembly instructions, along with safety precautions to ensure proper installation, operation and maintenance.

(d) Complete wiring diagrams shall be furnished in the owner's handbook. These diagrams shall be specific to the completed vehicle and shall not be "generic" in nature. Each optional electrical circuit shall be indicated on a separate page.

Exhibit A

Exhibit A is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

This section describes the cab and chassis that shall be supplied by (insert "Bidder" or "Purchaser" depending on who is supplying the cab and chassis)

INSTRUCTIONS: The O.E.M. specifications supplied by a chassis dealer may be attached to this Exhibit A – or the cab and chassis specifications may be written in detail by the Purchaser. Either way, the cab and chassis specifications need to be set forth regardless of whether the Bidder or Purchaser supplies the chassis.

Examples of items to be specified if the chassis O.E.M. specifications are not attached as Exhibit A:

Year
Model
Brand
GVWR
Wheelbase
Batteries
Gauges
Braking system
Fuel tank
Paint color
Engine specifications
Transmission specifications
Tires
Axle rating
HVAC specifications
Alternator
Trim package
Clock / radio / speaker options

Exhibit B

Exhibit B is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

Chassis Modifications by Bidder

1. Bidder must ensure that the loading height of the completed vehicle will meet the most current version of KKK-A-1822 specifications. Any modifications must be in accordance with QVM directives.
2. Air valve extensions for inner rear tires shall be installed.
3. The cab shall be equipped with .125" thick aluminum diamondplate running boards. These shall be 13" deep at the front of the module and taper to approximately 8" depth at the front wheelwells. The running boards shall include an 8" wide splash shield to protect the cab doors and running boards from stones, dirt, and debris spray from the front wheels.
4. A set of heavy-duty black polypropylene (minimum ¼" thick) grooved anti-sail style mud flaps shall be installed behind the rear wheels.
5. The master switch panel in the cab shall provide switches for the following:
   - Master Module Power
   - Kussmaul Sequence Master Switch
   - Emergency Warning Lights (Primary / Secondary)
   - Optional Circuit
   - Horn / Siren
   - Left Scene Lights
   - Rear Load Lights
   - Right Scene Lights
   - Squad Bench Dome Lights (Low Intensity)
6. Separate color-coded door-open warning lights shall be provided for the personnel doors and exterior compartment doors on the module. The door open warning lights shall flash whenever any door is opened.
7. The master switch panel shall be mounted on the cab console securely mounted to the floor midway between the driver and passenger. The console shall be fabricated from welded aluminum and coated with a heavy-duty UV-stabilized urethane elastomer finish. The console shall be easily removable via quick connection wiring harnesses and quick-release fasteners for easy access and servicing.
8. A FEDERAL-brand 12" Flexhead work light with rheostat intensity control and red/clear lens shall be installed on the console for use by the passenger for writing reports, reading maps, etc.
9. An SAE J994 " rated" audible warning device (reverse alarm) shall be provided and activated when the vehicle is shifted into reverse gear. The alarm will have a minimum rating of at least 107 dB (+/- 4 dB) at four feet. No "defeat" switch will be installed so vehicle operation will comply with OSHA regulations.

10. A 200-amp rated digital display combination ammeter/voltmeter shall be installed on the front console. The ammeter shall incorporate a #DCS-35-300-1 Hall-effect sensor.
11. The engine high idle speed control shall be the chassis OEM system. The engine high idle shall be set so that when the vehicle is in a stationary condition with the park brake applied and the transmission selector placed in "PARK" the engine idle shall be high enough to sustain the vehicle's total continuous electrical load, and maximum heating/air conditioning output. The device shall automatically disengage when any of the following actions take place: (a) when the brake is applied, (b) the park brake is disengaged, (c) the transmission selector is placed in any position other than "PARK".
12. Both the module and the cab shall have conspicuously displayed "No Smoking – Oxygen Equipped" and "Fasten Your Seatbelts" warning decals. The text and dimensions of these signs must comply with current "KKK" specifications.
13. This vehicle must meet AMD Standard #013 – "Weight Distribution." A certified weight ticket indicating the finished weight of the completed vehicle shall be provided at time of delivery.
14. A permanent style label stating "Diesel Fuel Only" shall be installed over the fuel fill opening.

Exhibit C

Exhibit C is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

Modular Body – Special Exterior Features

All features described in Exhibit C shall be built exactly as specified unless Purchaser accepts Bidder's modifications as set forth in Exhibit E.

1. The completed vehicle shall have the following nominal dimensions:

   Exterior dimensions of overall vehicle (including chassis, module and rear step):

Height:	99"
Width:	99" (excluding mirrors and lights)
Length:	999"

   Exterior dimensions of modular body:

Height:	99" (to top of modular roof)
Width:	99" (excluding mirrors and lights)
Length:	999" (outside front wall to outside rear wall)

2. The exterior compartments shall be referred throughout this document as set forth here. These references must be used on all CAD drawings. Standing outside the unit facing the back of the modular body:
   - The left rear compartment on the streetside shall be **L1**.
   - The left intermediate compartment on the streetside shall be **L3/2**.
   - Immediately above the L3/2 compartment shall be the **L3/1** compartment which shall house the electrical power distribution panel.
   - The front left compartment on the streetside shall be **L4**.
   - The right rear compartment on the curbside shall be **R1**.
   - The right intermediate rear compartment shall be **R2**.
   - The right front compartment on the curbside shall be **R4/1**.
   - Immediately below the R4/1 compartment shall be installed a separate externally vented compartment **R4/2** which shall store the chassis batteries.
3. Compartment **L1** shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - L1 shall be used for: vertical storage of backboards, scoop stretchers, and other patient immobilization devices.

- L1 shall have a single vertically-hinged exterior door.
- L1 shall be vented to the interior patient compartment.
- L1 shall be divided into two equal sections.
  - The forward section shall have 3 adjustable horizontal shelves.
  - The aft section shall have aluminum UNISTRUT-style tracks horizontally-welded to the back wall. Two adjustable .125" thick aluminum vertical dividers shall be installed for backboard storage.
- Access from the patient compartment to the interior upper section of L1 shall be accomplished by the installation of a vertically hinged door with the following nominal pass-thru dimensions:
  Height: 88.8"
  Width: 88.8"

4. Compartment **L3/2** shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - L3/2 shall be used for: storage of the spare tire and other miscellaneous storage.
   - L3/2 shall have dual vertically-hinged exterior doors. This applies ONLY to 166" bodies
5. Compartment **L3/1** shall house the electrical Power distribution Panel and associated electrical components. The L3/1 shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 9.99"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - L3/1 shall be used for: housing the electrical Power distribution Panel and associated electrical components. This location will allow easy troubleshooting and repair while minimizing entry into the module by service personnel.
   - L3/1 shall have one vertically-hinged exterior door.
6. Compartment **L4** shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - L4 shall be used for: storage of the main oxygen cylinder.
   - L4 shall have single vertically-hinged exterior door.

- L4 shall be vented externally with a nine square-inch vent consisting of machine-stamped louvers in the inner and outer door panels. No screw-on vents are permitted to minimize potential damage if struck.

7. Compartment **R1** shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - R1 shall be used for: vertical storage of backboards, scoop stretchers, and other patient immobilization devices.
   - R1 shall have a single vertically-hinged exterior door.
   - R1 shall have aluminum UNISTRUT-style tracks horizontally-welded to the back wall. Two adjustable .125" thick aluminum vertical dividers shall be installed for backboard storage.
8. Compartment **R2** shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - R2 shall be used for: storage of miscellaneous equipment.
   - R2 shall have single vertically-hinged exterior door.
   - R2 shall have one horizontal adjustable shelf.
   - Access to R2 from the interior of the patient compartment via the aft squad bench lid shall be provided.
9. Compartment **R4/1** shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - R4/1 shall be used for: storage of miscellaneous equipment.
   - R4/1 shall have a single vertically-hinged exterior door.
   - R4/1 shall have two adjustable horizontal shelves.
   - The lower section of R4/1 (see cabinet H3) shall be accessible from inside the patient compartment through dual hinged doors.
   - This compartment shall have the following nominal sizes:
     Height: 99.9"
     Width: 99.9"
     Depth: 99.9"
     Pass Thru Height: 88.8"
     Pass Thru Width: 88.8"
   - The right front of R4/1 (see cabinet H2) shall be accessible from inside the patient compartment through a single door in the upper right

portion of the bulkhead cabinet. This area shall have the following nominal sizes:

Height: 99.9"
Width: 99.9"
Depth: 99.9"
Pass Thru Height: 88.8"
Pass Thru Width: 88.8"

- The drug storage compartment (see cabinet H1) shall have a hinged and key locking door and shall be located in the upper left portion of the right front interior/exterior cabinet in the R4/1. The drug storage compartment shall have the following nominal sizes:

Height: 99.9"
Width: 99.9"
Depth: 99.9"
Pass Thru Height: 88.8"
Pass Thru Width: 88.8"

10. THE FOLLOWING IS NOT PART OF EHD UNITS: Compartment **R4/2** shall have the following nominal sizes:

Height: 99.9"
Width: 99.9"
Depth: 99.9"
Pass Thru Height: 88.8"
Pass Thru Width: 88.8"

- R4/2 shall be fully sealed off from the patient compartment.
- R4/2 shall be designed to store the chassis batteries.
- The chassis batteries shall be secured on an aluminum tray with self-latching 100% extension slides (Accuride-brand or equal).
- R4/2 shall have a single vertically-hinged exterior door that is vented to the outside.

11. Each exterior compartment shall be equipped with a wall-mounted 12 VDC light which automatically illuminates when the compartment door is opened.
12. Exterior compartments shall be coated in a multi-step process using an etching primer, high-solids color coat, and a Zolatone "splatter" finish for high chip resistance and durability. OR specify Speedliner here
13. There shall be one side entry door at the right front of the module with the following nominal opening size:

Height: 99.9"
Width: 99.9"
Pass Thru Height: 88.8"
Pass Thru Width: 88.8"

- The side entry door shall be equipped with an 18" x 24" fixed privacy-tint safety glass window which complies with FMVSS #205.
- A door-activated clear light shall be installed in the right side lower wall of the side door stepwell. It shall be a flush-mounted

4" diameter sealed version with rubber mounting grommet (Truck-Lite #40003 or exact equal) that shall activate whenever the side entry door is opened or the bench dome lights are activated to illuminate at low intensity mode. OR specify LED lighting

14. Each rear entry door shall be equipped with a 12" x 36" fixed privacy-tint safety glass window which complies with FMVSS #205.
15. The left rear personnel door shall be secured in the closed position with dual dowel pin Hansen #105 latches. The right rear personnel door shall have an EBERHARD-brand #206 latch with a #9000SS-SP locking "D" ring handle. This shall permit direct activation of the door latch via the handle.
16. Tag Frame: A CPI-brand #LP0005 polished aluminum tag frame with integral clear illumination light shall be installed on the rear of the module. OR specify a recessed tag frame
17. Scene & Exterior Lights:
    (a) A handheld spotlight with momentary "ON" switch shall be provided with the following features:
        - The spotlight shall be hard wired with an 8-foot spiral cord.
        - It shall have a "blue-eye" bulb with 400,000 candlepower.
        - This spotlight shall be installed in a recessed "well' on the passenger side of the console.
        - Clips, hangers or spotlights shipped "loose" are not acceptable.
    (b) Two WHELEN-brand #900 series flood/work lights with integral chrome plated flanges and 8-32 degree built-in optical tilt shall be mounted on the right and left sides of the module and controlled with individual switching from the cab.
    (c) Two 4" diameter red LED marker/turn/hazard warning lights shall be installed on the rear sides of the module. These lights shall incorporate a sealed lens assembly with rubber mounting grommet.
    (d) Two WHELEN-brand #900 series flood/load lights with integral chrome plated flanges and 8-32 degree built-in optical tilt shall be mounted on the rear of the module. The lights shall not be obstructed when the rear doors are opened.
    (e) CPI-brand #LH46118 triple-cluster with polished aluminum light housings shall be mounted below floor level on the rear kickplate for the rear taillights. The lights shall be installed using OEM weatherproof connectors. No taillight shall be obstructed when the rear entry doors are opened. The lights shall have the following features:
    Brake lights: Whelen #600 series – red lens – LED version.
    Turn signals: Whelen #600 series – amber lens – LED version.
    Backup lights: Whelen #600 series – clear lens – LED version.
18. Emergency Visual Warning System shall include the following:
    (a) Each light fixture shall have a chrome plated flange.

(b) Center-mounted on front of module: one WHELEN #900 series clear LED warning light.
(c) Upper front corners of module: two WHELEN #900 series red LED warning lights.
(d) Front fenders of cab: two WHELEN #700 series red LED intersection lights with "DEUTSCH" weatherproof connectors.
(e) Grill of chassis: two WHELEN #500 series red LED lights with "DEUTSCH" weatherproof connectors.
(f) Each side of the module at top outer corners: two WHELEN #900 series red LED warning lights.
(g) Rear of module at top corners: two WHELEN #900 series red LED warning lights. The lights shall not be obstructed when the rear entry doors are opened.
(h) Center-mounted over the rear doors of module: one WHELEN #700 series amber LED warning light.
(i) A WHELEN #AFM1660 electronic flasher shall power all of the flashing warning lights.

