PUBLIC SAFETY COMMISSION MEETING
TUESDAY, JUNE 27, 2023
8:30 AM
DALTON CITY HALL - COUNCIL CHAMBERS

A G E N D A

Call to Order

Agenda Approval

Public Commentary

Approval of Minutes

1. May 25, 2023

Police Department

2. Crime/Crash Statistics May 2023
3. Financial Statistics May 2023
4. Written Directive Review

Fire Department

5. Statistical Report for May 2023
6. Financial Report for May 2023
7. Sutphen Heavy Rescue Proposal Package
8. FD-Reviewed SOP
    1. ENF-1 Enforcement of Fire Lane Violations
    2. C-2 Radio Check
9. FD-Revised SOP
    1. ENF-2 Enforcement of False Nuisance Alarms

Adjournment

CITY OF DALTON
PUBLIC SAFETY COMMISSION
MINUTES
MAY 23, 2023

The regular meeting for the Public Safety Commission was held today in the Council Chambers of City Hall. Present were Chairman Truman Whitfield, Commissioners Alex Brown, Terry Mathis, Anthony Walker, Fire Chief Todd Pangle, Police Chief Cliff Cason, City Administrator Andrew Parker, and Attorney Jason Connell from the City Attorney's Office. Council member Annalee Sams was absent.

AGENDA APPROVAL
On the motion of Commissioner Brown, second Commissioner Walker, the agenda was approved as presented. The vote was unanimous in favor.

PERSONNEL MATTERS

Fire Department – Lieutenant Promotion – Jason Suddeth
On the motion of Commissioner Mathis, second Commissioner Brown, the Commission approved the promotion of Fire Fighter 3, Jason Suddeth to the rank of Lieutenant. The vote was unanimous in favor.

Police Department -New Employee Confirmation – Jennifer Nunez
On the motion of Commissioner Brown, second Commissioner Walker, the Commission approved Jennifer Nunez as a new Dalton Police Officer. The vote was unanimous in favor.

PUBLIC COMMENTARY
There were no public comments.

MINUTES
The Commissioners were presented written copies of the regular meeting minutes for April 25, 2023. On the motion of Commissioner Walker, second Commissioner Brown, the minutes were approved as presented. The vote was unanimous in favor.

POLICE DEPARTMENT

Crime and Crash Statistics for April 2023
Police Chief Cliff Cason gave a written and oral summary of the Crime and Crash Statistical Reports for the month of April 2023. As noted in the written summary, Chief Cason reported the Year to Date Part I crimes are approximately 5.6% lower and Part II crimes are approximately 7.0% lower when compared to the past 5-year average. Chief Cason further reported there were 113 non-private property crashes reported for the month and non-injury crashes decreased over the previous month.

On the motion of Commissioner Brown, second Commissioner Walker, the report was approved. The complete report in its entirety is a part of these minutes. The vote was unanimous in favor.

Financial Statistics for April 2023
Police Chief Cliff Cason presented the Financial Report for all divisions within the Dalton Police Department for the month of April 2023. Chief Cason reported the department has expended 31.4% of their budget, and are on track for the remainder of the FY 2023.

On the motion of Commissioner Brown, second Commissioner Walker, the financial report was approved. The complete report in its entirety is a part of these minutes. The vote was unanimous in favor.

POLICE DEPARTMENT ……. Continued

Written Directive Review
Police Chief Cliff Cason presented the following written directive reviews for approval:

- 2.17 Departmental Inspections
- 2..20 Vehicle Fleet Maintenance
- 2.28 Crime Analysis Traffic Analysis
- 3.5 Physical Readiness Program

On the motion of Commissioner Walker, second Commissioner Brown, the Commission adopted the Written Directives. The written directives are a part of these minutes. The vote was unanimous in favor.

FIRE DEPARTMENT

Monthly Statistical Report – April 2023
Fire Chief Todd Pangle presented the April 2023 Statistical Report to the Commission. Chief Pangle outlined details of the complete report, which included the Incident Report with 266 Total Responses, an Injuries and Property Report, Incident List by Incident Number, Training Division Monthly Report, Fire Safety Division Monthly Report and the Inspection Summary.

On the motion of Commissioner Brown, second Commissioner Walker, the Commissioners approved the Statistical Report for the Fire Department. A copy of the report outlining all incident values is a part of these minutes. The vote was unanimous in favor.

Monthly Financial Report – April 2023
Fire Chief Todd Pangle presented the Financial Report for the month of April 2023 to the Commission. Chief Pangle stated the department is approximately 4% under budget, has expended 29.9% their budget, and are on track for the remainder of the FY 2023.

On the motion of Commissioner Brown, second Commissioner Walker, the Commissioners approved the Financial Report for the Fire Department. A copy of the report is a part of these minutes. The vote was unanimous in favor.

Reviewed SOG / Revised SOP / New SOP
On the motion of Commissioner Brown, second Commissioner Walker, the Commission approved the following Fire Department policies.

- Reviewed SOG – AO-1 Moving and Driving Fire Apparatus
- Revised SOP – T-1 Travel Expense Reimbursement
- New SOP – GP-8 DFD Ride-Along Program

A copy of each approved policy is a part of these minutes. The vote was unanimous in favor.

ADJOURNMENT
There being no further business to come before the Commissioners, on the motion of Commissioner Brown, second Commissioner Walker, the meeting was adjourned at 9:27 a.m.

_____
Truman Whitfield, Chairman

ATTEST:

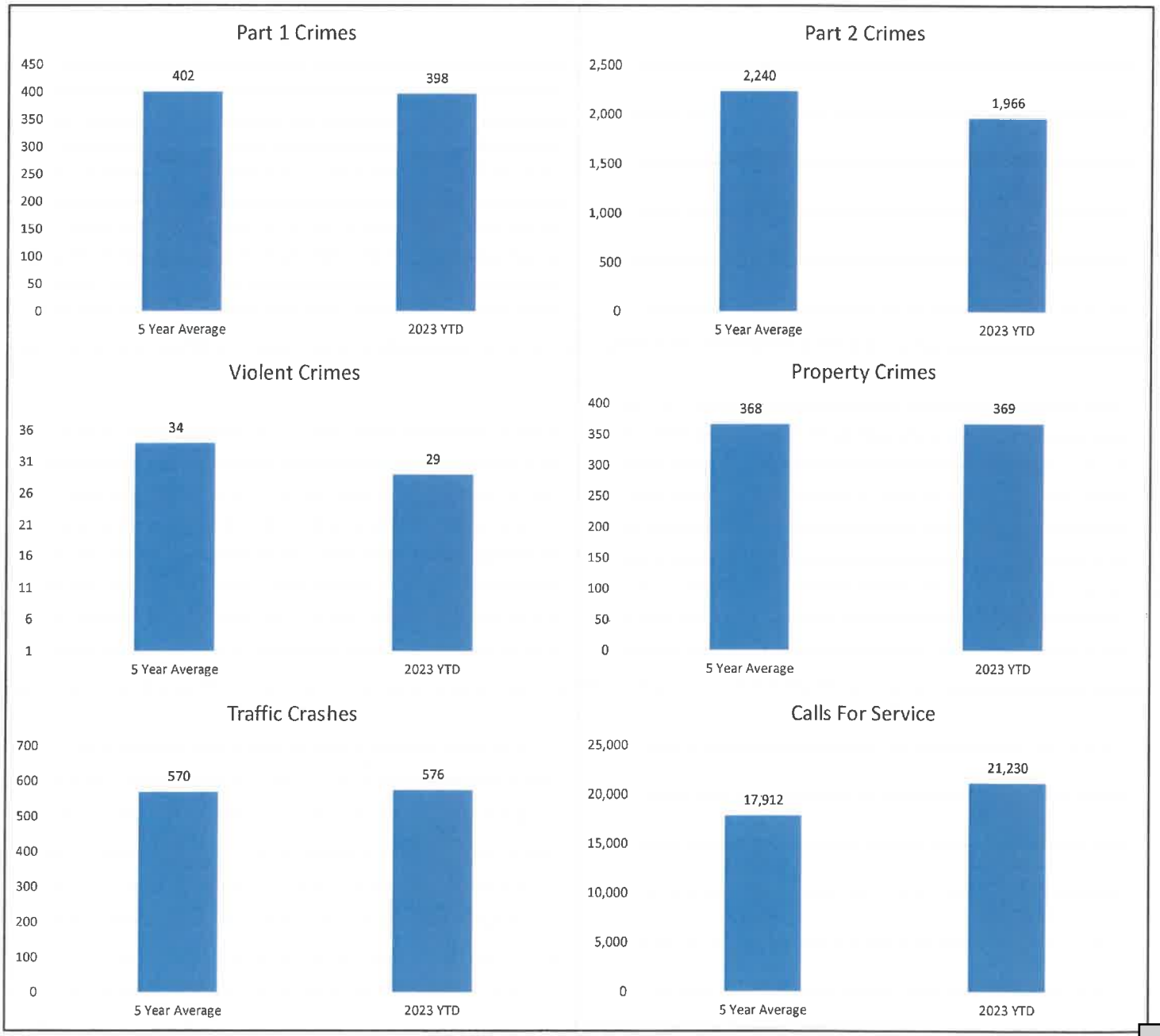
_____
Anthony Walker, Secretary

DALTON POLICE DEPARTMENT
PUBLIC SAFETY COMMISSION MEETING
JUNE 27, 2023

Summary of Data and Crime Statistics for May 2023

General

The following statistics compare 2023 year-to-date statistics with the previous five years. Part 1 crimes are approximately 1.0% lower than the five-year average. Part 2 crimes have decreased by approximately 12.2% during the same time. Property crimes show an increase of approximately .3% from the five-year average. Violent crimes show a decrease of approximately 14.7% when compared to the five-year average. Traffic crashes are approximately 1.0% higher than the five-year average. Calls for service show an increase of approximately 18.5% during the same time.



DALTON POLICE DEPARTMENT
PUBLIC SAFETY COMMISSION MEETING
JUNE 27, 2023

DALTON POLICE DEPARTMENT CRIME DASHBOARD YTD 2019-2023

May 2023

	2019	2020	2021	2022	2023	TREND
Part I Crimes YTD	463	355	349	350	398	
Homicides	0	0	1	1	0	
Rape	7	4	7	5	11	
Robbery	2	7	1	6	3	
Aggravated Assault	25	24	30	22	15	
Violent Crime Totals	**34**	**35**	**39**	**34**	**29**	
Burglary	44	36	38	29	16	
Larceny-Theft	364	261	221	260	333	
Motor Vehicle Theft	21	23	51	27	19	
Arson	0	0	0	0	1	
Property Crime Totals	**429**	**320**	**310**	**316**	**369**	
Violent Crime Clearance	97%	69%	54%	62%	62%	
Property Crime Clearance	49%	30%	41%	44%	55%	
Part I Arrests	199	109	106	112	153	
Citations	5,762	5,186	4,165	5,248	7,397	
Calls for Service	18,936	20,708	16,492	16,242	21,230	
Traffic Crashes	618	479	582	587	576	

Analysis

In the year to date 2023 there have been 398 Part 1 crimes reported, compared to 350 in 2022. Traffic crashes have decreased approximately .02% from 2022. Calls for service have increased by approximately 30.7% from 2022.

There have been 29 violent crimes reported 2023 YTD compared to 34 reported violent crimes 2022 YTD. There have been 15 aggravated assaults reported in 2023 compared to 22 in 2022. Year to date property crimes have shown an increase of approximately 16.8% when compared to 2022 YTD statistics.

Based on the statistics from the previous five years, property crime numbers are approximately .3% higher than the average of 368. Violent crime numbers are approximately 14.7% lower than the five-year average of 34.