19. Siren System:
(a) A WHELEN (model #295SLSA-1) 200-watt electronic siren and microphone shall be mounted in the cab console.
(b) The siren shall incorporate a "hands-free" feature operated from the OEM chassis horn ring via a switch on the cab console.
(c) The siren shall meet AMD Standard #023 – "Siren Performance Test".

20. Speaker System:
- Two CPI-brand #SA4319 series polished aluminum 100-watt speakers shall be installed in the face of the front bumper and be connected to the sire amplifier. The siren speakers shall not block airflow to the grill in any manner.

21. Oxygen System:
(a) The oxygen tank shall be located in compartment L4.
(b) The oxygen tank restraint system shall be certified to comply with AMD Standard #003 – "Oxygen Tank Retention System". The restraint system shall have a vertically adjustable bracket to accommodate different cylinder sizes.
(c) The oxygen tank restraint system shall be ZICO #QR-MV and shall include 3 straps and a vertical restraint designed and installed to fit over the neck of an "M" size oxygen tank. OR specify a hydraulic lift

22. Exterior Paint & Lettering:
(a) The module shall be painted to match the cab.
(b) The outside wheels on the chassis shall be painted in the same color to match the cab. OR The outside wheels on the chassis shall have stainless steel wheel inserts.
(c) A "Star of Life" Ambulance decal package shall be provided and installed on the ambulance in accordance with the most current version of Federal Specification KKK-A-1822, as amended.

(d) There shall be an 11" wide reflective orange beltline stripe (3M #680-14) installed around the modular body and the sides of the chassis cab body.
(e) ¼" wide black reflective pinstripe tape shall be installed at the top and bottom edges of the beltline stripe.
(f) The exterior of the cab and module shall be painted as shown in the photographs that are attached to this Exhibit C.
- Describe the paint layout here.

(g) This specification does not require any lettering to be supplied or installed by the Bidder. Purchaser shall be responsible for lettering the completed ambulance after delivery of the vehicle.

OR

The following lettering shall be supplied and installed by Bidder:
- Both sides of module: specify text, style, and size
- Streetside only of module: specify text, style, and size
- Curbside only of module: specify text, style, and size
- Rear doors of module: specify text, style, and size
- Right side of rear of module: specify text, style, and size
- Left side of rear of module: specify text, style, and size
- Module roof: specify text, style, and size
- Front of module: specify text, style, and size
- Front of cab: specify text, style, and size
- Both fenders of cab: specify text, style, and size
- Both doors of cab: specify text, style, and size

Exhibit D

Exhibit D is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

Modular Body – Special Interior Features

All features described in Exhibit D shall be built exactly as specified unless Purchaser accepts Bidder's modifications as set forth in Exhibit E.

1. The completed vehicle shall have the following interior dimensions for the patient compartment:

Height:	99.9"
Width:	99.9" (streetside wall to curbside wall)
Aisle:	99.9"
Length:	99.9" (front bulkhead partition to inside of rear entry doors)

2. The cabinets in the patient compartment shall be referred throughout this document as set forth here. These references must be used on all CAD drawings. Standing at the rear of the unit facing the bulkhead of the patient compartment:
   - The left rear cabinet on the streetside shall be **A**.
   - The cabinet aft of the CPR seat over the aft action area shall be **B**.
   - The cabinet over the CPR seat on the streetside shall be **C**.
   - The cabinet over the countertop of the action area shall be **D**.
   - The cabinet directly behind the attendant seat in the left front bulkhead shall be **E**.
   - The cabinet in the center of the front bulkhead shall be **G**.
   - The cabinet in the top of the front right bulkhead shall be **H**. This cabinet shall be divided into two separate cabinets: **H1** on the left; **H2** on the right.
   - The cabinet in the front right bulkhead directly below cabinet H shall be **H3**.
   - The cabinet in the center of the curbside wall over the squad bench shall be **J**.
   - The right rear cabinet on the curbside shall be **K**.
3. Cabinet **A** (the left rear cabinet on the streetside) shall have the following nominal sizes: these should match the measurements for L1 if there is inside/outside access
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"

- Cabinet A shall have two full width adjustable shelves.
- Cabinet A shall have a vertically-hinged door with a polycarbonate door panel insert.
- The door for cabinet A shall be hinged on the left and open toward the rear of the patient compartment.
- Cabinet A shall provide inside/outside access to the streetside exterior compartment on the backside of cabinet A.

4. Cabinet **B** (the cabinet aft of the CPR seat over the aft action area) shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - Cabinet B shall have one full width adjustable shelf.
   - Cabinet B shall have a vertically-hinged door with polycarbonate door panel insert.
   - Cabinet B shall have a minimum of 20" of clear space from the bottom of this cabinet to the top of the countertop below the cabinet.
5. Cabinet **C** (the cabinet over the CPR seat on the streetside) shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - Cabinet C shall have no shelves.
   - Cabinet C shall have dual polycarbonate sliding doors.
   - Bidder acknowledges that AMD Standard #025 – "Occupant Head Clearance Zones" requires cabinet C to have a minimum of 43" of clear space from the bottom of this cabinet to the top of the seat below this cabinet.
6. Cabinet **D** (the cabinet over the countertop of the action area) shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - Cabinet D shall have one full width adjustable shelf.
   - Cabinet D shall have dual sliding polycarbonate doors.
7. Cabinet **E** (the cabinet directly behind the attendant seat in the left front bulkhead) shall have the following nominal sizes:
   Height: 99.9"

Width: 99.9"
Depth: 99.9"
Pass Thru Height: 88.8"
Pass Thru Width: 88.8"

- Cabinet E shall have no shelves.
- Cabinet E shall have a single vertically-hinged NEVAMAR-brand laminated aluminum door that is vertically hinged and opens toward the curbside.
- The door for cabinet E shall have vents installed to permit airflow.

8. Cabinet **G** (the cabinet in the center of the front bulkhead) shall have the following nominal sizes:
   Height: 99.9"
   Width: 99.9"
   Depth: 99.9"
   Pass Thru Height: 88.8"
   Pass Thru Width: 88.8"
   - Cabinet G shall have no shelves.
   - Cabinet G shall have dual sliding polycarbonate doors.
9. Cabinet **H** (the cabinet in the top of the front right bulkhead) shall be divided in the center with a fixed wall thereby creating two separate cabinets. The cabinet on the left side shall be **H1** and the cabinet on the right shall be **H2**.
   - Cabinet **H1** shall have the following nominal sizes:
     Height: 99.9"
     Width: 99.9"
     Depth: 99.9"
     Pass Thru Height: 88.8"
     Pass Thru Width: 88.8"
   - Cabinet H1 shall have no shelves.
   - Cabinet H1 shall have a vertically-hinged NEVAMAR-brand laminated aluminum door that is hinged on the left and opens toward the streetside.
   - The door for cabinet H1 shall have a locking latch.
   - Cabinet H1 shall be used for storing medical drugs so it shall be insulated and temperature controlled via the HVAC system. This feature is not "standard"
   - Cabinet **H2** shall have the following nominal sizes:
     Height: 99.9"
     Width: 99.9"
     Depth: 99.9"
     Pass Thru Height: 88.8"
     Pass Thru Width: 88.8"
   - Cabinet H2 shall have no shelves.
   - Cabinet H2 shall have a vertically-hinged NEVAMAR-brand laminated aluminum door that is hinged on the right and opens toward the curbside.
   - Cabinet H2 shall provide inside/outside access to the curbside exterior compartment.

10. Cabinet **H3** (the cabinet in the front right bulkhead directly below cabinet H) shall have the following nominal sizes:
    Height: 99.9"
    Width: 99.9"
    Depth: 99.9"
    Pass Thru Height: 88.8"
    Pass Thru Width: 88.8"
    - Cabinet H3 shall have two shelves.
    - Cabinet H3 shall have dual hinged polycarbonate doors.
    - Cabinet H3 shall provide inside/outside access to the curbside exterior compartment to the right of cabinet H3.
11. Cabinet **J** (the cabinet in the center of the curbside wall over the squad bench) shall have the following nominal sizes:
    Height: 9.9"
    Width: 99.9"
    Depth: 99.9"
    Pass Thru Height: 88.8"
    Pass Thru Width: 88.8"
    - Cabinet J shall have no shelves.
    - Cabinet J shall have dual sliding polycarbonate doors.
    - Bidder acknowledges that AMD Standard #025 – "Occupant Head Clearance Zones" requires cabinet J to have a minimum of 43" of clear space from the bottom of this cabinet to the top of the seat(s) below this cabinet.
12. Cabinet **K** (the right rear cabinet on the curbside) shall have the following nominal sizes: this cabinet is not very common
    Height: 99.9"
    Width: 99.9"
    Depth: 99.9"
    Pass Thru Height: 88.8"
    Pass Thru Width: 88.8"
    - Cabinet K shall have three full width adjustable shelves.
    - Cabinet K shall have a vertically-hinged door with a polycarbonate door panel insert.
    - The door for cabinet K shall be hinged on the right and open toward the rear of the patient compartment.
    - Cabinet K shall provide inside/outside access to the curbside exterior compartment on the backside of cabinet K.
13. The color of the polycarbonate used throughout the interior of the patient compartment shall be clear.
14. A hinged polycarbonate access window to allow full access for the operation of the main oxygen tank valve and viewing of gauges from the EMT seat shall be installed in the right side wall of the action area.

15. Alternating red/white 10" diagonal reflective stripes shall be placed at the bottom on the interior side of the side entry door and each of the rear personnel doors.
16. Patient Compartment to Cab Access: OR use text for a pass-thru window
    (a) A walk-thru door shall be installed in the front bulkhead to allow access from the cab to the patient compartment. This door shall be as large as possible given the specifications for the surrounding cabinetry; shall have sliding track hardware; and shall be able to be secured in the open and closed positions. The sliding track system shall not use any rollers, bearings, or similar moving parts to ensure a low maintenance rattle-free door.
    (b) The walk-thru door shall horizontally slide into a stowed position. The door shall be covered with Nevamar laminate on both sides and incorporate a polycarbonate viewing window with minimum dimensions of 12" x 16".
17. Bio-Hazard/Trash: Two 2-gallon size disposable biohazard containers with mounting brackets shall be provided.
18. Seating / Upholstery:
    (a) The vinyl color used throughout the patient compartment shall be gray.
    (b) Attendant seat:
        - Seat brand to be installed: Wise Captain-style high-back seat model #WM1639.
        - Seat base to be installed: Wise swivel seat base #WM1935.
        - The seat belt shall be red in color to provide a visual method of engagement by the occupant.
        - This seat shall be installed at the head of the primary patient's stretcher and shall be adjustable fore and aft a minimum of 6".
    (c) CPR seat:
        - A streetside CPR seat shall be installed with a minimum 3" foam seat and backrest cushions. The seat shall be a minimum of 29" wide before installation of the padding and incorporate a fold-down upper backrest that forms a recessed countertop when the seat is not being occupied. The fold-down backrest position shall create a "well" so heavy items such as defibrillators, drug kits, and ventilators can be placed in this area without "sliding" when the vehicle brakes are applied.
        - The seat belt shall be red in color to provide a visual method of engagement by the occupant.
        - Cabinetry adjacent to the CPR seat shall have rounded corners and heavy upholstered padding to protect occupant's head and torso from injury.
    (d) Squad bench: The squad bench on the curbside of the vehicle shall have the following features:
        - a minimum 3" thick foam-padded seat and a full-length minimum 3" foam-padded backrest that is designed for removal for cleaning;

- a 2-section split squad bench with two lids that are held closed with quick release slam type latches that incorporate flush "paddle style" handles in the lower face of the squad bench;
- each lid shall be held open by a gas-filled hold-open device;
- full-length storage that is finished in the same manner as the interior medical supply cabinets;
- three complete sets of seat belts and retractors for three seated passengers or one supine patient.
- The seat belts shall be red in color to provide a visual method of engagement by the occupant.
- The squad bench platform shall be fabricated from welded aluminum tubing a minimum of .125" thick that is welded to the module framework. The exterior shall be constructed with .125" thick aluminum sheet that is welded to the tubular frame of the squad bench. The top and corners of the squad bench base shall be protected with polished aluminum trim to reduce damage from the cot striking the squad bench base. A platform that is formed only from bending sheet aluminum is not acceptable due to stress cracking.
- There shall be a nylon net at the head of the squad bench extending from the ceiling to the squad bench platform. This net shall be a nominal 58" X 17" in size and shall serve to protect the occupants from falling or being thrown into the stepwell of the side personnel door in the event the vehicle stops abruptly.

19. Floor Covering: The floor covering shall be a premium quality no wax vinyl type and shall be Mannington-brand or equal. The floor of the floor covering shall be gray (Mannington product code #ABC123).
20. Handrails / Mounting Brackets: Two CPI-brand ceiling mounted #IV2007 Dual Bag/Bottle IV holders with rubber anti-sway device shall be provided and securely installed. One shall be installed at the torso position for the primary cot and one at the head of the squad bench.
21. Cot / Litters / Mounts:
    (a) A Ferno Washington #175-4 removable dual-position cot fastener set shall be installed.
    (b) The cot used in this unit shall be a Stryker Cot #6082MX-PRO R3.
    (c) Bidder shall supply one of the above described cots with this unit. OR The Bidder will not be supplying a cot for this unit.
22. Module 12 VDC Electrical System:
    (a) 12 VDC outlets:
        - Style: cigarette
        - Number: 2
        - Mounting locations: streetside forward action area
        - A matching unwired female mating connector shall also be provided for each receptacle
    (b) Interior lighting must meet AMD Standard #016 – "Patient Compartment Lighting Level Test" and shall consist of:

- Style: 8" diameter dual-intensity dome lights
- Number: 8
- Mounting locations: 4 streetside over the primary patient and 4 curbside over the squad bench.
- Lights over the squad bench shall come on low intensity when opening either the rear or side personnel doors and may also be switched from the cab console.