DALTON POLICE DEPARTMENT
PUBLIC SAFETY COMMISSION MEETING
JUNE 27, 2023

DALTON POLICE DEPARTMENT
CRIME STATISTICS

	INCIDENTS				CLEARANCES				ARRESTS			
			2023	2022			2023	2022			2023	2022
	5/23	5/22	YTD	YTD	5/23	5/22	YTD	YTD	5/23	5/22	YTD	YTD
Part I Offenses												
Homicide	0	0	0	1	0	0	0	0	0	0	0	1
Rape	2	1	11	5	1	1	2	1	1	0	1	0
Robbery	1	2	3	6	0	0	5	14	0	0	5	14
Aggravated Assault	5	6	15	22	3	1	11	6	3	1	10	4
Burglary	4	9	16	29	3	1	11	7	3	0	5	3
Larceny - Theft	75	52	333	260	41	18	184	124	29	14	130	87
Motor Vehicle Theft	4	5	19	27	2	2	8	8	0	1	1	3
Arson	0	0	1	0	0	0	1	0	0	0	1	0
PART I SUBTOTAL	91	75	398	350	50	23	222	160	36	16	153	112
Part II Offenses												
Other Assaults - not agg.	19	33	129	139	19	23	112	112	10	13	66	75
Forgery/Counterfeiting	6	6	39	33	2	1	21	12	1	1	16	9
Fraud	16	17	102	80	6	2	22	14	5	1	18	9
Embezzlement	0	0	0	0	0	0	1	0	0	0	0	0
Stolen Property	1	1	3	8	0	1	2	4	0	1	2	4
Vandalism	19	18	101	97	8	4	39	27	4	2	28	18
Weapons Violations	3	6	15	22	1	7	18	19	1	7	18	19
Commercial Sex	0	0	0	0	0	0	0	0	0	0	0	0
Other Sex Offenses	4	8	21	22	6	4	12	11	2	2	4	2
Drug Sales	7	9	18	28	3	7	13	25	3	7	13	20
Drug Possession	18	20	94	112	14	10	80	84	8	8	62	68
Gambling	0	0	0	0	0	0	0	0	0	0	0	0
Offenses Against Family/Children	2	5	20	20	2	4	14	14	2	3	12	12
Liquor Violations	3	9	25	38	3	2	22	34	3	2	22	34
Drunkenness	2	4	30	42	2	2	33	37	2	2	33	37
Other Disorderly Conduct	9	13	64	60	10	9	75	54	9	4	60	40
Curfew Violations	1	1	6	3	2	1	7	1	2	1	6	1
All Other Offenses	203	219	1225	1070	257	231	1549	1283	234	216	1455	1158
DUI	12	28	74	86	13	29	74	85	13	29	74	85
Human Trafficking	0	0	0	0	0	0	0	0	0	0	0	0
PART II SUBTOTAL	325	397	1966	1860	348	337	2094	1816	299	299	1889	1591
PART I AND II TOTAL	416	472	2364	2210	398	360	2316	1976	335	315	2042	1703

Crashes	5/23	5/22	2023 YTD	2022 YTD
Public Roadway	108	127	576	587
911 Calls	3,946	3,463	21,230	16,242

Enforcement	5/23	5/22	2023 YTD	2022 YTD
Citations	550	640	3,119	2,861
Warnings	722	500	4,278	2,387
Totals	1,272	1,140	7,397	5,248

DALTON POLICE DEPARTMENT
PUBLIC SAFETY COMMISSION MEETING
JUNE 27, 2023

May 2023 Crash Statistics

In May 2023 there were 108 non-private property crashes reported. Injury crashes increased compared to the previous month. Angle crashes were the most prevalent during May 2023. Following too closely was the leading contributing factor in non-injury crashes. Failure to yield was the leading contributing factor in injury crashes. Walnut Ave had the highest number of non-injury crashes. Chattanooga Rd and Glenwood Ave had the highest number of injury crashes.

May 2023 Crash Statistics

Total Crashes	May 2023	April 2023	Change	YTD 2023	YTD 2022	Change
	108	113	-4.4%	576	587	-1.9%

Injury Crashes	Total	Complaint	Minor	Serious	Fatality	Multiple
	28	15	8	4	1	7
Total Injuries	36					

DUI Crashes	Speed Crashes	Distracted Crashes	Following Too Closely Crashes
5	5	6	20

Day of the Week	Total		Time of Day	Total		
Monday	15		0000 - 0559	5		
Tuesday	18		0600 - 0859	11		
Wednesday	14		0900 - 1059	10		
Thursday	21		1100 - 1359	29		
Friday	16		1400 - 1559	21		
Saturday	17		1600 - 1859	22		
Sunday	7		1900 - 2159	7		
			2200 - 2359	3		

Collision Type	Total		Contributing Factors	Total	
Angle	44		Following Too Closely	20	
Rear End	37		Failure to Yield	18	
Collision with an Object	16		Other	8	
Sideswipe - Same Direction	9		Disregard Stop Sign/Signal	8	
Sideswipe - Opposite Direction	2		Improper Turn	7	
Head On	0				

Top Streets	Total Crashes	% Total	Injuries	% Injuries		
Walnut Ave	18	16.7%	2	5.6%		
Chattanooga Rd	11	10.2%	5	13.9%		
Glenwood Ave	11	10.2%	5	13.9%		
Tibbs Rd	6	5.6%	4	11.1%		
Shugart Rd	6	5.6%	0	0.0%		
Selective Enforcement Details	Locations		Total Details	Violations		
May 2023	Glenwood Ave, Walnut Ave, E Morris		32	269		

DALTON POLICE DEPARTMENT

PUBLIC SAFETY COMMISION MEETING

JUNE 27, 2023

SUMMARY OF THE FINANCIAL STATISTICS FOR MAY 2023

The police department budget for FY 2023 is now in its implementation, and we have expended approximately 35.1% of our 2023 budget at this point in the budget cycle. Currently, we believe there will be sufficient funds to accomplish our 2023 goals and meet the needs of the department.