(c) A LED light shall be installed above the action area countertop and shall have an integral switch.

(d) The control panel at the action area shall provide switching for the following:
- Bench dome lights (high and low intensity)
- Cot dome lights (high and low intensity)
- Suction pump
- Vent fan
- Inverter (switch and wiring shall be installed)

(e) A KUSSMAUL-brand #091-32 Sequencer / Load Manager shall be installed in the cab console. When the vehicle electrical load exceeds alternator output and voltage decreases, the Sequencer / Load Manager shall decrease the electrical load by turning off the loads controlled by switches in the master switch panel until the alternator output matches or exceeds the electrical load.

(f) Coaxial Cables: There shall be two #RG58U two-way radio antenna coaxial cables. Bidder shall run these cables from the center-wiring trough to an area behind the driver's seat.

23. 125 VAC Electrical System:

(a) A shoreline input shall be provided for the purpose of connecting the vehicle's 125 VAC system to shoreline power when the vehicle is stationary. The shoreline shall have the following features:
- 30-ampere twist-lock inlet.
- Mounted streetside of the module forward of the door hinge for the front streetside compartment.
- A matching unwired female mating connector shall also be provided.
- The plug shall have a spring-loaded cover suitable for wet locations.
- An engraved permanent label shall be applied at the shoreline plug stating the function, input rating, and maximum amperage rating.

(b) One UL approved circuit breaker box, rated for 70 amperes and 240 volts shall be provided for the 125 VAC shoreline system. The circuit breaker box shall be installed on the streetside of the cab behind the driver's seat. Two 15-ampere ground fault interrupt (GFI) circuit breakers shall be installed. One breaker shall provide power to the engine block heater and function as an "on-off" ("summer/winter") switch for the block heater. The other breaker shall provide power to the patient compartment receptacles. Any additional 125 VAC powered items shall have a separate circuit breaker and be permanently marked as to the item it controls.

(c) 125 volt AC outlets:

- Style: hospital grade (green dot) duplex receptacles (vertically-oriented) with an internal light that illuminates when energized.
- Number: 2
- Mounting locations: one on EMT action panel and one in the right front section within cabinet H-3.
- Each outlet shall have a permanent label installed next to the outlet that states "125 VOLT AC".

(d) An on-board battery charger shall be installed. It shall activate via the shoreline input and operate in a "float charge" mode to prolong battery life. A separate 125 VAC circuit breaker shall be installed for this battery charger to isolate the circuit when required.

- Brand: Iota DLS-15
- Rating: 15 amps

24. Oxygen System: A complete piped oxygen system with flush mounted oxygen outlets with color-coded Ohio Diamond style connections shall be provided. Satin gray finish aluminum trim bezels shall be provided for the oxygen outlets. The following oxygen outlets shall be installed:
    - Location: at primary patient's head in action area.
      Type of outlet: dual
    - Location: at secondary patient's head on curbside wall.
      Type of outlet: single
25. Vacuum System:
    (a) The vehicle shall be equipped with an Sscor self-contained wall-mounted aspirator system with disposable collection canisters.
    (b) Two spare canisters of a minimum 1000cc capacity shall be provided.
    (c) This system shall meet AMD Standard #021 – "Aspirator System Test".
26. HVAC System:
    (a) The patient compartment shall be equipped with a heavy-duty high-capacity combination heater/air conditioner system with a minimum 24,000 BTU for cooling and 36,000 BTU for heating.
    (b) This HVAC system shall be located in its own fully insulated compartment over cabinet **H**.
27. Fire Extinguishers: Two AMEREX-brand #A500T 5-pound ABC-type dry chemical fire extinguishers with a minimum rating of 2A10BC shall be provided and installed in mounting brackets. The fire extinguishers shall be mounted in specify locations. OR if they are not installed: Two AMEREX-brand #A500T 5-pound ABC-type dry chemical fire extinguishers with a minimum rating of 2A10BC shall be provided as "loose equipment" at the time of delivery for installation by the Purchaser.

EXCELLANCE, Inc.

Certified List
Certified Welders

Certified Welders List 7-17-14

NAME	CERTIFICATION	AREA	PROCESS
Cody, Ervin	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Cody, Roger	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Graves, Jack	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Keel, James A.	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Dempsey, Wayne	AWS D9.1 Charlie Giles	Welding (See Certification Card)	Welding of components (steel)
Cody, Johnathan	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Baswell, Ronnie	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Barton, Michael	AWS D9.1 Code Services	Welding (See Certification Card)	Welding of module structure and components
Craddieth,Mykael	AWS D9.1 Mystras	Welding (See Certification Card)	Welding of module structure and components
Breach, Ted	AWS D9.1 Mystras	Welding (See Certification Card)	Welding of components (steel)
White,Tod	AWS D9.1 Mystras	Welding (See Certification Card)	Welding of module structure and components
Blackburn,Andrew	AWS D9.1 Mystras	Welding (See Certification Card)	Welding of module structure and components
Doran,Scotty	AWS D9.1 Mystras	Welding (See Certification Card)	Welding of module structure and components
Duncan,Steve	AWS D9.1 Mystras	Welding (See Certification Card)	Welding of module structure and components

Excellance, Inc.

Qualified Weld Procedures

UPDATED 5/26/05

WPS#	REV	PROCESS	POSITION	WIRE	APPROVAL	DATE
21293A	2	MIG SHEETS/SEAMS	3G VERTICAL UP	.035	Excellance	09/28/00
21293A	3	MIG SHEETS/SEAMS	4G OVERHEAD	.035	Code Services	12/15/00
21293B	1	TIG	1G FLAT	3/32 ELECTRODE	Code Services	12/15/00
21293C	0	MIG STEEL	3G VERTICAL UP	.030	Code Services	01/04/01
21293D	1	PULSED STRUCTURAL	4G OVERHEAD	3/64	Code Services	12/15/00
21293E	0	PULSED SHEETS/SEAMS	3G VERTICAL UP	.035	Excellance	09/28/00
21293E	1	PULSED SHEETS/SEAMS	4G OVERHEAD	3/64	Code Services	12/15/00
21293F	0	MIG STRUCTURAL	3G VERTICAL DOWN	.035	Excellance	09/28/00
21293F	1	MIG STRUCTURAL	4G OVERHEAD	.035	Code Services	12/15/00
21293G	1	PULSED BAR STOCK	1F FLAT	3/64	Code Services	12/15/00
21293G	2	PULSED TUBE TO TUBE	2F FLAT	3/64	Charlie Giles	05/13/05
21293H	1	MIG BAR STOCK	1F FLAT	3/64	Code Services	12/15/00
21293J	0	PULSED SHEETS/SEAMS	4G OVERHEAD	.035	Code Services	12/15/00
21293K	0	PULSED STRUCTURAL	4G OVERHEAD	3/64	Code Services	12/15/00
21293L	0	MIG STRUCTURAL	4G OVERHEAD	3/64	Code Services	12/15/00
21293M	0	MIG SHEETS/SEAMS	4G OVERHEAD	3/64	Code Services	12/15/00
21293N	0	MIG STEEL	3G VERTICAL UP	.035	Charlie Giles	04/13/05

EXCELLANCE, Inc. Welder Certification

Michael Barton
Name

688
Emp No.

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

7-Dec-07
Date Issued

M. Davis
Certifying Officer

CG = Charlie Giles
CO = Conam

CertCard Rev. 2

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293B Rev1	TIG	5052	1G	CG	8/7/07
21293C Rev0	MIG	A36	3G	CG	8/7/07
21293G Rev2	PUL	6063	2F	CG	8/7/07
21293H Rev1	MIG	6061	2F	CG	8/7/07
21293J Rev0	PUL	5052	4G	CG	8/7/07
21293K Rev0	PUL	5052	4G	CG	8/7/07
21293C Rev0	MIG	A36	3G	CO	12/7/07
21293G Rev2	PUL	6063	2F	CO	12/7/07
21293H Rev1	MIG	6061	2F	CO	12/7/07
21293B Rev1	TIG	5052	1G	CO	12/7/07
21293D Rev1	PUL	5052	4G	CO	12/7/07

EXCELLANCE, Inc. Welder Certification

Ronnie Baswell
Name

5
Emp No.

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

7-Dec-07
Date Issued

M. Davis
Certifying Officer

CertCard Rev. 2

CO = Conam

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293G Rev2	PUL	6063	2F	CO	12/7/07
21293H Rev1	MIG	6061	2F	CO	12/7/07
21293K Rev0	PUL	5052	4G	CO	12/7/07

EXCELLANCE, Inc. Welder Certification

Andrew Blackburn
Name

AB108
Emp No.

284-80-4393
SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

19-Jun-14
Date Issued

M. Davis
Certifying Officer

CertCard Rev. 2

M = Mystras

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293E Rev 1	PUL	5052	4G	*M*	6/19/14
21293F Rev 1	MIG	5052	4G	*M*	6/19/14
21293N Rev0	MIG	A36	3G	*M*	6/30/14
21293G Rev1	PUL	6061	1F	*M*	6/19/14

Excellance, Inc.

WELDING CERTIFICATION

EXCELLANCE, Inc.

Ted Breach
Name

TAB620 — *Emp No.*

422-15-8806 — *SSAN*

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

19-Jun-14 — *Date Issued*

M. Davis — *Certifying Officer*

CertCard Rev. 1

M = Mistras

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293N Rev0	MIG	A36	3G	*M*	#####

EXCELLANCE, Inc. Welder Certification

Ervin Cody
Name

240
Emp No.

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

15-Dec-00
Date Issued

M. Davis
Certifying Officer

CG = Charlie Giles
CS = Code Services

CertCard Rev. 2

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293A Rev3	MIG	5052	4G	CS	1/4/01
21293B Rev1	TIG	5052	1G	CS	1/4/01
21293D Rev1	PUL	5052	4G	CS	1/4/01
21293E Rev 1	PUL	5052	4G	CG	5/13/05
21293F Rev 1	MIG	5052	4G	CS	1/4/01
21293G Rev1	PUL	6061	1F	CS	1/4/01
21293H Rev1	MIG	6061	1F	CS	1/4/01
21293J Rev0	PUL	5052	4G	CS	1/4/01
21293K Rev0	PUL	5052	4G	CS	1/4/01
21293L Rev0	MIG	5052	4G	CS	1/4/01
21293M Rev0	MIG	5052	4G	CS	1/4/01

EXCELLANCE, Inc. Welder Certification

Jonathan Cody
Name

724
Emp No.

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

7-Dec-07
Date Issued

M. Davis
Certifying Officer

CertCard Rev 2

CO = Conam

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293G Rev2	PUL	6063	2F	CO	12/7/07
21293H Rev1	MIG	6061	2F	CO	12/7/07
21293K Rev0	PUL	5052	4G	CO	12/7/07

Excellance, Inc.

WELDING CERTIFICATION

EXCELLANCE, Inc.

Roger Cody
Name

12
Emp No

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

7-Dec-07
Date Issued

M. Davis
Certifying Officer

CS = Code Services
CO = CONAM

Certificate Rev. 2

Welder Qualification Certificate					
Specification	Process	Material	Position	Auth	Date
21293A Rev3	MIG	5052	4G	CS	12/15/00
21293B Rev1	TIG	5052	1G	CS	12/15/00
21293C Rev0	MIG	A36	3G	CS	12/15/00
21293D Rev1	PUL	5052	4G	CS	12/15/00
21293E Rev 1	PUL	5052	4G	CS	12/15/00
21293F Rev 1	MIG	5052	4G	CS	12/15/00
21293G Rev1	PUL	6061	1F	CS	12/15/00
21293H Rev1	MIG	6061	1F	CS	12/15/00
21293J Rev0	PUL	5052	4G	CS	12/15/00
21293K Rev0	PUL	5052	4G	CS	12/15/00
21293L Rev0	MIG	5052	4G	CO	12/7/07
21293M Rev0	MIG	5052	4G	CS	12/15/00

EXCELLANCE, Inc. Welder Certification

Mykael Craddieth
Name

MC7 — *Emp No.*

421-37-7334 — *SSAN*

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

19-Jun-14 — *Date Issued*

M. Davis — *Certifying Officer*

CertCard Rev. 2

M = Mystras

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293E Rev 1	PUL	5052	4G	*M*	6/19/14
21293F Rev 1	MIG	5052	4G	*M*	6/19/14
21293N Rev0	MIG	A36	3G	*M*	6/19/14

Excellance, Inc.

WELDING CERTIFICATION

EXCELLANCE, Inc.