The City of Dalton

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0010 GENERAL FUND - OPERATING		ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
321000 PD ADMINISTRATION								
321000 511100	WAGES - REGULAR	477,000	0	477,000	173,152.04	.00	303,847.96	36.3%
321000 511300	WAGES - OVERTIME	1,700	0	1,700	27.82	.00	1,672.18	1.6%
321000 512100	GROUP INSURANCE	38,780	0	38,780	11,176.22	.00	27,603.78	28.8%
321000 512200	FICA & MEDICARE	37,000	0	37,000	13,713.14	.00	23,286.86	37.1%
321000 512401	RETIREMENT DCP	14,940	0	14,940	5,451.15	.00	9,488.85	36.5%
321000 512402	RETIREMENT DBP	40,250	0	40,250	15,398.63	.00	24,851.37	38.3%
321000 512403	RETIREMENT STATE	1,200	0	1,200	500.00	.00	700.00	41.7%
321000 512700	WORKERS COMPENSAT	10,100	0	10,100	4,209.50	.00	5,890.50	41.7%
321000 512900	OTHER EMPLOYEE BE	3,750	0	3,750	1,174.47	.00	2,575.53	31.3%
321000 512915	CLEANING ALLOWANC	1,800	0	1,800	304.00	.00	1,496.00	16.9%
321000 512916	CLOTHING ALLOWANC	1,800	0	1,800	.00	.00	1,800.00	.0%
321000 521210	PROFESSIONAL - LE	20,000	0	20,000	1,397.50	.00	18,602.50	7.0%
321000 521300	TECHNICAL CONTRAC	4,000	0	4,000	.00	.00	4,000.00	.0%
321000 522220	EQUIPMENT MAINT &	5,000	0	5,000	2,418.01	.00	2,581.99	48.4%
321000 522230	VEHICLE REPAIRS &	4,000	0	4,000	951.59	.00	3,048.41	23.8%
321000 522320	RENTAL - EQUIPMEN	9,000	0	9,000	2,302.33	.00	6,697.67	25.6%
321000 523100	INSURANCE COMMERC	118,000	0	118,000	141,833.00	.00	-23,833.00	120.2%
321000 523200	COMMUNICATIONS	50,000	0	50,000	17,686.29	.00	32,313.71	35.4%
321000 523210	POSTAGE	3,500	0	3,500	563.05	.00	2,936.95	16.1%
321000 523400	PRINTING & BINDIN	3,000	0	3,000	1,605.70	.00	1,394.30	53.5%
321000 523500	TRAVEL	9,000	0	9,000	2,225.05	.00	6,774.95	24.7%
321000 523600	DUES & FEES	4,000	0	4,000	1,115.37	.00	2,884.63	27.9%
321000 523630	RADIO SUBCRIBER F	27,000	0	27,000	23,155.20	.00	3,844.80	85.8%
321000 523700	TRAINING & EDUCAT	7,500	0	7,500	4,552.00	.00	2,948.00	60.7%
321000 523850	CONTRACT LABOR	5,400	17,000	22,400	8,907.57	.00	13,492.43	39.8%
321000 523920	SOFTWARE LICENSES	177,900	0	177,900	104,887.11	.00	73,012.89	59.0%
321000 531100	SUPPLIES - GENERA	800	0	800	92.16	.00	707.84	11.5%
321000 531110	SUPPLIES - OFFICE	2,000	0	2,000	25.99	.00	1,974.01	1.3%
321000 531250	OIL	1,000	0	1,000	.00	.00	1,000.00	.0%
321000 531270	GASOLINE	6,000	0	6,000	2,599.63	.00	3,400.37	43.3%
321000 531300	MEALS - FOOD	2,000	0	2,000	.00	.00	2,000.00	.0%
321000 531600	SMALL EQUIPMENT <	1,400	0	1,400	1,400.00	.00	.00	100.0%
321000 531700	OTHER SUPPLIES	2,000	0	2,000	507.59	.00	1,492.41	25.4%
TOTAL PD ADMINISTRATION		1,090,820	17,000	1,107,820	543,332.11	.00	564,487.89	49.0%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0010 GENERAL FUND - OPERATING		ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
322100 PD CRIMINAL INVESTIGATION DIV								
322100 511100	WAGES - REGULAR	1,092,350	0	1,092,350	371,929.08	.00	720,420.92	34.0%
322100 511300	WAGES - OVERTIME	48,700	0	48,700	2,598.51	.00	46,101.49	5.3%
322100 512100	GROUP INSURANCE	212,400	0	212,400	77,008.76	.00	135,391.24	36.3%
322100 512200	FICA & MEDICARE	87,300	0	87,300	28,307.03	.00	58,992.97	32.4%
322100 512401	RETIREMENT DCP	78,500	0	78,500	22,146.01	.00	56,353.99	28.2%
322100 512402	RETIREMENT DBP	44,500	0	44,500	21,297.42	.00	23,202.58	47.9%
322100 512403	RETIREMENT STATE	4,500	0	4,500	1,700.00	.00	2,800.00	37.8%
322100 512700	WORKERS COMPENSAT	28,680	0	28,680	11,950.00	.00	16,730.00	41.7%
322100 512900	OTHER EMPLOYEE BE	6,800	0	6,800	2,522.84	.00	4,277.16	37.1%
322100 512915	CLEANING ALLOWANC	4,000	0	4,000	1,270.25	.00	2,729.75	31.8%
322100 512916	CLOTHING ALLOWANC	9,000	0	9,000	.00	.00	9,000.00	.0%
322100 522220	EQUIPMENT MAINT &	3,500	0	3,500	186.21	.00	3,313.79	5.3%
322100 522230	VEHICLE REPAIRS &	7,000	0	7,000	3,439.44	.00	3,560.56	49.1%
322100 523500	TRAVEL	14,400	0	14,400	7,274.35	.00	7,125.65	50.5%
322100 523600	DUES & FEES	5,500	0	5,500	.00	.00	5,500.00	.0%
322100 523700	TRAINING & EDUCAT	14,400	0	14,400	6,968.00	.00	7,432.00	48.4%
322100 523900	PEPI OTHER PURCHAS	25,000	0	25,000	.00	.00	25,000.00	.0%
322100 531100	SUPPLIES - GENERA	3,500	0	3,500	884.14	.00	2,615.86	25.3%
322100 531110	SUPPLIES - OFFICE	4,000	0	4,000	1,336.24	.00	2,663.76	33.4%
322100 531250	OIL	3,400	0	3,400	.00	.00	3,400.00	.0%
322100 531270	GASOLINE	18,500	0	18,500	6,658.13	.00	11,841.87	36.0%
322100 531300	MEALS - FOOD	700	0	700	.00	.00	700.00	.0%
322100 531600	SMALL EQUIPMENT <	0	300	300	126.48	.00	173.52	42.2%
322100 531700	OTHER SUPPLIES	5,000	-300	4,700	716.86	.00	3,983.14	15.3%
322100 542400	COMPUTERS & COMPU	14,400	0	14,400	11,150.00	.00	3,250.00	77.4%
TOTAL PD CRIMINAL INVESTIGATION DIV		1,736,030	0	1,736,030	579,469.75	.00	1,156,560.25	33.4%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0010 GENERAL FUND - OPERATING		ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
322300 PD PATROL								
322300 511100	WAGES - REGULAR	3,980,700	-17,000	3,963,700	1,287,943.61	.00	2,675,756.39	32.5%
322300 511300	WAGES - OVERTIME	67,800	0	67,800	25,628.26	.00	42,171.74	37.8%
322300 512100	GROUP INSURANCE	611,670	0	611,670	236,494.23	.00	375,175.77	38.7%
322300 512200	FICA & MEDICARE	309,750	0	309,750	100,826.16	.00	208,923.84	32.6%
322300 512401	RETIREMENT DCP	352,600	0	352,600	116,960.17	.00	235,639.83	33.2%
322300 512402	RETIREMENT DBP	60,800	0	60,800	15,803.38	.00	44,996.62	26.0%
322300 512403	RETIREMENT STATE	21,500	0	21,500	6,950.00	.00	14,550.00	32.3%
322300 512700	WORKERS COMPENSAT	121,380	0	121,380	50,575.00	.00	70,805.00	41.7%
322300 512900	OTHER EMPLOYEE BE	25,400	0	25,400	9,066.58	.00	16,333.42	35.7%
322300 512915	CLEANING ALLOWANC	10,000	0	10,000	2,707.25	.00	7,292.75	27.1%
322300 522220	EQUIPMENT MAINT &	11,500	0	11,500	6,817.60	.00	4,682.40	59.3%
322300 522230	VEHICLE REPAIRS &	48,000	12,400	60,400	30,767.86	.00	29,632.14	50.9%
322300 522230	SHOP VEHICLE EXP -	128,000	0	128,000	41,699.59	.00	86,300.41	32.6%
322300 523500	TRAVEL	64,500	0	64,500	24,529.82	.00	39,970.18	38.0%
322300 523600	DUES & FEES	3,800	0	3,800	465.00	.00	3,335.00	12.2%
322300 523700	TRAINING & EDUCAT	44,000	0	44,000	14,313.22	.00	29,686.78	32.5%
322300 531100	SUPPLIES - GENERA	5,500	0	5,500	2,099.78	.00	3,400.22	38.2%
322300 531110	SUPPLIES - OFFICE	3,000	0	3,000	504.79	.00	2,495.21	16.8%
322300 531120	UNIFORMS	64,000	0	64,000	7,552.78	.00	56,447.22	11.8%
322300 531250	OIL	3,000	0	3,000	.00	.00	3,000.00	.0%
322300 531270	GASOLINE	175,000	0	175,000	65,812.41	.00	109,187.59	37.6%
322300 531300	MEALS - FOOD	2,000	0	2,000	48.40	.00	1,951.60	2.4%
322300 531600	SMALL EQUIPMENT <	35,295	0	35,295	22,272.79	.00	13,022.21	63.1%
322300 531700	OTHER SUPPLIES	5,000	0	5,000	822.58	.00	4,177.42	16.5%
TOTAL PD PATROL		6,154,195	-4,600	6,149,595	2,070,661.26	.00	4,078,933.74	33.7%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0010 GENERAL FUND - OPERATING		ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
322400 PD SUPPORT SERVICES								
322400 511100	WAGES - REGULAR	687,750	0	687,750	248,803.84	.00	438,946.16	36.2%
322400 511200	WAGES - PART TIME	12,000	0	12,000	.00	.00	12,000.00	.0%
322400 511300	WAGES - OVERTIME	11,375	0	11,375	906.34	.00	10,468.66	8.0%
322400 512100	GROUP INSURANCE	162,720	0	162,720	53,199.83	.00	109,520.17	32.7%
322400 512200	FICA & MEDICARE	54,400	0	54,400	18,838.41	.00	35,561.59	34.6%
322400 512401	RETIREMENT DCP	40,300	0	40,300	12,780.29	.00	27,519.71	31.7%
322400 512402	RETIREMENT DBP	37,000	0	37,000	14,547.61	.00	22,452.39	39.3%
322400 512403	RETIREMENT STATE	1,200	0	1,200	525.00	.00	675.00	43.8%
322400 512700	WORKERS COMPENSAT	21,840	0	21,840	9,100.00	.00	12,740.00	41.7%
322400 512900	OTHER EMPLOYEE BE	4,200	0	4,200	1,589.75	.00	2,610.25	37.9%
322400 512915	CLEANING ALLOWANC	2,400	0	2,400	119.25	.00	2,280.75	5.0%
322400 512916	CLOTHING ALLOWANC	600	0	600	.00	.00	600.00	.0%
322400 521300	TECHNICAL CONTRAC	18,500	0	18,500	1,620.50	.00	16,879.50	8.8%
322400 522140	LAWN CARE CONTRAC	13,500	0	13,500	3,793.25	.00	9,706.75	28.1%
322400 522210	BUILDING REPAIRS	40,000	0	40,000	11,137.61	.00	28,862.39	27.8%
322400 522230	VEHICLE REPAIRS &	3,000	0	3,000	702.10	.00	2,297.90	23.4%
322400 523500	TRAVEL	21,000	0	21,000	1,346.83	.00	19,653.17	6.4%
322400 523600	DUES & FEES	2,700	0	2,700	744.92	.00	1,955.08	27.6%
322400 523620	CREDIT CARD & BAN	450	0	450	129.65	.00	320.35	28.8%
322400 523700	TRAINING & EDUCAT	21,000	0	21,000	8,388.68	.00	12,611.32	39.9%
322400 531100	SUPPLIES - GENERA	3,500	0	3,500	588.12	.00	2,911.88	16.8%
322400 531110	SUPPLIES - OFFICE	3,200	0	3,200	631.21	.00	2,568.79	19.7%
322400 531120	UNIFORMS	4,000	0	4,000	598.36	.00	3,401.64	15.0%
322400 531150	SUPPLIES - GROUND	2,500	0	2,500	.00	.00	2,500.00	.0%
322400 531155	SUPPLIES - BUILDI	28,000	0	28,000	3,120.54	.00	24,879.46	11.1%
322400 531200	UTILITIES	62,500	0	62,500	20,360.02	.00	42,139.98	32.6%
322400 531250	OIL	300	0	300	.00	.00	300.00	.0%
322400 531270	GASOLINE	8,000	0	8,000	3,094.11	.00	4,905.89	38.7%
322400 531300	MEALS - FOOD	500	0	500	299.63	.00	200.37	59.9%
322400 531700	OTHER SUPPLIES	14,000	0	14,000	7.00	.00	13,993.00	.1%
TOTAL PD SUPPORT SERVICES		1,282,435	0	1,282,435	416,972.85	.00	865,462.15	32.5%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0010 GENERAL FUND - OPERATING	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
322600 CUSTODY OF PRISONERS							
322600 523900 OTHER PURCHASED S	105,000	0	105,000	30,843.17	.00	74,156.83	29.4%
TOTAL CUSTODY OF PRISONERS	105,000	0	105,000	30,843.17	.00	74,156.83	29.4%
TOTAL GENERAL FUND - OPERATING	10,368,480	12,400	10,380,880	3,641,279.14	.00	6,739,600.86	35.1%
TOTAL EXPENSES	10,368,480	12,400	10,380,880	3,641,279.14	.00	6,739,600.86	

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	10,368,480	12,400	10,380,880	3,641,279.14	.00	6,739,600.86	35.1%

** END OF REPORT - Generated by Martha Lopez **

The City of Dalton

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0210 CONFISCATED ASSETS	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
210001 REVENUES							
210001 351320 STATE CASH CONFISC	-50,000	0	-50,000	-3,337.00	.00	-46,663.00	6.7%*
210001 361400 JUSTI INTEREST JUS	0	0	0	-69.09	.00	69.09	100.0%
210001 361400 STATE INTEREST INC	-250	0	-250	-1,538.28	.00	1,288.28	615.3%
210001 361400 TREAS INTEREST TRE	-50	0	-50	-251.99	.00	201.99	504.0%
210001 392100 STATE SALE OF ASSE	-6,000	0	-6,000	-11,166.36	.00	5,166.36	186.1%
TOTAL REVENUES	-56,300	0	-56,300	-16,362.72	.00	-39,937.28	29.1%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0210 CONFISCATED ASSETS	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
210415 EXPENDITURES							
210415 521100 STATE OFFICIAL/ADM	4,500	0	4,500	3,556.99	.00	943.01	79.0%
210415 523200 STATE COMMUNICATIO	23,000	0	23,000	6,462.01	.00	16,537.99	28.1%
210415 523300 STATE ADVERTISING	100	0	100	.00	.00	100.00	.0%
210415 523600 STATE DUES & FEES	0	0	0	1,240.69	.00	-1,240.69	100.0%*
210415 523700 STATE TRAINING & E	15,000	0	15,000	.00	.00	15,000.00	.0%
210415 531600 STATE SMALL EQUIPM	22,000	0	22,000	.00	.00	22,000.00	.0%
210415 531600 TREAS SMALL EQUIPM	500	0	500	.00	.00	500.00	.0%
210415 531700 STATE OTHER SUPPLI	500	0	500	286.00	.00	214.00	57.2%
TOTAL EXPENDITURES	65,600	0	65,600	11,545.69	.00	54,054.31	17.6%
TOTAL CONFISCATED ASSETS	9,300	0	9,300	-4,817.03	.00	14,117.03	-51.8%
TOTAL REVENUES	-56,300	0	-56,300	-16,362.72	.00	-39,937.28	
TOTAL EXPENSES	65,600	0	65,600	11,545.69	.00	54,054.31	

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
GRAND TOTAL	9,300	0	9,300	-4,817.03	.00	14,117.03	-51.8%

** END OF REPORT - Generated by Martha Lopez **

The City of Dalton

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0370 CAPITAL ACQUISITION FUND	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
370001 REVENUES							
370001 361400 INTEREST INCOME	0	-15,000	-15,000	-28,947.35	.00	13,947.35	193.0%
TOTAL REVENUES	0	-15,000	-15,000	-28,947.35	.00	13,947.35	193.0%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0370 CAPITAL ACQUISITION FUND	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
370002 OTHER FINANCING SOURCES							
370002 391000 0361 TRANSFERS IN	0	-1,200,000	-1,200,000	-1,200,000.00	.00	.00	100.0%
370002 392100 SALE OF ASSETS (G	0	-10,000	-10,000	-21,676.90	.00	11,676.90	216.8%
TOTAL OTHER FINANCING SOURCES	0	-1,210,000	-1,210,000	-1,221,676.90	.00	11,676.90	101.0%

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

ACCOUNTS FOR: 0370 CAPITAL ACQUISITION FUND	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
370005 EXPENDITURES							
370005 522210 350 FACILITY REPAI	0	239,860	239,860	219,092.46	.00	20,767.54	91.3%
370005 522210 610 FACILITY REPAI	0	61,755	61,755	.00	50,758.19	10,996.81	82.2%
370005 522240 420 SITE R&M 2024	0	1,200,000	1,200,000	.00	.00	1,200,000.00	.0%
370005 522240 610 SITE REPAIRS &	0	420,214	420,214	.00	.00	420,214.27	.0%
370005 523600 DUES & FEES	0	2,500	2,500	2,569.15	.00	-69.15	102.8%*
370005 531600 610 SMALL EQUIPMEN	0	18,550	18,550	.00	323.42	18,226.58	1.7%
370005 541200 610 SITE IMPROVEME	0	1,203,426	1,203,426	1,203,426.00	.00	.00	100.0%
370005 541300 610 BUILDINGS & BU	0	349,360	349,360	.00	349,359.73	.00	100.0%
370005 541400 132 INFRASTRUCTURE	0	149,725	149,725	137,050.00	.00	12,675.00	91.5%
370005 542100 420 MACHINERY	0	1,088,585	1,088,585	.00	1,088,583.00	2.00	100.0%
370005 542200 132 VEHICLES	0	6,810	6,810	.00	.00	6,810.00	.0%
370005 542200 350 VEHICLES FD	0	65,000	65,000	59,018.17	.00	5,981.83	90.8%
370005 542200 610 VEHICLES	0	45,000	45,000	44,624.00	.00	376.00	99.2%
370005 542400 153 COMPUTERS & CO	0	151,200	151,200	22.63	.00	151,177.37	.0%
370005 542500 132 OTHER EQUIPMEN	0	13,890	13,890	6,069.91	.00	7,820.09	43.7%
370005 542500 154 OTHER EQUIPMEN	0	100,000	100,000	69,408.77	.00	30,591.23	69.4%
TOTAL EXPENDITURES	0	5,115,875	5,115,875	1,741,281.09	1,489,024.34	1,885,569.57	63.1%
TOTAL CAPITAL ACQUISITION FUND	0	3,890,875	3,890,875	490,656.84	1,489,024.34	1,911,193.82	50.9%
TOTAL REVENUES	0	-1,225,000	-1,225,000	-1,250,624.25	.00	25,624.25	
TOTAL EXPENSES	0	5,115,875	5,115,875	1,741,281.09	1,489,024.34	1,885,569.57	

YEAR-TO-DATE BUDGET REPORT

FOR 2023 05

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
GRAND TOTAL	0	3,890,875	3,890,875	490,656.84	1,489,024.34	1,911,193.82	50.9%

** END OF REPORT - Generated by Martha Lopez **

DALTON POLICE DEPARTMENT
REVENUE ACCOUNT DEPOSITS
YEAR-TO-DATE

DATE	392100 392200 GAIN FROM SALES ON GOV DEALS	342120 COPIES/ CRIMINAL HIST.		342210 FALSE ALARM FEES	320505 DEFENSIVE DRIVING CLASS	322300 TAXI PERMITS	MISCELLANEOUS ACCOUNT 389000 (POLIC):						I.I. TASK FORCE OVERTIME	334000 S.S TASK FORCE OVERTIME ***	342910 DALTON PUBLIC SCHOOLS	PROPERTY DAMAGE	TOTAL DEPOSIT
		Records Unit	GEARS Reports				PARADE/ SOUND PERMITS	P&E MONEY	OPEN RECORDS	*	GRANT REM. **	GRANT NAME					
CUM TOTALS	4512.37	3880.00	2095.00	4775.00	0.00	650.00	0.00	0.00	88.20	0.00	0.00	0.00	0.00	289.65	0.00	0.00	16492.22
MAY																	
5/1/2023		45.00															45.00
5/2/2023		90.00															90.00
5/5/2023							15.00										15.00
5/8/2023		45.00															45.00
5/9/2023		105.00															105.00
5/10/2023		30.00															30.00
5/11/2023		30.00					5.00										35.00
5/12/2023		15.00															15.00
5/15/2023		15.00															15.00
5/17/2023		15.00		100.00													115.00
5/22/2023		15.00															15.00
5/23/2023		30.00															30.00
5/24/2023				100.00													100.00
5/25/2023		60.00															60.00
5/30/2023		75.00															75.00
MAY TOTALS	0.00	570.00	0.00	200.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	790.00
CUM TOTALS	4512.37	4450.00	2095.00	4975.00	0.00	650.00	20.00	0.00	88.20	0.00	0.00	0.00	0.00	289.65	0.00	0.00	17282.22
JUSTICE - Federal Forfeiture Funds:			13,375.67				GOV DEALS SALE OF ASSETS VEHICLES		NONE				GOV DEALS SALE OF ASSETS PHONES/OTHER		NONE		
TREASURY - Federal Forfeiture Funds:			27,680.20														
State Drug Seizure Funds			170,843.23														

STATE DRUG SEIZURES
(Funds)

Date	Case Number	Remarks	Deposit	Expenditure	January 1, 2023 Starting Balance
					167,927.96
1/25/2023	PO 21220048	AT&T Nov 29 - Dec 28 Cell Phones		1,647.63	166,280.33
1/25/2023	PO 21230001	Union Point Towing - 23-000105 Towed Black Ford F150 & Tow 21 Quality Cargo		230.00	166,050.33
1/31/2023		Interest Credit	388.79		166,439.12
1/31/2023	PO 21230002	DA's Office - Faulkenberry Seizure Court Costs		207.50	166,231.62
1/31/2023	PO 21230003	Clerk's Office - Faulkenberry Seizure Court Costs		82.00	166,149.62
1/31/2023	PO 21230004	DA's Office - Caldwell Seizure Court Costs		66.60	166,083.02
1/31/2023	PO 21230005	Clerk's Office - Caldwell Seizure Court Costs		82.00	166,001.02
2/2/2023		Int Adj as of 2/2/23	0.09		166,001.11
2/27/2023		Cadwell Seizure	666.00		166,667.11
2/27/2023		Faulkenberry Seizure	2,075.00		168,742.11
2/27/2023	PO 21230006	Titles for 2009 Gray Infiniti G37 & 2007 White Toyota Camry Hybrid		56.00	168,686.11
2/27/2023	PO 21230007	AT&T Dec 29- - Jan 28 Cell Phones		1,645.22	167,040.89
2/28/2023		Interest Credit	280.28		167,321.17
3/31/2023		Interest Credit	312.64		167,633.81
4/4/2023	PO 21230008	AT&T Jan 29 - Feb 28 Cell Phones		1,606.11	166,027.70
4/4/2023		GovDeals Sold - Ninja Blinder & Cookware Set	180.00		166,207.70
4/4/2023		GovDeals Sold - Misc. Men's Clothing & Electric Toothbrushes	108.00		166,315.70
4/4/2023		GovDeals Sold - Kitchen Aid Mixer	259.87		166,575.57
4/4/2023		GovDeals Sold - 2 Ozark Trial Coolers	75.37		166,650.94
4/4/2023		GovDeals Sold - 2 Ozark Trial Coolers	72.37		166,723.31
4/4/2023		GovDeals Sold - Folding Wagon, Metal Trash Can & Outdoor Speaker	70.12		166,793.43
4/4/2023		GovDeals Sold - Twin Size Air Mattress & Full/Queen Size Comforter Set	56.25		166,849.68
4/4/2023		GovDeals Sold - Air Force 1 Women's Shoes	78.75		166,928.43

STATE DRUG SEIZURES (Funds)					
Date	Case Number	Remarks	Deposit	Expenditure	January 1, 2023 Starting Balance
4/4/2023		GovDeals Fees for Items Sold		100.07	166,828.36
4/10/2023	PO 21230009	AT&T Mar 1 - Mar 28 Cell Phones		1,606.11	165,222.25
4/28/2023		Interest Credit	279.86		165,502.11
5/2/2023		GovDeals Sold - 2007 Toyota Camry Hybrid	2,840.62		168,342.73
5/3/2023		GovDeals Sold - 2009 Infiniti G37S	7,425.01		175,767.74
5/8/2023		Nunez Seizure	596.00		176,363.74
5/19/2023	PO 21230010	AT&T Mar 29 - Apr 28 Cell Phones		1,604.57	174,759.17
5/19/2023	PO 21230011	WCSO - Daniel Seizure Share		1,568.03	173,191.14
5/19/2023	PO 21230012	DA's Office - Daniel Seizure Court Costs		357.56	172,833.58
5/19/2023	PO 21230013	Clerk's Office Daniel Seizure Court Costs		82.00	172,751.58
5/19/2023	PO 21230014	DA's Office - Borrego Vehicle Sold Portion		742.50	172,009.08
5/19/2023	PO 21230015	DA's Office - Nunez Seizure Court Costs		59.60	171,949.48
5/19/2023	PO 21230016	Clerk's Office - Nunez Seizure Court Costs		82.00	171,867.48
5/19/2023	PO 21230017	WCSO - Nunez Seziure Share		227.20	171,640.28
5/19/2023		GovDeals Fees for Items Sold		1,140.62	170,499.66
5/31/2023		Interest Credit	343.57		170,843.23

Federal Forfeitures Fund **Justice Funds**					
Date	Case Number	Remarks	Deposit	Expenditure	January 1, 2023 Starting Balance
					0.00
1/06/2023		Balance			0.00
2/28/2023		Balance			0.00
3/07/2023	21-DEA-671143 21-DEA-671137 19-FBI-003144 19-FBI-003156	Funds were received last year but they were just now transferred to this account from the General Fund account.	13,306.58		13,306.58
3/31/2023		Interest	20.05		13,326.63
3/31/2023		Service Charge		8.00	13,318.63
4/03/2023		Service Charge Refund	8.00		13,326.63
4/28/2023		Interest	22.49		13,349.12
5/31/2023		Interest	26.55		13,375.67

Federal Forfeitures Fund **Treasury Funds**					
Date	Case Number	Remarks	Deposit	Expenditure	January 1, 2023 Starting Balance
					27,416.76
1/31/2023		Interest Credit	64.12		27,480.88
2/28/2023		Interest Credit	46.39		27,527.27
3/31/2023		Interest Credit	51.44		27,578.71
4/28/2023		Interest Credit	46.54		27,625.25
5/31/2023		Interest Credit	54.95		27,680.20
			263.44		

To: Public Safety Commission

From: Chief Cliff Cason

Date: June 19, 2023

Subject: Written Directive Review

Number	Page	Title/Changes
5.2		**Less-lethal Weapons**
	1	Updated Revision and Re-evaluation dates
	4	Section IV – Wording added (E)
5.3		**Conducted Energy Weapons**
	1	Updated Revision and Re-evaluation dates
	7	Section VIII – Wording added (C)
6.3		**All Hazards Plan**
	1	Updated Revision and Re-evaluation dates
7.16		**License Plate Recognition Systems**
	1	Updated Revision and Re-evaluation dates
	5-6	Section VII – Removed language specific to HIDTA in sections (A), (B) and (C). New wording added to sections (A), (B) and (C).