Wayne Dempsey
Name

10
Emp No.

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

12-May-05
Date Issued

M. Davis
Certifying Officer

CertCard Rev. 1

CG = Charlie Giles

Welder Qualification Certificate

Specification	Process	Material	Position	Auth
21293N Rev0	MIG	A36	3G	CG

EXCELLANCE, Inc. Welder Certification

Scott Doran
Name

SRD99 — *Emp No.*

424-43-2152 — *SSAN*

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

19-Jun-14 — *Date Issued*

M. Davis — *Certifying Officer*

CertCard Rev. 2

M = Mystras

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293E Rev 1	PUL	5052	4G	*M*	6/19/14
21293F Rev 1	MIG	5052	4G	*M*	6/19/14

EXCELLANCE, Inc. Welder Certification

Steve Duncan
Name

SBD54
Emp No.

452-33-1073
SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

19-Jun-14
Date Issued

M. Davis
Certifying Officer

CertCard Rev. 2

M = Mystras

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293E Rev 1	PUL	5052	4G	*M*	6/19/14
21293F Rev 1	MIG	5052	4G	*M*	6/19/14

EXCELLANCE, Inc. Welder Certification

Jack Graves
Name

29
Emp No.

__ _____
SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

15-Dec-00
Date Issued

M. Davis
Certifying Officer

CG = Charlie Giles
CS = Code Services

CertCard Rev. 2

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293A Rev3	MIG	5052	4G	CS	1/4/01
21293B Rev1	TIG	5052	1G	CS	1/4/01
21293C Rev0	MIG	A36	3G	CS	1/4/01
21293D Rev1	PUL	5052	4G	CS	1/4/01
21293E Rev 1	PUL	5052	4G	CS	1/4/01
21293F Rev 1	MIG	5052	4G	CS	1/4/01
21293G Rev1	PUL	6061	1F	CS	1/4/01
21293H Rev1	MIG	6061	1F	CS	1/4/01
21293J Rev0	PUL	5052	4G	CS	1/4/01
21293K Rev0	PUL	5052	4G	CS	1/4/01
21293L Rev0	MIG	5052	4G	CS	1/4/01
21293M Rev0	MIG	5052	4G	CS	1/4/01
21293B Rev1	TIG	5052	1G	CG	5/13/05

EXCELLANCE, Inc. Welder Certification

James Alan Keel
Name

90
Emp No.

SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

15-Dec-00
Date Issued

M. Davis
Certifying Officer

CertCard Rev. 2

CG = Charlie Giles
CS = Code Services

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293A Rev3	MIG	5052	4G	CS	1/4/01
21293B Rev1	TIG	5052	1G	CS	1/4/01
21293C Rev0	MIG	A36	3G	CS	1/4/01
21293D Rev1	PUL	5052	4G	CS	1/4/01
21293E Rev 1	PUL	5052	4G	CS	1/4/01
21293F Rev 1	MIG	5052	4G	CS	1/4/01
21293G Rev1	PUL	6061	1F	CS	1/4/01
21293H Rev1	MIG	6061	1F	CS	1/4/01
21293J Rev0	PUL	5052	4G	CS	1/4/01
21293K Rev0	PUL	5052	4G	CS	1/4/01
21293L Rev0	MIG	5052	4G	CS	1/4/01
21293M Rev0	MIG	5052	4G	CS	1/4/01
21293A Rev3	MIG	5052	4G	CG	5/13/05

EXCELLANCE, Inc. Welder Certification

Tod White
Name

TDW109
Emp No.

422-25-8805
SSAN

Has satisfactorily completed the certification and qualification training courses indicated. Certificate to be returned to the certifying officer upon transfer or termination.

19-Jun-14
Date Issued

M. Davis
Certifying Officer

CertCard Rev. 2

M = Mystras

Welder Qualification Certificate

Specification	Process	Material	Position	Auth	Date
21293E Rev 1	PUL	5052	4G	*M*	6/19/14
21293F Rev 1	MIG	5052	4G	*M*	6/19/14
21293N Rev0	MIG	A36	3G	*M*	6/30/14
21293G Rev1	PUL	6061	1F	*M*	6/19/14
21293B Rev1	TIG	5052	4G	*M*	6/19/14

MARTIN SENOUR PAINTS®

DALLAS TRAINING CENTER

This is to acknowledge that

James Carnell

has completed the course listed below and is awarded this certificate.
40CFR Part 63, Subpart HHHHHH

Fleet CFR

In recognition thereof the following authorized signatures are affixed the 1st day of November, 2011.

Rodney E. Habel

Rodney E. Habel - Manager Training Operations

Dean Morrison

Dean Morrison – Training Specialist

Michael Pellett

Michael Pellett - Training Center Manager

MARTIN SENOUR PAINTS®

DALLAS TRAINING CENTER

This is to acknowledge that

Randall Click

has completed the course listed below and is awarded this certificate.
40CFR Part 63, Subpart HHHHHH

Fleet CFR

In recognition thereof the following authorized signatures are affixed the 1st day of November, 2011.

Rodney E. Habel

Rodney E. Habel - Manager Training Operations

Dean Morrison

Dean Morrison – Training Specialist

Michael Pellett

Michael Pellett - Training Center Manager

MARTIN SENOUR PAINTS®

DALLAS TRAINING CENTER

This is to acknowledge that

Dwain Holman

has completed the course listed below and is awarded this certificate.
40CFR Part 63, Subpart HHHHHH

Fleet CFR

In recognition thereof the following authorized signatures are affixed the 1st day of November, 2011.

Rodney E. Habel

Rodney E. Habel - Manager Training Operations

Dean Morrison

Dean Morrison – Training Specialist

Michael Pellett

Michael Pellett - Training Center Manager

MARTIN SENOUR PAINTS®

DALLAS TRAINING CENTER

This is to acknowledge that

Josh Pence

has completed the course listed below and is awarded this certificate.
40CFR Part 63, Subpart HHHHHH

Fleet CFR

In recognition thereof the following authorized signatures are affixed the 1st day of November, 2011.

Rodney E. Habel - Manager Training Operations

Dean Morrison – Training Specialist

Michael Pellett - Training Center Manager

MARTIN SENOUR PAINTS®

DALLAS TRAINING CENTER

This is to acknowledge that

Randy Pettway

has completed the course listed below and is awarded this certificate.
40CFR Part 63, Subpart HHHHHH

Fleet CFR

In recognition thereof the following authorized signatures are affixed the 1st day of November, 2011.

Rodney E. Habel - Manager Training Operations

Dean Morrison – Training Specialist

Michael Pellett - Training Center Manager

MARTIN SENOUR PAINTS®

AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

MARK ANDERSON

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN
SENOUR
PAINTS®

AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

RONNIE BASWELL

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN
SENOUR
PAINTS®
AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

JAMES CARNELL

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN
SENOUR
PAINTS®
AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

RANDALL CLICK

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN SENOUR PAINTS®

AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

DWAIN HOLMAN

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel

Rodnev E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN SENOUR PAINTS®

AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

JOSH PENCE

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel

Rodney E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN SENOUR PAINTS®

AUTOMOTIVE FINISHES

ATLANTA TRAINING CENTER

This is to acknowledge that

NATHAN WELLMAN

has completed the course listed below

Color Match Simplicity

In recognition thereof the following authorized signatures are affixed the 8th day of October, 2014.

Rodney E. Habel

Rodnev E. Habel - Director Training Operations

Trent Scarborough – Training Specialist

Brian Stebbins - Training Center Manager

MARTIN SENOUR PAINTS®

AUTOMOTIVE FINISHES

CHICAGO TRAINING CENTER

This is to acknowledge that

James Carnell Jr.

has completed the course listed below and is awarded this certificate.

Color Adjustment and Blending

In recognition thereof the following authorized signatures are affixed the April 30, 2014

Rodney E. Habel Director Training Operations

Robert A. Smith - Training Specialist

Martin Dewey - Training Center Manager

MARTIN SENOUR PAINTS®

AUTOMOTIVE FINISHES

CHICAGO TRAINING CENTER

This is to acknowledge that

Josh Pence

has completed the course listed below and is awarded this certificate.

Color Adjustment and Blending

In recognition thereof the following authorized signatures are affixed the April 30, 2014

Rodney E. Habel

Rodney E. Habel Director Training Operations

Robert A. Smith

Robert A. Smith - Training Specialist

Martin R. Dewey

Martin Dewey - Training Center Manager

Tab 7 – Item (e)

Resumes of Key Personnel responsible for the execution and performance of the contract.

Charles T. Epps, B.S., is President and Chief Executive Officer for Excellance and Chairman of its executive committee. With over 30 years experience at Excellance and in the ambulance industry, Mr. Epps focuses on the manufacture of premium quality EMS & Rescue apparatus, the development of the domestic and export markets, and profitability of the company. Mr. Epps has extensive experience in the areas of manufacturing, engineering, and marketing. Mr. Epps is also a past president of the Ambulance Manufacturer's Division of the National Truck Equipment Association.

Stephen W. Vaughan, MBA, is Executive Vice President of Excellance and a member of its executive committee. Mr. Vaughan has direct responsibilities over the financing, sales, marketing, and inventory management functions of the company. He has over 30 years of domestic and international experience in marketing and finance, including more than 15 years of experience at Excellance. Mr. Vaughan has been active in multiple industries such as oil and gas, distribution, manufacturing, and the placement of private capital. His operational background includes "turn-around" situations, corporate acquisitions, and the integration of computer applications into daily operations.

Michael Davis, M.S. Management, is Vice-President Manufacturing of Excellance and a member of its executive committee. Mr. Davis has direct responsibility for all manufacturing operations and purchasing. Mr. Davis has over 30 years experience in a variety of diverse manufacturing environments including aerospace, defense, naval hardware, and emergency vehicles. His experience includes over 20 years in the management of manufacturing operations including design and fabrication, manufacturing engineering, and quality assurance. Mr. Davis has enjoyed more than 10 years at Excellance.

Ronnie Baswell is a Production Manager in charge of the weld, body and paint departments and is ASE certified as a Collision Repair Technician. Ronnie has been employed with Excellance for over 35 years.

Sam Lanier is a Production Manager in charge of the remount side of production. Sam reviews all remount quotes before they are released to production. He also manages the strip down process, storage of take-off parts, and final parts assembly of each remount unit. Sam has over 33 years experience with Excellance.

Roger Cody is a Production Manager in charge of the new unit side of production. Roger supervises final parts assembly, upholstery and detail of each new unit. Roger has been with Excellance for over 32 years.

Gerry McCowan is the Quality Assurance Manager. Gerry is in charge of quality control for remounts as well as new units, and he is EVT certified in all 4 areas. Gerry has worked in almost all productions areas of the plant and has over 28 years experience at Excellance.

Scott Frazier is a Production Manager in charge of final electrical assembly. Scott supervises the final electrical assembly of each new unit and remount. Scott is EVT certified in Design and Performance Standards of Ambulances and ASE certified as a Medium/Heavy Truck Technician. Scott has been with Excellance for over 20 years.

Ron Joseph is a Production Manager in charge of the second shift. Ron supervises exterior, interior, and electrical assembly. Ron is EVT certified in Design and Performance Standards of Ambulances and has been with Excellance for over 3 years.

Client#: 39383 38EXCELLANCE1

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 8/24/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
J Smith Lanier & Co-Huntsville P. O. Box 6087 Huntsville, AL 35813-0087 256 890-9000	PHONE (A/C, No, Ext): 256 890-9000	FAX (A/C, No): 256 890-9070
	E-MAIL ADDRESS:	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Travelers Indemnity Co. of Amer	25666
INSURER B : Travelers Property Casualty Co.	25674
INSURER C : Alabama Self Insured WC Fund	
INSURER D : Phoenix Insurance Company	25623
INSURER E : Midwest Employers Casualty	
INSURER F :	

INSURED
Excellance, Inc.
453 Lanier Road
Madison, AL 35758

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			6301G913639TIA15	08/01/2015	08/01/2016	EACH OCCURRENCE	$1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$300,000
							MED EXP (Any one person)	$10,000
							PERSONAL & ADV INJURY	$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$2,000,000
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$2,000,000
	OTHER:							$
D	AUTOMOBILE LIABILITY			BA1G910639PHX15	08/01/2015	08/01/2016	COMBINED SINGLE LIMIT (Ea accident)	$1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	ALL OWNED AUTOS / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS / X NON-OWNED AUTOS						PROPERTY DAMAGE (Per accident)	$
								$
B	X UMBRELLA LIAB X OCCUR			CUP2G370860TIL15	08/01/2015	08/01/2016	EACH OCCURRENCE	$9,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$9,000,000
	DED X RETENTION $10000							$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			WC10000998002015A	01/01/2015	01/01/2016	X PER STATUTE / OTH-ER	
E	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N N (Mandatory in NH)	N/A		PLAL129001	01/01/2015	01/01/2016	E.L. EACH ACCIDENT	$1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$1,000,000
							E.L. DISEASE - POLICY LIMIT	$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Lexington shall be named as a certificate Holder upon award of this Contract and/or any subsequent purchases made off of the purchasing agreement.

CERTIFICATE HOLDER

For Proof of Insurance Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

PZR

BID BOND

The American Institute of Architects,
AIA Document No. A310 (February, 1970 Edition)

KNOW ALL MEN BY THESE PRESENTS, that we **Excellance, Inc.**

453 Lanier Rd., Madison, AL 35758

as Principal, hereinafter called the Principal, and Developers Surety & Indemnity Co.

a corporation duly organized under the laws of the State of **Iowa**

as Surety, hereinafter called the Surety, are held and firmly bound unto **Lexington Fayette Urban County Government**
Division of Central Purchasing
200 East Main Street, Room 338
Lexington, KY 40507

as Obligee, hereinafter called the Obligee, in the sum of **FIVE PERCENT (5%) OF BID AMOUNT**

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for **Emergency Care Unit BID #195-2015**

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this **28th** day of **December** **2015**

Excellance, Inc.