DALTON POLICE DEPARTMENT

	Effective Date	Number
	January 27, 2004	**GO04-5.2**
Subject **Less-lethal Weapons**		
Reference **CALEA Standards – 1.2.2, 4.1.4, 4.1.5, 4.3.1, 4.3.2, 4.3.4**		*Revised* ~~**June 22, 2021**~~ **June 27, 2023**
Distribution **All Personnel**	*Re-evaluation Date* ~~**June 2023**~~ **June 2025**	*No. Pages* **6**

I. **Policy**

It is the policy of the Dalton Police Department to use only that level of force reasonably necessary to control or otherwise subdue individuals and only utilize less-lethal weapons authorized by this Department.

II. **Definitions**

A. *Less-lethal Force* – Any use of force other than that which is considered deadly force that involves physical effort to control, restrain, or overcome the resistance of another.

B. *Less-lethal Weapon* – Any weapon that is not specifically designed as a lethal weapon or lethal force option.

III. **De-escalation**

A. De-escalation tactics and techniques are actions used by Officers, when safe and feasible without compromising law enforcement priorities, that seek to minimize the likelihood of the need to use force during an incident and increase the likelihood of voluntary compliance.

B. When safe, feasible, and without compromising law enforcement priorities, Officers shall utilize de-escalation tactics in an attempt to reduce the need to use force.

C. De-escalation tactics include, but are not limited to:

1. Utilizing verbal persuasion

2. Providing clear instructions

3. Using verbal techniques to calm an agitated subject and promote rational decision-making

4. Avoiding language of a taunting or insulting nature that could escalate the situation

5. Considering whether the lack of compliance is a result of a medical condition, mental impairment, developmental disability, language barrier, mental crisis, or drug interaction

6. Making contact with the person's caregiver or family member, if identity and contact information is available

7. Attempting to slow down the situation so that more time, options, and resources are available to resolve the incident

8. Stabilizing the scene by limiting access to unsecured areas, limiting mobility, and preventing bystanders from becoming unnecessarily involved

9. Calling for extra resources, such as less-lethal options or Officers that have received Crisis Intervention Team training

10. Maximizing tactical advantage by increasing distance to allow for greater reaction time

11. Placing barriers or utilizing natural barriers between Officers, the subject, and others

D. Officers should utilize a contact and cover approach to de-escalation tactics in which one Officer focuses on communication with the subject while other Officers are positioned to quickly respond with lethal and / or non-lethal force, if necessary.

E. The Watch Commander or other Supervisor shall respond to any incident in which prolonged attempts to de-escalate a situation are occurring.

F. De-escalation tactics shall not be attempted if the safety of Officers or others may be jeopardized.

IV. **Less-lethal Weapons**

A. Prior to an Officer carrying a weapon, it shall be reviewed, inspected, and approved by a qualified weapons instructor. The Officer being issued a less-lethal weapon shall demonstrate proficiency in the use of the weapon prior to being approved to carry it on duty.

B. Each Officer that is issued a less-lethal weapon shall be issued a copy of and receive instruction on policy GO88-5.1, Use of Force, and any other policy that specifically pertains to the type of weapon. Receipt of the policies and instruction provided to the Officer shall be documented and that documentation forwarded to the Training Coordinator.

C. Oleoresin Capsicum (O.C.) Spray

1. O.C. spray with 10% pepper solution, as issued by the Department, is an appropriate less-lethal weapon that can be effectively used in situations falling between physical strength (hands, fists, feet) and impact weapons to control persons who demonstrate they intend to do violence to an Officer or third party. It is to be used to avoid physical combat and possible injury to an Officer and / or suspect by making it difficult or impossible, for an otherwise violent person, to fight effectively.

2. All persons sprayed or exposed to O.C. spray shall be provided with a list of instructions on decontamination (see Appendix A).

3. Officers are only authorized to carry and use O.C. spray issued by the Department.

4. O.C. spray is not to be used against persons who are only offering passive resistance.

5. Reporting requirements:

   a. A Supervisory Review of Use of Force shall be completed anytime O.C. spray is used against a person, except in training.

   b. The incident report shall document the circumstances which led to the use of O.C. spray, as well as any care provided to the person.

6. Issuance

   a. O.C. spray shall only be issued to Officers that have received training on this directive and the proper use of O.C. spray, which includes an exposure.

   b. Only water-based O.C. spray shall be issued.

D. Impact Weapon

1. Officers are authorized to carry the Department-issued impact weapon, the ASP collapsible baton. (See Appendix B)

2. The impact weapon is generally used against an aggressive, unarmed suspect or when lesser levels of control have failed or have been determined by the Officer to be inadequate.

3. The impact weapon, when properly used, is capable of delivering extremely powerful blows to stun and incapacitate an aggressive opponent. It is also capable of delivering lethal or permanently disabling blows. Blows to the head, throat, side of the neck, armpit, or chest cavity shall be avoided, whenever possible.

4. Officers shall carry only impact weapons authorized by the Department. Only those Officers trained and / or certified shall be authorized to use impact weapons.

5. Reporting requirements:

   a. A Supervisory Review of Use of Force shall be completed anytime the ASP is used against a person, except in training. Photographs of marks or injuries, along with any medical reports, shall be attached to the review.

   b. The incident report shall document the circumstances which led to the use of the impact weapon, as well as any care provided to the person.

E. Less-lethal Shotgun

1. The 12-gauge less-lethal shotgun is a shoulder-mounted weapon capable of firing a projectile to immobilize a suspect by means of pain compliance. Its use can assist an Officer in the protection of life and property and / or the restoration of order. The less-lethal shotgun shall be considered whenever the use of less-lethal options would assist in an arrest, restoring order, and / or reducing the risk of a more serious injury.

2. Deployment:

   a. The less-lethal 12-gauge shotgun shall primarily be used by Supervisory personnel with the rank of Sergeant or above and may be issued to other personnel approved by Division Commander.

   b. The weapon shall be used in accordance with Department training and the manufacturer's instructions.

   c. The less-lethal shotgun may be used in emergencies that require deployment of personnel in dangerous situations or as considered alternative to the use of more lethal force.

   d. The weapon is normally used during tactical operations, which require the temporary disabling, maneuvering, or capturing of target individuals.

   e. Only personnel trained in the use of the less-lethal 12-gauge shotgun shall be authorized to deploy this weapon.

   f. Officers assigned to deliver these rounds shall be backed up by other Officers armed with Departmental-approved firearms.

3. Reporting requirements:

   a. After using a 12-gauge less-lethal shotgun in tactical incidents, an incident report shall be completed that includes:

      (1) The name of the Supervisor using the less-lethal shotgun or authorizing the use of the weapon.

(2) Identification of Officer(s) deploying the weapon.
(3) Number of rounds expended.

(4) Effects on targeted person(s) and injuries.

(5) Any collateral or unintended injury or damage.

b. A Supervisory Review of Use of Force shall be completed. Photographs of marks or injuries, along with any medical reports, shall be attached to the review.

F. Conducted Energy Weapon

Refer to policy GO10-5.3, Conducted Energy Weapons.

V. Rendering Medical Aid

A. Following the use of force against another person who sustains injuries, Officers shall render appropriate medical aid as quickly as reasonably possible, recognizing scene safety, control of the individual, and environmental circumstances that may influence these actions and the timing of the response.

B. Appropriate medical aid includes, but is not limited to:

1. Increased observation to detect obvious changes in condition

2. Flushing chemical agents from the eyes

3. Applying first aid

4. Requesting an evaluation from EMS personnel

C. If it is determined that the individual has obvious severe or life-threatening injuries, is in medical distress, or is unconscious, Officers shall immediately request assistance from EMS and the Dalton Fire Department by notifying Whitfield County 911.

D. While awaiting the arrival of EMS and / or Dalton Fire, Officers shall administer immediate medical aid, consistent with their level of training, for any obvious severe injury or unconsciousness.

VI. Unsafe Weapons

A. If a weapon is determined to be unsafe or unserviceable, the Officer shall notify his / her Supervisor of the deficiency.

B. If another weapon is available, the Officer shall be issued a replacement weapon after it has been reviewed, inspected, and approved by a qualified weapons instructor.

C. If there is not a replacement available, the Supervisor shall determine if the Officer can continue to work in a sworn capacity without the weapon. The Officer shall be issued a replacement weapon as soon as one becomes available.

VII. Safety Considerations

A. Officers are prohibited from loaning Department less-lethal weapons to any person that is not a sworn Department member. Less-lethal weapons may be handed-off or loaned to another sworn Department member only in emergency situations.

B. Officers, to whom a Department less-lethal weapon are issued, are responsible for the safety and security of the weapon while in the Officers' possession.

C. Officers shall secure their Department-issued less-lethal weapons out of the reach of children and others not familiar with the use and danger of the weapons to prevent possible injury to family members and others.

D. Officers should be aware of the great burden of responsibility and liability that accompany the issuance of Departmental less-lethal weapons.

VIII. Training

A. All Officers shall receive refresher and / or in-service training at least annually concerning less-lethal weapons that they are authorized to use.

B. This training shall require the Officer to demonstrate proficiency with all less-lethal weapons they are authorized to carry.

C. This training shall be conducted by a certified weapons instructor. This training shall be documented, the documentation forwarded to the Training Coordinator, and the documentation entered into the Officer’s training file.

D. If an Officer fails to demonstrate proficiency with any less-lethal weapon, the Officer shall not be authorized to carry the weapon until remedial training is completed and proficiency achieved. The Training Coordinator shall contact the Officer to arrange for remedial training as outlined in policy GO88-2.11, Training.

IX. Records

A. The Property and Evidence Section shall maintain a complete record of all weapons, including less-lethal weapons, approved by the Department through the Records Management System and the Property Issue / Return Form.

B. The record shall include the type, description, and any other identifying information for the weapon, such as a serial number, inventory number, manufacturer name, or model number, as well as the identity of the Officer being assigned the weapon.

This policy supersedes any previous policies issued.

BY ORDER OF

CHIEF OF POLICE

Appendix A

OLEORESIN CAPSICUM (OC) EXPOSURE

You are receiving this document in order to answer some of your questions regarding your exposure to an Oleoresin Capsicum (OC) aerosol spray. You were exposed to an OC aerosol spray with a 10% concentration. This is a form of Pepper Spray. This product does not contain CN, CS, or MACE. OC is a natural pepper derivative.

You need to know the following:

1. If you experience difficulty breathing, you should seek competent medical attention immediately.

2. The severe symptoms of the OC exposure should dissipate within 45 minutes after exposure. If the severe symptoms do not substantially dissipate within 45 minutes, you should seek competent medical attention immediately.

3. You may experience the following for up to 36 hours:

   a. Redness of the affected skin areas

   b. A burning sensation to the affected skin areas. The sensation may return while shaving, wetting the skin with warm water, etc.

   c. Reddened, sensitive eyes

4. You should:

   a. NOT TOUCH any sensitive body areas without first THOROUGHLY cleansing your hands with soap and water. Should you unthinkingly touch your genitalia or other sensitive body part(s) with OC contaminated hands, you will experience excruciating pain.

   b. Remove all OC exposed clothing as soon as practical to do so. Wash the clothing as you normally would to remove any remaining OC particles.

   c. Thoroughly wash all OC exposed body areas as soon as practical. Before showering/bathing, thoroughly wash any exposed hair and facial area. This is very important because if you take a shower without first thoroughly washing your hair and facial area, the shower will cause the OC particles to be washed from your head down your body's natural channels to your lower level mucous membranes and your genitalia. This will cause you EXCRUCIATING PAIN.

5. Do **NOT** rub your eyes - you may only cause any remaining OC particles to become more deeply embedded. Rinse your eyes with sterile water or other appropriate clear, clean, fresh water.

6. Do **NOT** apply any salve, lotion, lanolin, cold cream, etc., to OC exposed body areas. The salve may result in holding the OC particles against the skin and cause further irritation.

Appendix B

Dalton Police Department
Specifications for issued Less-lethal Weapons

Item: *ASP Baton*

Description: Expandable metal baton used as an impact weapon. Overall length is 21 - 26 inches.

Item: *Oleoresin Capsicum (OC) aerosol spray*

Description: A natural pepper derivative with a 10% concentration of active material. The spray, when exposed, causes tearing and irritation of the mucus membranes and is intended to reduce the effectiveness of the offender's attack.

Item: *Department-issued 12-gauge Less-lethal Pump-Action Shotgun and projectile*

Description: A designated less-lethal shotgun capable of firing a projectile that impacts the person causing disabling of the individual to facilitate capture.

Projectile: A 12-gauge bean bag round.

DALTON POLICE DEPARTMENT

	Effective Date	Number
	November 23, 2010	**GO10-5.3**
Subject **Conducted Energy Weapons**		
Reference **CALEA Standards – 1.2.2, 4.1.4, 4.1.5, 4.3.1, 4.3.2, 4.3.4**		*Revised* ~~**June 22, 2021**~~ **June 27, 2023**
Distribution **All Personnel**	*Re-evaluation Date* ~~**June 2023**~~ **June 2025**	*No. Pages* **10**

I. Policy

It is the policy of the Dalton Police Department to utilize conducted energy weapons as a less-lethal option for responding to resistance to lawful law enforcement activities.

II. Definitions

A. *Active Resistance* – The use of non-assaultive physical measures by an unarmed person, including flight, to resist and or prevent an Officer from gaining control.

B. *Conducted Energy Weapon (CEW)* – A hand-held, battery-operated device designed to deliver electrical pulses across two electrodes to over-stimulate the motor nerves causing uncontrollable muscle contractions and reduced ability to perform voluntary movements.

C. *Elevated Risk Population Groups* – Individuals who are potentially at greater risk of injury or death following an exposure to a CEW, including those who reasonably appear or are known to be elderly, medically infirm, pregnant, users of internal cardiac devices, or who have low body mass, such as small children.

D. *Exigent Circumstances* – Those circumstances that would cause a reasonable person to believe that a particular action is necessary to prevent physical harm to an individual, the destruction of relevant evidence, the escape of a suspect, or some other consequence improperly frustrating legitimate law enforcement efforts.

E. *Passive Resistance* – A refusal by an unarmed person not reasonably perceived to be an immediate threat or flight risk to comply with an Officer's verbal commands or physical control techniques that does not involve the use of physical force, control, or resistance of any kind.

F. *TASER* –The brand of CEW, produced by Axon Enterprise, Inc., that is utilized as a less-lethal weapon by the Department.

III. Authorized Users and Training Requirements

A. Officers that have successfully completed the Department-approved CEW training shall be authorized to carry and use the Department-issued CEW in compliance with this directive.

B. All Department CEW training shall be taught by a certified CEW instructor and documented in each Officer's training file.

C. Officers attending initial CEW training shall be issued a copy this policy to be reviewed by the certified CEW instructor. This instruction shall be documented, and the documentation shall be forwarded to the Training Coordinator.

D. Prior to an Officer carrying a CEW, the weapon shall be reviewed, inspected, and approved by a certified CEW instructor.

E. All Officers that are issued a CEW shall receive annual refresher / in-service training. This training shall require the Officer to demonstrate proficiency in using the CEW.

F. If an Officer fails to demonstrate proficiency with the CEW, the Officer shall not be authorized to carry the CEW until remedial training is completed and proficiency achieved. The Training Coordinator shall be responsible for coordinating the remedial training with the Officer, as outlined in policy GO88-2.11, Training.

IV. Weapon Readiness

A. All Department-issued CEWs shall be carried in a Department-approved holster.

B. Uniformed Officers shall carry the CEW holster on the support side (opposite of the duty firearm) of their duty belts in a cross-draw position.

C. Non-uniformed Officers shall carry the CEW holster on their support side (opposite of the duty firearm) or on a tactical vest in a cross-draw position.

D. The CEW shall be carried fully armed, with the safety switch placed in the safe position, in preparation for immediate use.

E. The CEW shall be inspected and tested prior to each tour of duty to ensure the operability of the device. The testing procedure shall consist of a full, five-second spark test of the CEW.

F. The CEW shall be pointed at the ground in a safe direction, with the safety switch placed in the safe position, during loading, unloading, handling, or inspecting of the device. During the testing procedure, the CEW shall be pointed at the ground in a safe direction.

G. If a CEW is determined to be unsafe or not operational, the Officer shall immediately notify his / her Supervisor.

1. If another CEW is available, the Officer shall be issued a replacement weapon after it has been reviewed, inspected, and approved by a certified CEW instructor.

2. If there is not a replacement available, the Supervisor shall determine if the Officer can continue to work in a sworn capacity without a CEW.

3. The Supervisor has the authority to allow the Officer to borrow an operable CEW from another Officer or Supervisor until a replacement becomes available.

H. Modifications and repairs to the CEW shall only be performed by a trained technician and consistent with the manufacturer's recommendations. Only manufacturer-approved battery power sources shall be used in the CEW.

V. Unintentional Discharge

A. An unintentional discharge of the CEW shall be immediately reported to the Officer's Supervisor, and a report of the incident shall be made within twenty-four (24) hours.

B. After an unintentional discharge, the Officer shall turn over the CEW to his / her Supervisor. The Officer is not authorized to carry a CEW until he / she demonstrates proficiency with the weapon during a documented remedial training session conducted by a certified CEW instructor.

C. After completing the remedial training session, the documentation shall be forwarded to the Training Coordinator to be filed in the Officer's training file.

VI. De-escalation

A. De-escalation tactics and techniques are actions used by Officers, when safe and feasible without compromising law enforcement priorities, that seek to minimize the likelihood of the need to use force during an incident and increase the likelihood of voluntary compliance.

B. When safe, feasible, and without compromising law enforcement priorities, Officers shall utilize de-escalation tactics, such as those listed in policy GO88-5.1, Use of Force, in an attempt to reduce the need to use force.

C. Officers are not authorized to paint the subject with the CEW's lasers as a mere de-escalation tactic. The pointing of the CEW at another person is viewed by this Department as a use of force and shall be reviewed by a Supervisor as such.

D. Officers should utilize a contact and cover approach to de-escalation tactics in which one Officer focuses on communication with the subject while other Officers are positioned to quickly respond with lethal and / or non-lethal force, if necessary.

E. The Watch Commander or other Supervisor shall respond to any incident in which prolonged attempts to de-escalate a situation are occurring.

F. De-escalation tactics shall not be attempted if the safety of Officers or others may be jeopardized.

VII. Procedures

A. The Department-issued CEW is the X2 Advanced TASER. The specifications for the Department-issued cartridge are listed in Appendix A.

B. The decision to use a CEW shall be dependent upon the actions of the subject, the threat facing the Officer or others, and the totality of the circumstances surrounding the incident. Because the CEW's function is to cause neuromuscular incapacitation, which leaves a subject unable to brace or soften falls, Officers shall weigh the risk of injury to the subject versus the need to secure the subject through the use of the CEW, especially if the subject is fleeing on foot.

C. Officers must assess the effectiveness of each application of the CEW and determine whether further applications are warranted or a different tactic should be employed.

D. The CEW is authorized to be used:

1. To protect the Officer or others from a reasonably perceived immediate threat of physical harm from the subject to be exposed to the CEW

2. To restrain or subdue an individual who is actively resisting or evading arrest

3. To bring an unlawful situation safely and effectively under control

E. The CEW shall not be used:

1. On subjects who only offer passive resistance and are not reasonably perceived as an immediate threat or flight risk.

2. On subjects in restraints, except as objectively reasonable to prevent their escape or prevent immediate bodily injury to the subject, the Officer, or another person; however, in these situations, only the minimal amount of force necessary to control the situation shall be used.

3. When the Officer has a reasonable belief that deployment of the CEW may cause serious injury or death from situational hazards, such as falling, drowning, or igniting of a potentially explosive or flammable material or substance, except in situation where deadly force would be justified.

4. When the subject's movement or body positioning prevents the Officer from aiming or maintaining appropriate body part targeting, unless the risk of increased injury to the subject is justified because of a reasonably perceived threat or flight risk.

5. As a mere tactic for coercion or intimidation, to escort or prod a subject, or to awaken unconscious or intoxicated subjects.

6. In situations where deadly force is clearly justifiable, unless another Officer is present and prepared to use deadly force to protect the Officers and any bystanders, as necessary.

F. Officers shall be aware of the general concerns present when a CEW is used on a member of an elevated risk population group. Officers are not prohibited from using a CEW on such persons but shall limit its use to those exceptional circumstances where the potential benefit of using the device reasonably outweighs the enhanced risks involved.

G. Unless exigent circumstances exist, Officers shall not intentionally deploy more than one CEW simultaneously against a subject.

H. Unless exigent circumstances exist, Officer shall not deploy the CEW at or from a moving vehicle.

I. Unless exigent circumstances exist, Officers shall not deploy the CEW at a subject that is evading arrest by fleeing on foot while that subject is traveling across any terrain, such as asphalt, concrete, or gravel, that would present a greater risk of injury to the subject if that subject were to become incapacitated from the force used.

J. In preparation of deploying the CEW probes, when reasonable to do so, the CEW shall be pointed in a safe direction, the safety switch placed into the armed position, and aimed at the subject.

1. Fixed sights should be used as the primary aiming device and the laser dots used as the secondary aiming device.

2. On a subject's rear, the preferred target zone is below the neck, which includes large muscle groups in the back. On a subject's front, the preferred target zone is the lower torso, which includes large muscle groups in the upper legs. If possible, the Officer should try to "split the beltline" to increase the potential for neuromuscular incapacitation.

3. CEW probes shall not be intentionally fired at a subject's face, head, neck, chest area, groin, genitals, or known pre-existing injury areas, unless the use of deadly force is justified.

4. Prior to deploying the CEW probes, when reasonable to do so, a verbal warning shall be given to the subject and other Officers that the weapon is about to be used, and a reasonable amount of time shall be allowed for the subject to comply with commands.

5. Immediately prior to deployment, the Officer shall visually and physically confirm that the device selected is a CEW and not a firearm.

K. The X2 Advanced TASER is designed to load two (2) cartridges at the same time. If the first cartridge's wire leads break during engagement, the probes miss their target, or there are multiple subjects, the second cartridge may be deployed.

L. During and immediately after the initial five-second cycle of the CEW, the Officer shall verbally give instructions for the subject to follow.

1. The Officer should be aware that a subject that is being exposed to a CEW might not be able to respond to commands during or immediately following the exposure.

2. The Officer shall allow a reasonable amount of time to assess the effectiveness of the cycle and to give the subject the opportunity to comply with the instructions given.

3. The Officer shall evaluate, under the totality of circumstances presented, whether additional cycles are reasonably necessary and whether additional cycles appear reasonably likely to be effective in accomplishing the Officer's lawful objectives. The evaluation shall include consideration of the enhanced risks to subjects exposed to multiple and / or prolonged CEW cycles.

4. The Officer should consider deploying a second cartridge or transitioning to alternative force options if the Officer reasonably perceives that the subject has not responded to the CEW in the anticipated manner based on training and experience.

5. To reduce the number of cycles and duration of exposure, the subject should be secured as soon as practical while exposed to the CEW cycle or immediately thereafter.

M. Using the drive-stun application of the CEW is discouraged except in situations where the probe deployment is not possible. If the initial drive-stun application is not effective, the Officer shall reassess the situation and consider other available options.