(Principal) (Seal)

BY

Executive Vice President
(Title)

(Witness)

(Witness)

Developers Surety & Indemnity Co.
(Surety) (Seal)

By **Frederick M. Lanier** (Attorney-in-Fact)

Revised to February, 1970
SB 5714b Printed in U.S.A.
S-4148b

POWER OF ATTORNEY FOR
DEVELOPERS SURETY AND INDEMNITY COMPANY
PO Box 19725, IRVINE, CA 92623 (949) 263-3300

KNOW ALL BY THESE PRESENTS that except as expressly limited, DEVELOPERS SURETY AND INDEMNITY COMPANY, does hereby make, constitute and appoint:

Karl Kerzic, J. Erik McMichael, Frederick M. Lanier, Claudia C. McCoy, Sandra T. Long, Jennifer Freeman, Greg Keller, Suzanne Walker, Casie Hall, jointly or severally

as its true and lawful Attorney(s)-in-Fact, to make, execute, deliver and acknowledge, for and on behalf of said corporation, as surety, bonds, undertakings and contracts of suretyship giving and granting unto said Attorney(s)-in-Fact full power and authority to do and to perform every act necessary, requisite or proper to be done in connection therewith as each of said corporation could do, but reserving to each of said corporation full power of substitution and revocation, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This Power of Attorney is granted and is signed by facsimile under and by authority of the following resolution adopted by the Board of Directors of DEVELOPERS SURETY AND INDEMNITY COMPANY, effective as of January 1st, 2008.

RESOLVED, that a combination of any two of the Chairman of the Board, the President, any Executive Vice-President, Senior Vice-President or Vice-President of the corporation be, and that each of them hereby is, authorized to execute this Power of Attorney, qualifying the attorney(s) named in the Power of Attorney to execute, on behalf of the corporation, bonds, undertakings and contracts of suretyship; and that the Secretary or any Assistant Secretary of the corporation be, and each of them hereby is, authorized to attest the execution of any such Power of Attorney;

RESOLVED, FURTHER, that the signatures of such officers may be affixed to any such Power of Attorney or to any certificate relating thereto by facsimile, and any such Power of Attorney or certificate bearing such facsimile signatures shall be valid and binding upon the corporation when so affixed and in the future with respect to any bond, undertaking or contract of suretyship to which it is attached.

IN WITNESS WHEREOF, DEVELOPERS SURETY AND INDEMNITY COMPANY has caused these presents to be signed by its officers and attested by its Secretary or Assistant Secretary this January 1st, 2008.

By: Daniel Young
Daniel Young, Vice-President

By: Stephen T. Pate
Stephen T. Pate, Senior Vice-President

DEVELOPERS SURETY AND INDEMNITY COMPANY CORPORATE OCT. 10 1936 IOWA

State of California
County of Orange

On January 31, 2011 (Date) before me, Antonio Alvarado, Notary Public (Here Insert Name and Title of the Officer)

personally appeared Daniel Young and Stephen T. Pate (Name(s) of Signer(s))

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

ANTONIO ALVARADO
COMM. # 1860643
NOTARY PUBLIC CALIFORNIA
ORANGE COUNTY
My comm. expires Aug. 9, 2013

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Antonio Alvarado, Notary Public

Place Notary Seal Above

CERTIFICATE

The undersigned, as Secretary or Assistant Secretary of DEVELOPERS SURETY AND INDEMNITY COMPANY does hereby certify that the foregoing Power of Attorney remains in full force and has not been revoked and, furthermore, that the provisions of the resolution of the Board of Directors of said corporation set forth in the Power of Attorney are in force as of the date of this Certificate.

This Certificate is executed in the City of Irvine, California, this 28th day of December, 2015

By: Gregg N. Okura
Gregg Okura, Assistant Secretary

ID-1436(Rev.01/11)

EXCELLANCE, INC.

Corporate History

Introduction

Excellance is one of the oldest and most respected manufacturers of emergency vehicles in the marketplace.

From its inception, the company's stated goal has been to produce the finest quality emergency medical vehicles in the world.

Company Overview

Excellance's diverse customer base includes those that can afford only one vehicle, but desire the best value for their limited budget (i.e., volunteer and tax-supported organizations) – as well as those for whom money is no object (i.e., the President of the United States, the Royal Family of Saudi Arabia, and the King of Jordan).

The common denominator for all Excellance's customers is their desire to obtain the best long-term value for their money. Willing to pay a slight premium for their units, they know they will recover many "multiples" of that premium over the subsequent years. Maintenance, repairs, and operating costs are lower on Excellance units – and the quality-built modules will outlive numerous chassis.

Excellance vehicles cost more than other units because building high quality vehicles are labor intensive. However, Excellance's customers have found they actually save money because they avoid excessive repairs and do not have to replace their units as frequently.

Historical Highlights

The company has built many ambulances for customers in Kuwait, Dubai, Saudi Arabia, Morocco, Jordan and Ukraine. What is unique about these units is the extreme environmental conditions in which they are required to operate.

Numerous specialty vehicles have been built over the years:

- self-contained "Platform on Demand" (PODs)
- Haz-Mat units
- missile testing vehicles for the United States Army
- ambulance chassis' powered by CNG fuel

- mobile CAT scan units
- light, medium and heavy rescue vehicles
- the Major Emergency Response Vehicle for New York City, capable of transporting up to twelve patients, is the largest known ambulance in the world.

Excellance has also supplied countless units to world-class EMS providers throughout the country:

- Richmond Ambulance Authority in Virginia
- Mecklenburg EMS Agency in North Carolina
- MedShore Ambulance Service in South Carolina
- Williamson Medical Center in Tennessee
- Reedy Creek Emergency Services in Florida
- Huntsville Emergency Medical Services Inc (HEMSI) in Alabama
- Bossier Parish EMS in Louisiana
- Hopkins County EMS in Texas
- Lexington Fire Department in Kentucky
- Mobile Medical Response in Michigan
- Metropolitan Emergency Medical Services (MEMS) in Arkansas

Many users have an ongoing program to "remount" their Excellance-built modules onto new chassis as the old chassis wears out, saving an enormous amount of money over time. Amazingly, there are Excellance units now on their sixth chassis and still in service!

Current

Excellance is one of the few manufacturers of new units that also remounts its units "in-house". As of 2014, the company has manufactured over 2,400 new customized emergency vehicles and remounted over 1,200 units onto new chassis'. Excellance currently produces 100 to 120 units per year with an annual sales volume exceeding $14,000,000 annually.

In 1985, Excellance moved to its present location in Madison, Alabama just outside of Huntsville, Alabama. The initial 20,000 square foot facility has grown over the years until the company now occupies 75,000 square feet and presently employs 88 people.

Excellance is a privately-held corporation and has been under the same family ownership since 1975. Charlie T. Epps, the son of one of the original founders, operates the company today as president. Under the direction of Mr. Epps, the company continues the proud tradition of manufacturing the finest premium quality emergency vehicles in the world.

Tab 9 – item (b)

Excellance hereby certifies the company has not been associated with any mergers, acquisitions or sales in the last ten years. The company has been under the same family ownership since it was founded in 1975.

Tab 9 – item (c)

Excellance hereby certifies that there is no existing and/or pending litigation against Bidder.

Tab 9 – item (d)

Excellance hereby certifies that it has never been associated with any bankruptcy or insolvency proceedings.

Tab 9 – item (e)

The financial information below is the most recent independent reviewed financials for the corporation.

Current assets:	$3,176,875
Fixed assets:	$2,776,918
Current liabilities:	$2,107,302
Long-term debt:	$2,305,771
Equity:	$3,242,294

Tab 9 – item (f)

The Dun & Bradstreet number for Excellance, Inc. is: 079113353

Tab 9 – item (g)

Excellance hereby certifies that it has a "Project Manager" system in place to provide a single "point of contact" (Christina Biller) to provide Purchaser with timely information and regular progress reports during the construction process and to assist with inspections and acceptance of the vehicle upon delivery. Weekly progress reports are available via a dedicated website with password access by the Purchaser. These weekly reports track the vehicle(s) purchased hereunder through the production process and include photographs during the various stages of the production process and document the resolution of outstanding technical issues.

Tab 9 – item (h)

Excellance certifies that it follows the Quality Assurance / Quality Control inspection package that follows this page.

TAB 9 – Item (h)

QA Inspection Package (D0602)

Revision 13 - 2 AUGUST 2010

Unit #: **Inspected By:** ***Insp. Date:***

First Reference Column (ex. D0100) is a cross reference to the Ford QVM Rating system
Second Reference Column (ex. CP 1) is a cross reference to the Excellance Critical Element Program

				Criteria	
				PASS	FAIL
1. Review Production Work Order and all Addendums					
		a. Ensure all equipment and options are included			
2. Outside Paint					
		a. Overall appearance			
			No scratches		
			No runs / sags		
			No orange peel		
			No "fish eyes"		
			No swirl marks		
			No trash		
			No burn through on module corners, louvers, or door / jam edges		
			No overspray on cab or module		
		b. Lettering - (installation may be conducted at customer delivery)			
			Installed according to Work Order		
			No buff marks on lettering or pinstripe		
			All vinyl / scotchlite adhered to module surface. No corner "rolls"		
			Excellance, Inc logo plate installed aft of side entry door		
3. Exterior Compartments					
		a. Screws			
			Installed		
			Not stripped or broken		
			Protruding screws are trimmed as needed		
		b. Lights			
			Installed in specified location		
			Not damaged		
			Function properly		
			If Krystal Ilites, clamps secured with fasteners, not tape		
		c. Unistrut			
			Installed as specified		
			Paint is consistent at top and bottom		
			Ends deburred		
		d. Shelves			
			Installed according to Work Order		
			Proper finish to match compartment		
		e. Door hold open device			
			Correct style according to Work Order		
			Lubricated		
			Through bolted to mounting tube with 1/4 - 20 bolts		
			Door opens at a 90° angle		
			Door closes properly		
			All springs include cotter pins		
			Cotter keys installed in cotter pins		
		f. Rivets			
			Installed in all hinges with Eck behind hinge		
			Installed flush		
E1001	CP29		Eck paste utilized on each rivet		
		g. Index plate			
			Installed on all doors		
			Screws installed and deburred		
			Reflector installed on each plate		

		PASS	FAIL
h. Door seal			
	Installed with mitered corners		
	Door seal is in full contact with extrusion		
	Seal is free from damage		
	Leak test has been performed on all door seal		
	Hinged side corners are not "rolled"		
I. Exterior doors			
	Alignment. Minimum 1/8" top and bottom gap. No greater than 3/8"		
	In closed position, door is flush with module		
	No warp or bow present in door		
	Door latches completely on primary striker position		
	When closed no "slap" or "rattle" of secondary door rods		
	Latch does not rub on striker		
	Latch does not stick in open position		
	Fasteners are secure and deburred		
	Locking mechanism works properly		
	All keyways are lubricated		
j. Trim-loc			
	Installed on all leading edges of shelves and dividers		
	Secure		
	Color coordinated		
	Glue may be needed in high usage areas, such as R4		
k. Compartment Finish			
	Compartments finished according to Work Order		
	No scratches		
	No overspray		
	No chips		
	Full coverage with acceptable mil thickness		
	Penetrating screws (broken flush) are painted		
4. Electrical Cabinet/ Compartment			
a. Switches, relays, circuit breakers, terminal blocks, fuse blocks, feed blocks			
	Installed		
	Correct type		
	Labeled correctly		
b. Grommets			
	Installed in areas that wiring pass through structural material		
c. Heat shrink insulation			
	Installed on all uninsulated cable connections		
	Heated and secure		
d. Connectors			
	Secure		
	Wiring is fully connected and can not be pull apart		
e. 3" boot			
	Installed between cabinet and cab interior		
	secure with no damage		
f. Screws / fasteners			
	Installed		
	Not stripped or broken		
5. Under Hood Inspection (to verify running conditions)			
a. Fluid level check -*All fluids must be at the "FULL" level*			
	Oil		
	Transmission Fluid		
	Brake		
	Power Steering		
	Coolant		
	Washer Fluid		
b. Battery cables			
	Clamped - Every 12" w/ rubber coated metal clamps		
	Loomed - Entire length of cable		
	Terminals secured - Unable to twist by hand		
c. No engine power modifications have been made			
d. Alternator cable connections are secure			

				PASS	FAIL
6. A/C System (Under hood)					
		a. Freon decal			
			Filled out correctly and installed in an obvious location		
		b. A/C hoses			
			Clamped - Every 12" w/ rubber coated metal clamps		
		c. A/C hose routing			
			Away from moving parts, sharp edges, exhaust, fan, etc		
		d. Charge / Discharge Ports			
			Clear and free of foreign objects		
			Caps installed		
E0208		e. Heater and A/C hoses are not connected to transmission dipstick			
E0203		f. A/C charge based onchassis manufacturersguidelines			
E0208	CP11	g. EPDM / Nomex hoses are used			
E0208	CP12	h. OEM "T" or "Y" hose fittings used in auxiliary heater system			
7. Belts On Secondary A/C Compressor					
		a. Installed			
		b. Not damaged			
		c. Correct tension			
8. Wiring and Miscellaneous Electrical Devices					
		a. Wire routing			
			Away from moving parts, sharp edges, exhaust, fan, etc		
		b. Wire clamps			
			Clamped - Every 12" w/ rubber coated metal clamps		
		c. Wire loom			
			Loom installed entire length of wire / harness		
E1105		d. SAE Wire / cable			
	CP 18		Butt splice / heat shrink tubing I.A.W Excellance Control Process 18		
	CP 19 - 20		Proper SGX cable and GXL wires are used		
E1106		e. No quick splice connectors or wire nuts installed			
	ECN #369	f. All 8 guage cables are fused, within 12" of battery feed block/source.			
9. Vehicle Inspection					
		a. Wires / Cables			
			Spray-on rubber coating on all open electrical connectors.		
			Loom installed entire length of wire / harness		
			Clamped - Every 12" w/ rubber coated metal clamps		
			Not secured to fuel or brake lines		
			Away from moving parts, sharp edges, exhaust, protruding screws		
	CP 19 - 20		Proper SGX cable and GXL wires are used		
		b. Rubber boot			
			Installed between module and cab for pass thru and wire passages		
			Continuous contact. No gaps to allow leakage		
		c. Drain and Suction hoses			
			Vented to the unit's exterior		
			Not obstructed or kinked		
			Do not extend past module skirtline		
		d. Brake lines			
			Not loose. Unable to move extensively by hand		
			No damage (kinked, broken, cut, etc.)		
E0502			Park brake cable is not spliced or altered		
		e. Exhaust / Tail pipe			
			Tail pipe extends min. 1" (max 2") past lower rubrail		
E0800			Pipe extension clamp secure		
E0800			Exhaust extension is installed aft of catalyst		
E0800			Use only stainless steel exhaust extension		
E0800			Elec. Wires, fuel lines, A/C Heater hoses do not pass over exhaust		
E0102	CP 1 - 2		Proper exhaust heat shields installed		

				PASS	FAIL
		f. Ground straps			
			Secured with 3/8" bolts and lock nuts		
E0103			Undercoating sprayed on bolts (both sides of bolt)		
			Curbside - (1) strap: Module to Frame / (1) strap: Frame to Chassis		
			Streetside - (1) strap: Frame to Module		
			Engine - (1) strap each side: Motor to frame		
	CP 10	g. Undercoating			
			Wheel wells are completely covered		
			Undercoating min. of 12" from exhaust system		
			Does not cover area above fuel tank		
		h. Screws and Bolts			
			Bolts and screws do not point towards:		
			Brake lines		
			Fuel lines / Fuel tank		
			Wires		
			Cables		
			Power steering / A/C / Heater Hoses		
		I. Unit is level - *measured on a flat surface*			
			Measure distance from ground to each lower module corner		
			Minimum of 1" discrepancy to receive "PASS"		
		J. Chassis suspension			
E0402			No drilling, cutting, and / or welding on OEM suspension		
E0406			Fuel system clearance provided from suspension		
		k. Miscellaneous Equipment			
E0303			OEM wheels are on unit, no aftermarket wheels		
F0402			Wheelbase has not been altered		
E0901			No drilling, cutting, and / or welding on OEM frame flange, except for approved frame extension procedure		
			Mud flaps (optional) secured with 1/4" barstock and 1/4" bolts		
			Snow chains (optional) installed I.A.W supplied manual, Operable		
			Brake retarder (optional) installed I.A.W supplied manual, Operable		
E0301	CP 13 - 14		Stainless wheel simulators (optional) install. I.A.W supplied manual		
			If installed, rear inner wheel is equipped with air valve extension		
E0401			Steering linkage and gear not modified		
E1001		l. Running boards			
			Installed		
			Secure (no vibration or rattle)		
			No scratches / damage		
			Deburred		
		m. Fuel / battery covers			
			When driven cab and tank / battery covers do not come in contact		
			When opened cab doors do not strike overlay covers (EHD)		
		n. Air ride system			
			Air ride system properly lifts and lowers module		
			In up position, module is level (+/- 1°)		
			Override switches are located according to Work Order		
			Air ride warning light indicator works properly		
			Air system holds pressure and does not leak and "self lower"		
F0202			Air compressor protected from road debris		
F0206			Air lines / bags protected from heat and exhuast		
		o. Exterior cab mirrors			
			Exterior mirrors are tight and secure		
			Optional electric mirrors / heated operate properly		
		p. High-Idle feature works properly			
		q. Rear door grabbers			
			Door grabbers installed in-line with module mounts. No angle		
			Door releases from module mount easily		

		PASS	FAIL
r. Module warning lights			
	Lighting configured according to Work Order		
	Flash pattern according to Work Order		
	All lights function properly		
	No lenses are broken or scratched		
	No flanges are broken or scratched		
	Proper gasket seal		
	Lightheads are straight and secure		
	Rear amber *turn* signal is wired with correct high filament		
	No water accumulation in any lighthead		
s. No water accumulation in chassis headlamps or turn signals			
t. Rub rails			
	Installed with polymer spacers		
	Rubrails are fully secured		
	Bolts are countersunk into diamondplate		
	Consistent gap between rail and module		
u. Personnel door latch assembly			
	Installed I.A.W Excellance Critical Process 24		
v. Module mount system			
	Installed I.A.W Excellance Critical Process 25-26		
w. Cab to module seal			
	Proper sealing at dynamic joint. *No Leakage*		
x. Optional cab roof mounted lightbars are fully sealed at mounting and wire points			

10. Fuel System

E0701	a. Fuel tank has not been altered or relocated		
E0701	b. No unfriendly surfaces near fuel tank		
E0702	c. Fuel fill located per Incomplete Vehicle Manual		
E0702	d. Installation of Ford OEM fuel fill cap only		
E0702	e. Fuel hose is free of kinks or sink traps		
E0702	f. No screws located near fuel fill hose		
E0704	g. Fuel system is fully functional and leak free		
	h. No paint scratches around the fuel fill area		

11. Module Interior

a. Upholstery			
	Hole and tear free		
	Color matches description in Work Order		
b. Screw caps			
	Installed on all upholstery, EMT panel, and O2 panels fasteners		
c. Trim (#24, #11, #7008)			
	No missing fasteners		
	No stripped or broken fasteners		
	All edges deburred		
	Mitered corners have minimal gap		
	Free from damage and scratches		
d. Interior paint			
	No scratches		
	No chips		
	No runs		
	No grind marks		
	Acceptable mil thickness. Full coverage		
e. Sliding plexiglas windows			
	No more than 18 lbs of pressure to open		
	No damage (gouges, scratches)		
	Handles are secure		

		PASS	FAIL
f. Pass thru seal			
	Installed		
	No leaks		
	No damage		
h. Flooring			
	Color matches description in Work Order		
	No holes		
	No tears		
	No bubbles		
	No soft spots		
	No glue "bleedthrough"		
	No excessive coving effect in corners		
i. Formica			
	Color matches description in Work Order		
	No holes		
	No chips		
	No scratches		
	No cracks		
	Radiused interior corners to prevent cracking		
	Fully secured to wall structure		
	No gaps in mitered corners		
k. Squad bench / CPR seat			
	Correct design according to Work Order (fixed or hinged)		
	Functions properly. Opens and closes with little effort		
	Gas shocks installed and holds lid to desired position		
	Minimal gap between #24 trim and bench		
	No stripped or broken fasteners in trim and hinge		
l. Interior cabinet doors			
	Correct design according to Work Order (plexi or formica)		
	No missing hinge rivets		
	No swing interference. No contact with frame or striker		
	Hinged on correct side (according to Work Order)		
	Correct latch (locking or non-locking)		
	Even spacing at top / bottom; no less than 1/8", no greater than 3/8"		
	Latches completely		
	All doors pass fully and freely beneath the center wiring trough		
m. Cot installation hardware, test cot mounts with appropriate cot.			
CP 8	Installed		
	Correct cot layout according to Work Order		
	Proper torque		
o. EMT seat			
	Installed		
	Correct seat layout according to Work Order		
	Proper torque		
	Correct seat base		
	Seat base is free from scratches and / or dents		
	Swivel base is lubricated and spins smoothly		
	Seat is able to recline properly		
	Swivel knob is located to aisle side, unless specified in Work Order		
p. Threshold			
	No damage (gouges, scratches) caulked		
	Non-skid tape applied. Mitered / rounded corners. Full contact		
q. Cab to module walk-thru door			
	Slides freely with very little resistance		
	Latches in both open and closed position		
	Formica is not cracked at rivet points		
	Door is clean and free of any stray markings		
r. Interior door skins			
	Stainless kickplate is deburred. No sharp edges		
	All rivets are fully seated		
	Formica is not cracked at rivet points		
	Doors are free from pen marks, etc.		

			PASS	FAIL
	s. Interior lighting			
		Lighting in accordance with Work Order		
		If Krystal lites, clamps secured with fasteners, not tape		
	L Stepwell			
		Diamondplate is clean and free from weld soot		
		Diamondplate is free from overspray		
	u. Seat belts			
		Standard configuration: (1) CPR, (1) EMT seat, (3) Squad bench		
		Optional seat belts are installed according to Work Order		
		Hardware is torqued per Torque Specifications		
		Belts work properly		
	v. Rear air replenish fan operates properly			
12. EMT Panel / O2 Panel				
	a. Action Panels			
		Area behind panels are organized, neat, and free from debris		
		Equipment installed is according to Work Order		
		Panels fold properly with contact		
		Screw caps are installed		
		Fasteners are not stripped or burred		
		Labels are installed and easily readable, not smeared during clean-up		
		Trim-loc installed on access hole behind panels		
13. Cab Interior				
	a. Cab console			
E1103		No console, panels, or switches located in impact area		
		Proper switches - according to Work Order and Electrical design		
E1008		No modification made to OEM airbag system		
		Proper spotlight		
		Proper siren		
		Proper gauges		
		Proper radios - (optional)		
		Proper console layout and design		
E1101		Added switches are labeled and illuminated		
		Labels installed and are readable, not smeared		
CP 22		Air ride down light I.A.W Excellance Critical Process 22		
	b. Check cab panels			
		No gaps at sides and ends		
		Proper color coordination. Carpet covers entire panel		
		Screw caps on all fasteners		
	c. Seat restraints			
E1007		Functional. Buckles lock and release		
		Does not release under pull release		
	d. All OEM equipment re-installed			
	e. General craftsmanship			
	f. Clean. Free form debris and excess shop dust			
	g. Type III engine cover is securely fastened			
	h. Cab door seal is properly installed, no gaps or sags			
CP 6	I. Cab seals (E-Series) re-installed I.A.W Excellance Critical Process 6			
	j. Seat belts			
CP 7		If removed, reinstalled according to IVM torque specifications		
		Shoulder belt is not "twisted" when reinstalled		
14. Electrical Power Circuit Test				
	a. Battery power circuits			
		*Items listed **below** are present and operable:*		
		Brake lights		
		Hazard lights		
		All (if any) flashlights on chargers		
		Optional equipment on battery power: radios, cell phone		

			PASS	FAIL
	b. Chassis power circuits			
		Items listed below are present and operable:		
		Backlights		
		ICC lights (5 Amber - front / 5 Red - rear)		
		Headlights		
		Spotlight		
		Maplight		
		Air horn - (optional)		
		Air ride - (standard w/ EHD and F-Series)		
		Bench dome lights - with switches on console and personnel doors		
		Parking lights		
		OEM horn		
		Fluorescent lights - (optional)		
		Stepwell light		
		Tag light		
		12VDC outlets		
		Thermostat digital display		
		Cab dome		
		Courtesy lights - (optional)		
		Rear loading lights - with switch and rear door		
E1109		ABS braking system has not been modified		
E1109		If axle sensor is spliced - twisted pairs of 18GA wiring is used		
	c. Ignition circuits			
		Items listed below are present and operable:		
		Door open indicator lights		
		Compartment open indicator lights		
		Siren (only with module power on)		
E0608		OEM auto throttle - no aftermarket accepted		
		All OEM circuits		
		Voltmeter		
		Ammeter		
		Optional auto-eject shoreline test, disengages with ignition operation		
	d. Module power circuits			
		Primary / Secondary		
		All other OEM light circuits		
		Wig-wag - (optional)		
		Load Manager		
		Right and left scene lights		
		Cot domes		
		EMT light		
		Suction pump		
		Module A/C Heat unit		
	e. Shoreline circuit			
		Items listed below are wired and / or installed and operable:		
		Outlets (labels)		
		Battery Charger		
		Inverter		
		Engine block heater		
		Optional fluorescent lights		
		Optional generator circuits		
		Optional interior heaters		
		Optional 120 VAC HVAC system		
		Optional refrigerators / tv / vcr		
	f. Correct polarity on all 12 VDC outlets (labels)			

15. Brake System

E0505	a. Brake system is fully functional			
E0502	b. Splicing of the parking brake is not performed			
CP 3	c. Park Brake Test			