N. Additional Safety Considerations

1. Officers are prohibited from loaning CEWs to any person that is not a sworn Department member who is certified to carry a CEW. CEWs may be handed-off or loaned to another sworn Department member only in emergency situations.

2. Officers, to whom a Department CEW is issued, are responsible for the safety and security of the weapon while in the Officers' possession.

3. Officers shall secure their Department-issued CEW out of the reach of children and others not familiar with the use and danger of the weapon to prevent possible injury to family members and others.

4. Officers should be aware of the great burden of responsibility and liability that accompany the issuance of Departmental CEWs.

VIII. **Post-Deployment**

A. Any subject that has been exposed to a CEW deployment, whether through the probes or a drive-stun, shall be evaluated by EMS, if in the field, or by trained medical staff, if at a medical facility.

B. Any subject that has been exposed to a prolonged application of the CEW (more than fifteen (15) seconds), shall be transported to the hospital emergency room to be evaluated by trained medical staff. The medical staff shall be notified by Officers that the subject has been exposed to a prolonged CEW application.

C. After the CEW has been deployed against a subject, the probes should be removed from the subject as soon as practical after the subject is handcuffed and secured.

1. If there is an indication that there is a serious injury or complications from exposure to the CEW, EMS shall be summoned to the scene to evaluate the subject prior to the probes being removed.

2. If the CEW probes have penetrated the subject's skin in a sensitive area, including the head, neck, groin, or breast of a female, or the Officer has difficulty removing all or part of the probes, the subject shall be transported to the hospital emergency room to have the probes removed.

3. If the CEW probes are embedded in non-sensitive areas, a trained Officer may remove them. The officer shall inspect the probes after removal to ensure that the probes are still intact.

4. With the subject's consent, photographs of the affected areas, whether due to probe deployment or drive-stun, shall be taken. Those photographs shall be saved in the Department's Records Management System and copies attached to the Supervisory Review of Use of Force report.

D. All subjects that have been exposed to an application of the CEW shall be monitored while in custody, even if the subject has received medical care.

E. When the CEW probes have been deployed in a use of force incident, the Officer shall collect the used cartridge, wire leads, probes, and AFID tags as evidence and submit them to the Property and Evidence Section.

F. Upon arrival at the Whitfield County Sheriff's Office, the transporting Officer shall notify detention personnel that the subject has been exposed to a CEW application, the type of CEW application used, if medical treatment has been provided to the subject, and if the subject has suffered any injuries or complications from the exposure.

IX. Reporting

A. A Supervisory Review of Use of Force report shall be completed any time a CEW is deployed or pointed at a subject, except while in training. The review shall contain, at a minimum:

1. The Officer's approximate range from the subject at which the CEW was deployed

2. The point(s) of impact on the subject

3. The number of five-second cycles used
4. The type of clothing encountered by the probes
5. The serial number of the CEW used
6. The serial number of the cartridge(s) used
7. The type of discharge by the CEW (probe deployment, drive-stun, or both)
8. An evaluation of the effectiveness of the CEW
9. Post-deployment actions taken by the Officer(s)
10. If aware, a description of any injuries sustained by the subject or Officer(s) as a result of the response to resistance

B. The Watch Commander or other Supervisor shall be notified, as soon as practical, of the deployment of a CEW. If available, a Supervisor shall respond to the location of the incident to conduct a review of the use of force, as outlined in policy GO88-5.1, Use of Force.

C. As part of the review process, a Supervisor shall download the CEW prior to the end of the shift in which a CEW incident occurs and attach the recorded data to the review form.

D. Officers shall document in an incident / supplement report the facts and circumstances that justified their use of the CEW. Specific justification shall be documented when the CEW has been used in any of the following manners:

1. In a drive-stun mode.
2. The subject is exposed to more than three (3) cycles or longer than fifteen (15) seconds.
3. The subject is exposed to more than one (1) simultaneous CEW exposure.
4. The CEW is used on an individual in an elevated risk population group.

E. A CEW may also be effective against aggressive animals. The same reporting protocols shall be followed when a CEW is deployed on an animal.

X. Annual Download

Supervisors shall annually download the data record of each CEW carried by those under their command, regardless of the usage of the CEW. The downloaded data shall be tabulated and a summary prepared for inclusion in the Department's annual use of force report.

This policy supersedes any previous policies issued.

BY ORDER OF

CHIEF OF POLICE

Appendix A

Dalton Police Department
Specifications for Issued Conducted Energy Weapons and Cartridges

Item: X2 Advanced Taser

Description: A hand-held, battery-operated, conducted energy weapon designed to temporarily incapacitate a subject by delivering electronic pulses to the person.

Item: X2 Advanced Taser Cartridges

Description: A 21 ft or 25 ft cartridge manufactured by TASER International and designed for use with the X2 Advanced Tasers.

DALTON POLICE DEPARTMENT

	Effective Date	Number
	April 24, 2012	**GO12-6.3**

Subject **All Hazards Plan**		
Reference **CALEA Standards – 46.1.1 – 46.1.7, 46.1.9, 46.2.1**		*Revised* ~~**June 22, 2021**~~ **June 27, 2023**
Distribution **All Personnel**	*Re-evaluation Date* ~~**June 2023**~~ **June 2025**	*No. Pages* **25**

I. Policy

It is the policy of the Dalton Police Department to prepare its personnel to use the National Incident Management System and the Incident Command System model of response for command and control of critical incidents, such as natural and man-made disasters, pandemics, civil disturbances, mass arrests, bomb threats, hostage / barricaded person situations, acts of terrorism, and other unusual incidents, and all planned events.

II. Purpose

The purpose of this policy is to provide guidelines for the planning for, response to, and on-scene responsibilities at critical incidents and disasters that are considered extremely unusual in the range of ordinary law enforcement activities. Disasters and other critical incidents include, but are not limited to:

A. Natural Disasters – Earthquakes, flooding, severe weather, and large-scale fires

B. Man-made Disasters – Mass transportation accidents, hazardous materials accidents, explosions, terrorism / weapons of mass destruction, violence at educational facilities, bomb threats, civil disturbances, hostage situations, barricaded persons, and other unusual incidents

C. Pandemics – Epidemics of infectious diseases that are spread through human populations across a large region

III. Definitions

A. *Agency Representative* – An individual assigned to an incident from an assisting or cooperating agency who has the authority to make decisions about that agency's participation.

B. *Area Command* – Oversight of the management of multiple incidents, each being handled by a separate NIMS / ICS organization, or the oversight of the management of a very large or complex incident that has multiple incident management teams engaged. Area Command becomes Unified Area Command when incidents are multi-jurisdictional.

C. *Assisting Agency* – An agency contributing tactical or other direct resources.

D. *Base* – The location at which primary logistics functions for an incident are coordinated and administered. There is only one base for an incident. The base may be co-located with the Incident Command Post.

E. *Casualty Collection Point (CCP)* – A location near the incident, which provides an area to triage, treat, and transport victims.

F. *Check-In* – The process through which resources first report to an incident. Check-in locations include the incident command post, staging areas, or directly on site.

G. *Chief* – The NIMS / ICS title for individuals responsible for command of the six (6) basic ICS functional sections (Command, Operations, Planning, Logistics, Intelligence / Investigations, and Finance / Administration).

H. *Command Staff* – The ICS title for a group, consisting of the Information Officer, Safety Officer, and Liaison Officer that reports directly to the Incident Commander.

I. *Cooperating Agency* – An agency assisting with other than tactical or direct resources, including but is not limited to the Red Cross, the telephone company, power company, etc.

J. *Critical Facility* – Infrastructure locations deemed so vital that destruction and / or disruption of all or part of them would threaten the ability of the governing authority to provide essential services and emergency assistance to the community.

K. *Emergency Operations Center (EOC)* – A pre-designated facility that is designed to provide broad, overall direction and support for an incident. Tactical control and on-scene management remains the responsibility of the Incident Commander.

L. *Function* – Under NIMS / ICS, the structure includes Command, Operations, Planning, Logistics, Intelligence / Investigations, and Finance / Administration functional sections.

M. *Incident Action Plan (IAP)* – An oral or written plan that contains objectives reflecting the overall strategy and specific tactical actions and supporting information for the next operational period. When written, there may be specific sub-plans for traffic, communications, safety operations, etc.

N. *Incident Commander (IC)* – The individual responsible for the management of all incident operations at the incident scene.

O. *Incident Command Post (ICP)* – The field location at which the primary tactical-level, on-scene command functions are executed. The ICP may be co-located with other incident facilities.

P. *Incident Command System (ICS)* – An integral tool for managing a critical incident that is designed to control personnel, equipment, supplies, and communications at the scene of a critical incident involving one or more agencies for any emergency, regardless of type or size.

Q. *Information Officer (IO)* – A member of the ICS command staff responsible for contact with the media or other agencies requiring direct information.

R. *Liaison Officer (LO)* – A member of the ICS command staff responsible for coordinating with representatives from cooperating and assisting agencies.

S. *National Incident Management System (NIMS)* – Provides a consistent nationwide approach for federal, state, local, and tribal governments, the private sector, and non-governmental organizations to work effectively and efficiently together to prepare for, respond to, and recover from domestic incidents, regardless of cause, size, or complexity and for interoperability and compatibility among federal, state, local, and tribal capabilities.

T. *Planned Event* – Any event that is likely to require deployment of significant resources and about which the Department has advance notice. Planned events include, but are not limited to:

1. Parades
2. Funerals
3. Public Events
4. Civil Demonstrations
5. Special Details (Fireworks, etc.)

U. *Safety Officer (SO)* – A member of the ICS command staff responsible for monitoring and assessing safety hazards or unsafe situations and for developing measures for ensuring the safety of assigned personnel.

V. *Staging Area* – Location(s) during an incident where resources can be placed while awaiting tactical assignment.

W. *Transfer of Command* – The process of moving the responsibility for incident command from one Incident Commander (IC) to another.

X. *Unified Command* – An application of NIMS / ICS used when there is more than one agency with incident jurisdiction or when incidents cross political jurisdictions. Agencies work together through designated members of the UC to establish a common set of objectives and strategies and a single IAP.

Y. *Weapon of Mass Destruction* – Any weapon or device that is intended or has the capability of causing death or bodily injury to a significant number of people and / or severe disruption of transportation, communication, agricultural, medical, or public facilities.

IV. **All Hazard Procedures**

A. Critical incidents must be managed by a sense of order, and, in most cases, the first responder / Incident Commander must achieve order from chaos before

incident stabilization can occur.

B. The first responding Officer must establish immediate control over all public safety responders, who in turn shall assist in gaining control over the general public.

C. The first responding Officer(s) shall perform the following functions when responding to any unusual or critical incident:

1. Assess the situation

2. Notify the Whitfield County 911 Center of the incident

3. Request any necessary assistance from Officer resources or other agencies

4. Establish a command post and staging area, if necessary

5. Initiate the NIMS / ICS

6. Assume the role of the Incident Commander until relieved by a Patrol Division Supervisor

V. Incident Command System (ICS) All Hazards Plan

A. NIMS / ICS shall be used for planned events and for a large range of critical incidents, such as natural and man-made disasters, civil disturbances, mass arrests, bomb threats, hostage / barricaded person situations, acts of terrorism, and other unusual incidents.

B. NIMS / ICS operations are predicated upon the principles of:

1. Protecting life and providing for the safety of emergency responders and the public.

2. Stabilizing the incident by developing a strategy that will minimize the effect it has on the surrounding area.

3. Conservation of property by minimizing the effect(s) on the environment while accomplishing the action plan that has been developed to bring closure to the incident.

C. The NIMS / ICS allows for the transfer of command to a more senior Officer when a senior Officer deems necessary. In the event a transfer of command takes place, it should be done in person and only after a detailed briefing has taken place.