		PASS	FAIL
16. Road Test			
D0605	a. Road test conducted according to enclosed strip map. Minimum of 75 miles		
	b. Check charging system		
	Voltmeter reading at least 13V		
	Ammeter reading between 0 and 50 (in the green)		
	c. Chassis and module are free from abnormal vibrations, squeaks, or noises		
	d. Unit has had proper service for front end alignment		
17. Unit Weight			
	All unit weighing will be with all fluids full (including fuel) and without personnel		
	a. Front end		
	b. Total Unit		
	c. Rear end		
F0100	d. Vehicle GAWR and GVWR are maintained		
18. O2 System			
CP 27	a. Bottle bracket is installed I.A.W Excellance Critical Process 27		
	b. Charge system to 200 psi with nitrogen (do not exceed 210 psi)		
	c. Close nitrogen bottle and leave attached with pressure for (4) hours		
	d. After (4) hours check the regulator. If no pressure is lost, test complete - Attach label		
	e. If pressure was lost, report to production for correction, and retest		
	f. Once test is complete, purge system with oxygen		
	g. Optional remote gauge operates properly		
	h. Optional Electric O2 and manual bypass operates properly		
19. Medical Air (Optional)			
	a. Charge system to 200 psi with air (do not exceed 210 psi)		
	b. Close air bottle and leave attached with pressure for (4) hours		
	c. After (4) hours check the regulator. If no pressure is lost, test complete - Attach label		
	d. If pressure was lost, report to production for correction, and retest		
	e. Once test is complete, purge system		
20. Suction Test			
	a. Plug suction meter into the outlet		
	b. Activate suction pump		
	c. Meter should read no less than 300mmHg		
	d. Close relief valve on meter		
	e. Suction system holds pressure for no less than 10 minutes		
	f. If pressure was lost, report to production for correction, and retest		
21. Electrical Load Test			
	a. Load test is conducted according to testing guidelines		
	b. Load test is complete and passes guidelines		
22. A/C Heating System Test			
	Cab temperature reading at end of test		
	Module temperature reading at end of test		
	Thermostat sensor is secured behind the return air vent		
	Condenser fans are functioning and operating in the correct direction		
	Blower speeds operate properly; High, Medium, Low		
	Optional 120 VAC functions properly		
23. Toe Set and Clear Vision Check			
D0604	Toe set performed by Excellance, with Hunter Alignment Machine		
24. Torque Sheet			
D0504	Torque sheet is completed and signed by Excellance personnel performing check		
25. Post Squawk List On Module			
	a. VP of Production is informed that QA is complete and list is posted		
26. QA Squawk List Buy-off			
	a. VP of Production is made aware of any unacceptable work		
	b. All work is accepted		

			PASS	FAIL
27. Unit Is Detailed				
		a. Unit is cleaned completely		
		b. Exterior is washed and detailed		
		c. Interior cab and module are detailed. Free of all debris, dust, markings, etc		
		d. No debris in cabinets or electrical cabinet		
		e. Exterior compartments are free of debris, dust, markings, etc		
		f. All glue / tape residue is cleaned and / or removed from jams and inner door panels		
		g. Manufacturer labels are removed from mirrors, O2 outlets, etc.		
		h. Area behind rear action panel is free from scrap wire, metal shavings, etc.		
		i. Module roof is clean and free of tape, masking tape, etc.		
		j. Door spring structure tubes are free of metal shavings		
28. Compartment Leaks				
		a. No water leaks into the module or compartments		
		b. If any leakage, notify VP of Production for corrective measures		
		c. If needed, repeat test and ensure no leaks		
29. Final Stage Manufacturing Labels				
D0603	CP9	*Ensure that labels are installed and information is accurate*		
D0603	CP9	a. Weight / Incomplete vehicle label		
D0603	CP9	b. "Star of Life" certification label (if unit is in compliance)		
D0603	CP9	c. Electrical load test		
		d. Paint codes		
30. Excellance Warranty Manual				
D0703/0704		a. Owner's Manual		
		b. Super Service Program		
		c. Warranty Manual		
		d. Electrical paperwork to include schematics		
		e. Component literature		
		f. NTEA and QVM Certification		
		g. Work Order		
		h. Delivery paperwork		
		i. Manual is given directly to customer and is reviewed with the customer		
31. Customer Delivery				
		a. Provide customer with Customer Check List		
		b. Sales / Project Manager signs off on customer squawks list for approval		
		c. Quality and customer accepts work from squawk list		
32. Notify Engineering and Sales that Unit Is Accepted and Available for Photos				
33. A copy of this report is filed in the Master Unit File and in the QA Unit File				

CUSTOMER REFERENCE LIST

Excellance, Inc. was founded in 1975 with the specific goal of creating the finest emergency vehicles available in the world. Listed below are some of the people who feel that we have achieved that goal and place their confidence in us time after time.

AMBULANCES

BENTONVILLE FIRE DEPARTMENT

211 SW "A" Street
Bentonville, AR 72712
Dan White / Brent Boydston
479-271-3152
bboydston@bentonvillear.com

10 New Units
9 Remounts

BRISTOL KENDALL FIRE PROTECTION DISTRICT

103 East Beaver Street
Yorkville, IL 60560
Timothy Fairfield, Assistant Chief
603-553-5775

7 New Units
4 Remounts

CHRISTIAN COUNTY AMBULANCE DISTRICT

1750 S. 15th Avenue
Ozark, MO. 65721
David Toner
417-581-3700

7 New Units
2 Remount

CLEVELAND EMS

601 Lakeside Ave.
Cleveland, OH 44114
Jeff Brown
216-420-8178

27 New Units
2 Remounts

GREENWOOD COUNTY EMS

600 Monument Street
P. O. Box 632
Greenwood, SC 29646
Jimmy Brown, Fleet Manager
864-942-8719
jimmyb@co.greenwood.sc.us

8 New Units
8 Remounts

HEMSI

P. O. Box 7108
Huntsville, AL 35807
Jon Howell, CEO
256-518-2244
JHOWELL@HEMSI.ORG

22 New Units
7 Remounts

HOPKINS COUNTY MEMORIAL HOSPITAL

115 Airport Rd.
Sulphur Springs, TX 75482
Brent Smith
903-885-7671
michsmith@hcmh.com

5 New Units
8 Remounts

KISSIMMEE FIRE DEPARTMENT

200 w. Dakin Ave.
Kissimmee, FL 34741
Karen Hunter
407-518-2222

6 New Units
5 Remounts

MARQUETTE COUNTY EMS

P.O. Box 181
Montollo, WI. 53949
Tim Houslet
608-297-9124

5 New Units
6 Remounts

MECKLENBURG EMS AGENCY

4525 Statesville Road
Charlotte, NC 28269
Jeff Keith
704-943-6160
jeffk@medic911.com

85 New Units
103 Remounts

MEDSHORE EMS

1011 Ella St.
Anderson, SC 29621
Greg Shore
864-260-4575
gshore@medshore.com

20 New Units
12 Remounts

M.E.M.S.

P. O. Box 2452
Little Rock, AR 72203-2452
Greg Thompson
501-301-1412 or 870-257-2044
gthompson@metroems.com

41 New Units
132 Remounts

MOBILE FIRE RESCUE DEPARTMENT

710 St. Francis St.
Mobile, AL 36602
Don Meyers, EMS Chief
251-208-7354

19 New Units
44 Remounts

NATCHITOCHES PARISH HOSPITAL

P. O. Box 2009
501 Keyser Avenue
Natchitoches, LA 71457
Larry Atteridge, EMS Director or Stephen D. Crowder
318-214-4444

6 New Units
9 Remounts

OWASSO FIRE DEPARTMENT

8901 N. Gatnett Road
Owasso, OK. 74055
Mark Stuckey
918-272-4949

5 New Units
3 Remounts

PROVIDENCE FORGE VOLUNTEER RESCUE SQUAD

P. O. Box 177
Providence Forge, VA 23140
Michael Buchanan
804-966-2801

6 New Units
8 Remounts

REEDY CREEK FIRE DEPARTMENT (IMPROVEMENT DISTRICT)

651 Buena Vista Drive
Lake Buena Vista, FL 32830
Ken Hoffman
407-824-7915
khoffman@reid.dist.sl.us

12 New Units
20 Remounts

RICHMOND AMBULANCE SERVICE

2400 Hermitage Road
Richmond, VA 23220
Chip Decker, Director
804- 254-1181
cdecker@raaems.org

32 New Units
35 Remounts

SHREVEPORT FIRE DEPARTMENT

7300 Mansfield Rd.
Shreveport, LA 71109
Gary Foster
318-673-6730
Gary.foster@shreveportla.gov

18 New Units
24 Remounts

WILLIAMSON MEDICAL CENTER

2021 Carothers
Franklin, TN 37067
Allen Lovett, EMS Executive Administrator
615-790-4122
alovett@wmed.org

37 New Units
6 Remounts

ESKANAZI HEALTH (WISHARD HEALTH SERVICES)

1001 West 10th. Street — *19 New Units*
Indianapolis, IN 46202 — *36 Remounts*
Brian Scott, Mgr.
Fleet Utilization/EMS Supply Purchasing/Ambulance Service
317-223-4487
Scott6061@aol.com

BOMB SQUAD UNITS

NYPD BOMB SQUAD

53-15 58th St. — *5 Bomb Units*
Woodside, NY 11377
Mike Old Mixon
212-741-4835

CRIME SCENE UNITS

MADISON COUNTY SHERIFF'S DEPARTMENT

100 Northside Square — *1 Crime Scene Unit*
Huntsville, AL. 35801
256-533-8834

CRITICAL CARE UNITS

CHILDREN'S HOSPITAL MEDICAL CENTER OF AKRON

One Perkins Square — *4 New Units*
Akron, OH. 44308-1062 — *1 Remount*
Bill Spradlin
330-543-8640

LeBONHEUR CHILDREN'S HOSPITAL

50 North Dunlap — *5 New Units*
Memphis, TN. — *1 Remount*
Crile Crisler
901-572-5921

MEDUCARE (MEDICAL UNIVERSITY HOSPITAL AUTHORITY)

169 Ashley Dr.
P. O. Box 250347
Charleston, SC 29425
Ted Bouthiller
843-792-1169

9 New Units
3 Remounts

RICHMOND AMBULANCE AUTHORITY CCT

P. O. Box 26286
Richmond, VA 23260
Dan Fellows
804- 254-1107
dfellows@RAAEMS.org

9 New Units
3 Remounts

RESCUE UNITS

HUNTSVILLE-MADISON COUNTY RESCUE SQUAD, INC.

820 Cook Avenue
P. O. Box 2062
Huntsville, AL 35804
256-536-2720

2 New Units (Rescue)
1 Remount

MOBILE STROKE UNIT

CLEVELAND CLINIC

9500 Euclid Avenue
Cleveland, OH 44195
Stacy Winners
216-308-2865
winners@ccf.org

1 New Unit

CNG UNITS

BOSSIER CITY FIRE DEPARTMENT

620 Benton Rd.
Bossier City, LA 71111
318-741-8714
Jeff Watson
Jeff.Watson@bossierfire.com

2 New Units

EXCELLANCE, INC.

OVERVIEW OF WARRANTIES

Excellance secures your purchase value with the following warranties:

- TWENTY-FIVE YEAR LIMITED STRUCTURAL WARRANTY-MODULAR BODY

Excellance warrants each new ambulance or rescue body to be free of all structural defects for a period of twenty-five years including:

- Body Frame
- Sub-floor Structure
- Exterior Skin
- Structural integrity of exterior compartments
- Structural integrity of interior cabinetry
- Structural integrity of squad bench framing

- TEN YEAR (100,000 MILE) LIMITED WARRANTY – ELECTRICAL EQUIPMENT

The ten year (100,000 mile) Warranty applies to each new Excellance ambulance or rescue unit and includes the following Excellance supplied and installed electrical equipment:

- Main vehicle wiring harness and battery harness cables
- Bosch relays
- Automatic and/or manual reset circuit breakers
- Volmeter (s)
- Ammeters and shunts
- Switches
- Battery disconnect switches
- Solenoids
- Diodes, rectifiers and heat sinks
- All terminal strips and Amp multi-pin electrical connectors
- All wire terminals
- Magnetic door switches

Items not covered under this warranty are batteries, light bulbs, flashers, light bars or any component thereof, any 3rd party electrical system and components. Batteries, alternator systems, 3rd party electrical systems and lighting systems are covered by their own representative warranties.

- TWO YEAR (24,000 MILE) LIMITED WARRANTY

This two year (24,000 mile) limited warranty includes the following Excellance supplies equipment:

- Molding and windows
- Upholstery and flooring
- Door securing hardware and latches

PAINT

Excellance, Inc. warrants the integrity of the paint on each new, completely painted, ambulance for a period of seven years from the date of delivery to the original purchaser by an authorized Excellance dealer to be free of defects in materials and workmanship under normal use and service. The obligation of Excellance under this warranty is to repair the unit at Excellance with the transportation cost prepaid by the customer after the initial 12 month period. After the initial 12 month period the following percentages apply:

- 0 to 12 months 100% Coverage and Transportation
- 13 to 48 months 100% Coverage
- 49 to 60 months 50% Coverage
- 61 to 84 months 25% Coverage

ITEMS SPECIFICALLY COVERED ARE:

- Cracking, checking, or peeling or delaminating of top coat and other layers of paint
- Loss of gloss caused by cracking, checking or hazing
- Any paint failure caused by improperly applied finishes by Excellance, Inc.

THREE YEAR (UNLIMITED MILEAGE) CORROSION WARRANTY

Excellance, Inc. will warrant the repair of paint deterioration caused by blisters or other film degradation due to corrosion originating from the substrate on each new ambulance for a period of three years from the date of delivery to the original purchaser by an authorized Excellance dealer under normal use and service. The obligation of Excellance under this warranty is to repair the unit at Excellance with the transportation cost prepaid by the customer. The following percentages apply:

- 0 to 12 months 100% Coverage
- 13 to 24 months 50% Coverage
- 25 to 36 months 25% Coverage

GENERAL INFORMATION

- Warranty transferable; subject to inspection and registration by Excellance
- Vehicle chassis; chassis components and cab body warranted by original equipment manufacturer
- Components manufactured by others and installed by Excellance shall be covered by representative system or component warranties.

EXCLUSIONS

- Unauthorized alterations
- Abuse/Misuse
- Normal wear & tear
- Physical damage
- Failure to maintain
- Chemical corrosion
- Remounted by someone other than Excellance, Inc.

EXCELLANCE, INC
453 LANIER ROAD
MADISON, AL 35758

(256) 772-9321 (256) 772-8792 (FAX) 1-800-882-9799

EXCELLANCE, INC.

TWENTY FIVE-YEAR (UNLIMITED MILEAGE) STRUCTURAL WARRANTY

Excellance, Inc. hereby warrants to the original purchaser only that each new modular ambulance; module welded structure and skin, the squad bench structure and the basic welded structure of the interior cabinets are sound and free of structural defects as to both material and workmanship. Excellance further warrants that it will maintain such structural integrity for a period of twenty five (25) years from the date of manufacture, as designated on the manufacturer's certification. This warranty is subject to the provisions, limitations, and conditions set forth herein.

Excluded from this warranty are the paint finish, hardware, moldings, windows, doors, fasteners, catches, electrical items, appointments, accessories, and other components covered under separate warranties.

This warranty is conditioned upon (a) normal use and reasonable maintenance of such modular body, (b) written notice of all defects must be promptly tendered to Excellance, Inc., and (c) said defect shall not result from abuse, misuse, negligence, accident, improper lifting, improper towing or overloading beyond applicable weight rating. If any of the foregoing conditions are not complied with, this warranty shall be void and unenforceable.

In the event of a chassis remount by the original purchaser, this structural integrity warranty shall be renewed for twenty five years providing the re-chassis work is completed by Excellance, Inc.

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

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

Exclusions and Limitations: This manufacturer's warranty is provided in place of any and all representations, expressed or implied warranties and no person is authorized to make any representation or warranty on behalf of Excellance, Inc. or any of its distributors other than those set forth in this manufacturer's warranty. Your right to service and replacement of parts on the terms expressly set forth herein are your exclusive remedies and neither the manufacturer nor any of its distributors shall be liable for damages, whether ordinary, incidental or consequential.

UNIT # _____ DATE: ___/___/___ SIGNED: _____
WARRANTY REPRESENTATIVE

Rev 06/10

EXCELLANCE, INC.
SEVEN YEAR (UNLIMITED MILEAGE) NEW UNIT PAINT PERFORMANCE WARRANTY

Excellance, Inc. warrants the integrity of the paint on each new, completely painted, ambulance for a period of seven years from the date of delivery to the original purchaser by an authorized Excellance dealer to be free of defects in materials and workmanship under normal use and service. The obligation of Excellance under this warranty is to repair the unit at Excellance with the transportation cost prepaid by the customer after the initial 12 month period. After the initial 12 month period the following percentages apply:

* 0 to 12 months 100% Coverage and Transportation
* 13 to 48 months 100% Coverage
* 49 to 60 months 50% Coverage
* 61 to 84 months 25% Coverage

ITEMS SPECIFICALLY COVERED ARE:

* Cracking, checking, or peeling or delaminating of top coat and other layers of paint
* Loss of gloss caused by cracking, checking or hazing
* Any paint failure caused by improperly applied finishes by Excellance, Inc.

ITEMS EXCLUDED ARE:

* Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavy duty pressure washing or aggressive mechanical wash systems (See owners manual for proper cleaning instructions)
* Paint deterioration caused by abuse, misuse, accidents, acid rain, chemical fall out or act of nature
* Accidents, scratches, chips, bruises, and gloss reduction due to normal vehicle use and maintenance
* Custom finishes, exotic finishes, or any finish other than standard refinish procedures
* Finishes on vehicles used for competitive purposes
* Repairs done over previously refinished areas, unless stripped to bare metal or appropriate substrate by Excellance or an authorized agent
* The installation of additional parts on the unit after it leaves the Excellance, Inc. factory
* The installation of any graphics installed by non-Excellance technicians
* The removal of any components where a protective coating of a corrosion inhibitor has been applied without the re-application of a corrosion inhibitor, approved by Excellance, prior to re-installation of the component
* Claims requested without proper guarantee documentation
* Finishes performed by non-Excellance authorized repair center
* Finishes performed by non-Excellance technicians

THREE YEAR (UNLIMITED MILEAGE) CORROSION WARRANTY

Excellance, Inc. will warrant the repair of paint deterioration caused by blisters or other film degradation due to corrosion originating from the substrate on each new ambulance for a period of three years from the date of delivery to the original purchaser by an authorized Excellance dealer under normal use and service. The obligation of Excellance under this warranty is to repair the unit at Excellance with the transportation cost prepaid by the customer. The following percentages apply:

* 0 to 12 months 100% Coverage
* 13 to 24 months 50% Coverage
* 25 to 36 months 25% Coverage

If repairs should become necessary under terms of this warranty, the extent of that repair shall be determined solely by Excellance, Inc. Excellance also reserves the sole right to determine when and where such repairs will be made. The expense of any transportation to or from such a repair facility shall be the sole responsibility of the original purchaser, and not an item covered by this warranty.

Exclusions and Limitations: This manufacturer's warranty is provided in place of any and all other representations or expressed or implied warranties or merchantability and fitness for a particular purpose. No person is authorized to make any representation or warranty on behalf of Excellance, Inc. other than set forth in this manufacturer's warranty. Your rights to service on the terms set forth herein are your exclusive remedies and neither the manufacturer and/or any of its distributors shall be liable for damages whether ordinary, incidental or consequential.

UNIT # _____ DATE: ___/___/___ SIGNED: _____

WARRANTY REPRESENTATIVE

EXCELLANCE, INC.

SEVEN YEAR (UNLIMITED MILEAGE) REMOUNT PAINT PERFORMANCE WARRANTY

Excellance, Inc. warrants the integrity of the paint on each completely painted remounted ambulance for a period of seven years from the date of delivery to the original purchaser by an authorized Excellance dealer to be free of defects in materials and workmanship under normal use and service. The obligation of Excellance under this warranty is to repair the unit at Excellance with the transportation cost prepaid by the customer after the initial 12 month period. After the initial 12 month period the following percentages apply:

* 0 to 12 months 100% Coverage and Transportation
* 13 to 48 months 100% Coverage
* 49 to 60 months 50% Coverage
* 61 to 84 months 25% Coverage

ITEMS SPECIFICALLY COVERED ARE:

* Cracking, checking, or peeling or delaminating of top coat and other layers of paint
* Loss of gloss caused by cracking, checking or hazing
* Any paint failure caused by improperly applied finishes by Excellance, Inc.

ITEMS EXCLUDED ARE:

* Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavy duty pressure washing or aggressive mechanical wash systems (See owners manual for proper cleaning instructions)
* Paint deterioration caused by abuse, misuse, accidents, acid rain, chemical fall out or act of nature
* Accidents, scratches, chips, bruises, and gloss reduction due to normal vehicle use and maintenance
* Custom finishes, exotic finishes, or any finish other than standard refinish procedures
* Finishes on vehicles used for competitive purposes
* Repairs done over previously refinished areas, unless stripped to bare metal or appropriate substrate by Excellance or an authorized agent
* The installation of additional parts on the unit after it leaves the Excellance, Inc. factory
* The installation of any graphics installed by non-Excellance technicians
* The removal of any components where a protective coating of a corrosion inhibitor has been applied without the re-application of a corrosion inhibitor, approved by Excellance, prior to re-installation of the component
* Claims requested without proper guarantee documentation
* Finishes performed by non-Excellance authorized repair center
* Finishes performed by non-Excellance technicians

Exclusions and Limitations: This manufacturer's warranty is provided in place of any and all other representations or expressed or implied warranties or merchantability and fitness for a particular purpose. No person is authorized to make any representation or warranty on behalf of Excellance, Inc. other than set forth in this manufacturer's warranty. Your rights to service on the terms set forth herein are your exclusive remedies and neither the manufacturer and/or any of its distributors shall be liable for damages whether ordinary, incidental or consequential.

UNIT # _____ DATE: ___/___/___ SIGNED: _____
WARRANTY REPRESENTATIVE

EXCELLANCE, INC.

TEN-YEAR (100,000 Mile) ELECTRICAL WARRANTY

Subject to the provisions, limitations, and conditions set forth in this warranty, Excellance, Inc., hereby warrants to each original purchaser only, that the Excellance supplied electrical equipment as listed below, are sound and free of all defects of both materials and workmanship, for 10 years or 100,000 miles, whichever occurs first, providing it remains in possession of the original purchaser and is in operation by said purchaser. This electrical equipment includes: magnetic door switches, all wire terminals, main vehicle wiring harnesses and battery harness cables, Bosch relays, switches, automatic and/or manual reset circuit breakers, voltmeters, ammeters, shunts, battery disconnect switches, solenoids, diodes, rectifiers, heat sinks, all terminal strips, and AMP multi-pin electrical connectors.

Items not covered under this warranty are batteries, generators, sirens, inverters, light bulbs, flashers, lightbars or any component thereof, and third party electrical components or systems. Batteries, light bars, third party electrical components or system and alternator systems are covered by representative warranties.

The above warranty is transferable upon changeover of the body to a new chassis, providing Excellance, Inc. performs the work. In the case of the sale of the vehicle, the warranty is also transferable to the new owner, providing that an inspection and registration of the vehicle is performed by Excellance or an Excellance approved representative.

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

This warranty is conditioned upon normal use and reasonable maintenance of such equipment; prompt written notice of all defects to Excellance or one of its then authorized dealers in the area; not repairs or additions thereto except by Excellance or authorized by it; said defect not resulting from misuse, negligence, accident, abnormal wear and tear, and alteration of the original parts or adjustments by customer or third parties. Improper radio equipment installation will void the electrical warranty. If any such conditions are not complied with, this warranty shall become void and unenforceable.

Excellance reserves the unrestricted right at any time to make changes in the design of and/or improvements on its products without thereby imposing any obligations on itself to make corresponding changes or improvements in or on its products previously manufactured.

Exclusions and Limitations: This manufacturers warranty is provided in place of any and all other representations, expressed or implied warranties. Note that components manufactured by others and installed by Excellance shall be covered by representative warranties. No person is authorized to make any representations of warranty on behalf of Excellance or any of its distributors other than set forth in this manufacturer's warranty. Your right to service and replacement of parts on the terms expressly set forth herein are you exclusive remedies and neither the manufacturer nor any of its distributors shall be liable for damages, whether ordinary, incidental or consequential. The vehicle chassis, chassis components, and applicable body of cab will be warranted in accordance with the standard chassis warranty policy by the manufacturer, normal or extended.

UNIT # _____ DATE ___/___/___ SIGNED _____
Warranty Representative

EXCELLANCE, INC.

TWENTY FOUR MONTH (24,000 Mile) CONVERSION WARRANTY

Excellance, Inc. warrants each new ambulance manufactured by Excellance for a period of twenty-four months or 24,000 miles whichever occurs first, from the date of delivery to the original purchaser by an authorized Excellance dealer to be free of defects in materials and workmanship under normal use and service. The obligation of Excellance under this warranty is limited to repairing or replacing, at its option, any part or parts thereof which shall within 24 months or 24,000 miles after delivery of such ambulance to the original purchaser, be returned with transportation charges prepaid to Excellance or an authorized Excellance service center and which examination shall disclose to have been defective, except hereinafter provided.

Items not covered under this warranty are the chassis or items supplied by the chassis manufacturer; tires, tire balancing, or wheel alignment; belts, hoses or filters; general tightening, lubrication, normal wear and tear, abuse, misuse, accident, physical damage, negligence, failure to maintain, unapproved modification or alteration of the original parts, chemical corrosion, light bulbs or head light adjustments; separately manufactured items installed by Excellance including, but not limited to: batteries, generators, sirens, battery chargers, inverters, light bars and like electrical equipment. These are covered by warranties supplied by the manufacturer of the components.

If repairs should become necessary under terms of this warranty, the extent of that repair shall be determined solely by Excellance. Excellance reserves the right to determine where such repairs will be made, Excellance or an Excellance authorized dealer or service center. The expense of any transportation to or from such repair facility shall be the sole responsibility of the original purchaser and is not an item covered by this warranty.

Excellance, Inc. reserves the unrestricted rights from time to time make changes in design on its products without thereby imposing any obligation on itself to make corresponding changes on its products previously manufactured.

Exclusions and Limitations: This manufacturer's warranty is provided in place of any and all other representations, expressed or implied warranties of merchantability and fitness for a particular purpose. No person is authorized to make any representation or warranty on behalf of Excellance, Inc. or any of its distributors other than set forth in this manufacturer's warranty. Your right to service and replacement of parts on the terms expressly set forth herein are your exclusive remedies and neither the manufacturer nor any of its distributors shall be liable for damages whether ordinary, incidental or consequential.

UNIT# _____ DATE: ___/___/___ SIGNED: _____

WARRANTY REPRESENTATIVE