D. The NIMS / ICS structure is extremely flexible and has the ability to expand or contract to meet demands faced in resolving an incident, regardless of size or complexity.

E. The Incident Commander is responsible for overall incident management and oversees the functional areas of NIMS / ICS, which include:

1. Command
2. Operations
3. Planning
4. Logistics
5. Intelligence / Investigations
6. Finance / Administration

VI. Incident Commander

A. All planned events and critical incidents shall have an Incident Commander who is responsible until authority is transferred to another. The role of Incident Commander shall be assumed by the first Officer on scene.

B. The Whitfield County 911 Center shall be notified as to who the Incident Commander is and of any subsequent transfers of command, as soon as practical. The Whitfield County 911 Center shall also be notified of the location of the Incident Command Post.

C. The Incident Commander is responsible for activating the NIMS / ICS, designating staff, as necessary, and the subsequent management of all incident operations at the incident scene, including, but not limited to:

1. Ensuring incident safety
2. Establishing an Incident Command Post
3. Obtaining a briefing from the prior Incident Commander and / or assessing the situation
4. Establishing immediate priorities and directing initially-arriving resources
5. Determining incident objectives and the strategy(s) to be followed
6. Establishing a staging area, when necessary, maintaining accountability for the safety of personnel and the public, and ensuring tasks are accomplished
7. Establishing the level of organization needed and continuously monitoring the operation and effectiveness of that organization
8. Maintaining an effective span of control
9. Managing planning meetings, as required
10. Approving and implementing the Incident Action Plan

11. Coordinating the activities of the NIMS / ICS Command and General Staff

12. Approving requests for additional resources or for the release of resources

13. Establishing a necessary liaison with other agencies

14. Directing the expansion or contraction of the NIMS / ICS organization based on the three priorities of life safety, incident stability, and property conservation and activating other sections, as needed, e.g. Operations, Planning, Logistics, Intelligence / Investigations, or Finance / Administrative Sections

15. Identifying contingencies which may affect ongoing operations and planning accordingly, making necessary notifications, and requesting resources that could reasonably be expected to offset contingent actions

16. Ordering demobilization of the incident, when appropriate

17. Ensuring incident after-action reports are complete

18. Transferring the command in an orderly manner, and briefing the incoming commander on the incident status

VII. **Transfer of Command**

A. The incoming Incident Commander shall, if at all possible, personally perform an assessment of the incident situation with the existing Incident Commander.

B. The incoming Incident Commander shall be adequately briefed by the current Incident Commander. The briefing shall cover the following:

1. Incident history

2. Priorities and objectives

3. Current plan (written or oral, depending on incident size and requirements)

4. Resource assignments

5. Incident organization

6. Resources ordered and / or needed

7. Facilities established

8. Status of communications

9. Any constraints or limitations

10. Incident potential

11. Delegation of authority

C. The current Incident Commander shall determine the appropriate time for transfer of command.

D. At the appropriate time, notice of change in Incident Command shall be made to:

1. Chief of Police and Department Command Staff

2. ICS Command Staff, if designated

3. ICS General Staff, if designated

4. All incident personnel

5. Whitfield County 911 Center

VIII. ICS Command Staff

A. ICS Command Staff are assigned to carry out staff functions needed to support the Incident Commander and those not specifically identified in the General Staff functions. These positions include the designation of a Liaison Officer (LO), Safety Officer (SO), and an Information Officer (IO). Additional assistants and command staff positions may be assigned, as determined by the Incident Commander.

B. The Command function addresses the following areas:

1. Activating the Incident Command System

2. Establishing a Command Post

3. Initiating the notification and mobilization of additional Department personnel

4. Obtaining support from other agencies

5. Establishing a unified command, if necessary

6. Establishing a staging area, if necessary

7. Providing public information and maintaining media relations

8. Maintaining the safety of all affected personnel

9. Preparing a documented after-action report

IX. ICS General Staff

ICS General Staff is comprised of the respective Section Chiefs who oversee the remaining five functional areas of ICS: Operations, Planning, Logistics, Intelligence / Investigation, and Finance / Administration. The General Staff forms the incident

management team and is responsible for reporting to the Incident Commander the status and needs of the functions under its respective control.

X. Operations Function

The Operations Section Chief is responsible for overseeing:

A. The establishment of perimeters

B. The safety of assigned personnel

C. Evacuations

D. Command post and scene security

E. Detainee transportation and processing

F. Traffic direction and control

G. On-going and post-incident investigations

H. The direction and coordination of all tactical operations, as required by the primary mission

I. The request for and the release of resources, with the acknowledgement of the Incident Commander

J. The implementation of activities specified in the Incident Action Plan

K. Status updates for the Incident Commander regarding the situation and resources

XI. Planning Function

A. The Chief of Police or his / her designee shall have the primary responsibility for the planning of responses to critical incidents within the Department's jurisdiction.

B. The Whitfield County Emergency Management Agency is responsible for pre-incident coordinating, planning, and training and, in the event of a critical incident, the coordination of resources to recover from the incident.

C. The Patrol Division Operations Supervisor shall serve as liaison between the Department and the Whitfield County Emergency Management Agency.

D. Actions taken by the Department during critical incidents shall be consistent with the Whitfield County Emergency Operations Plan.

E. The Planning Section Chief is responsible for the collection, evaluation, and dissemination and use of information about the development of the incident and the status of resources. The Planning Section shall address the following:

1. Preparing a documented Incident Action Plan that defines response

activities and use of resources for a specified period of time

2. Gathering and disseminating information and intelligence

3. Gathering maps and situation maps of locations involved in the incident

4. Participating in a Continuity of Operations Plan (COOP) / Continuity of Government Plan (COG)

5. Planning post-incident demobilization

XII. Logistics Function

A. The Logistics Section provides manpower, facilities, services, and materials in support of the incident. The Logistics Section Chief shall address the following:

1. Communications

2. Transportation

3. Medical support

a. Triage area

b. Casualty information

4. Food services and supplies

5. Specialized teams and equipment need

B. In large-scale and / or long-term incidents, the Logistics Section Chief shall identify the logistical base of operation. The Logistics Section may be further divided into Support and Service Branches with subordinate units to provide facilities, ground support, and medical units for the care of assigned personnel.

C. Logistics personnel shall develop a plan that will provide the necessary resources through the duration of the event / incident.

XIII. Intelligence / Investigations Function

A. The mission of the Intelligence / Investigations Section is to ensure that all intelligence / investigations operations and activities are properly managed, coordinated, and directed in order to:

1. Prevent / deter potential unlawful activity, incidents, and / or attacks

2. Collect, process, analyze, secure, and appropriately disseminate information and intelligence

3. Identify, document, process, collect, create a chain of custody for, safeguard, examine, analyze, and store probative evidence

4. Conduct a thorough and comprehensive investigation that leads to the identification, apprehension, and prosecution of the perpetrators

5. Serve as a conduit to provide situational awareness (local and national) pertaining to an incident

6. Inform and support life safety operations, including the safety and security of all response personnel

B. Prior to the start of a planned event, such as a parade, concert, or public event, the Intelligence / Investigations Function may be used to foster information sharing and collaboration. It can also provide the information and intelligence necessary to ensure that planning activities are fully informed.

C. Those involved in the Intelligence / Investigations Function shall protect constitutional, victim, and privacy rights, civil rights, and civil liberties; restrict the dissemination of sensitive / classified information; and honor legally-imposed restrictions on investigative behavior that affect the admissibility of evidence and the credibility of witnesses.

D. In large-scale and / or long-term incidents, the Section may be further divided into individual Investigative Operations, Intelligence, Forensic, Missing Persons, Mass Fatality Management, and Investigative Support Groups.

XIV. Finance / Administration Function

A. The Finance / Administration Section oversees:

1. Recording of personnel time

2. Procuring additional resources

3. Recording expenses

4. Documenting injuries and liability issues

5. Any other cost analysis / recuperation activities and compensation / reimbursement claims

B. The Finance Section Chief is responsible for tracking incident costs and reimbursement accounting.

C. In large-scale and / or long-term incidents, the Section may be further divided into individual Time, Procurement, Compensation / Claims and Cost Units.

XV. Law Enforcement / Military Support

A. In accordance with the Department's plan for providing aid to other jurisdictions, the Department shall request support as needs arise. Support agencies include, but are not limited to:

1. Whitfield County Sheriff's Office

2. Georgia State Patrol

3. Georgia Bureau of Investigation

B. If it becomes necessary, the Chief of Police shall notify the City of Dalton Mayor to request assistance from the National Guard by notifying the Governor of Georgia. The Governor may then, in his / her discretion, if he / she deems the apprehension well founded or the disaster of sufficient magnitude, order into active service of the state, for such a period to such extent, and in such manner as he / she any deem necessary, all or part of the organized militia (O.C.G.A. 38-2-6).

XVI. **Activation of the NIMS / ICS**

With a decision to implement the NIMS / ICS, the Incident Commander shall:

A. Identify a Safety Officer (SO), an Information Officer (IO), and a Liaison Officer (LO)

1. The Safety Officer is responsible for the immediate safety of assigned personnel and correcting unsafe acts through the chain of command; however, the SO may exercise emergency authority to stop unsafe acts when such action is immediately required to protect life.

2. The City of Dalton Communications Director shall be designated as the Information Officer for large-scale and critical incidents. When a Unified Area Command is activated, the IO shall be assigned to the Joint Information Center.

3. The Liaison Officer is the primary contact for coordinating with agencies assisting in an incident. The LO shall coordinate with the City Attorney, who shall function as the Department's Court and Prosecutorial Liaison and advise the Chief of Police on all legal matters.

B. Ensure notifications to the chain of command are instituted in accordance with existing procedures.

C. Retain the elements of the Incident Command process unto himself / herself or appoint one or more Section Chiefs to carry out the General Staff Functions, if necessary, for the coordination of incoming resources.

D. Oversee the development and implementation of an Incident Action Plan to resolve the event / incident.

1. Refer to existing written objectives and the Whitfield County Emergency Operations Plan.

2. Consider the immediate implementation of emergency staffing configurations to better provide personnel and other resources.

3. For short-term events, the Incident Action Plan need not be written. A written plan is required when:

   a. Resources from multiple agencies from within or outside the county are used.

   b. Several jurisdictions are involved.

   c. The incident is complex; i.e. changes in shifts of personnel or equipment are expected or required.

E. If not already operating in that mode, ensure that all radio communications take place in "plain talk".

1. Direct the Whitfield County 911 Center to establish a radio channel to initially handle the event.

2. Ensure that the Whitfield County 911 Center advises any responding agencies of the channel being used.

3. Remain mindful that electronic data communications are not available to all agencies responding to a request of mutual aid assistance.

F. Follow direction from Area Command, if activated. The Incident Commander is responsible at the scene, while the Area Commander is responsible for countywide or multiple jurisdictional activities. There can be more than one scene, and thus, more than one Incident Command Team reporting to the Area Command.

G. Consider activation of tactical teams, as needed.

H. At the appropriate time, plan for an orderly demobilization of all resources and the gathering of necessary documents and materials to provide the ability to closely review and evaluate operations.

I. Ensure command protocol exists at all stages of the NIMS / ICS command structure and during the administration of the incident.

J. Assign commanders, as needed, to ensure adequate supervision and authority, considering the need for rest and recuperation.

K. Follow principles of span of control, unity of command, and unified command during NIMS / ICS operations.

L. Cooperate fully with other Incident Commanders when functioning in a Unified Command structure.

XVII. Unusual Occurrences

Whenever any situation arises that constitutes an unusual occurrence within the City of Dalton, the following procedures shall be followed:

A. Whenever an unusual occurrence arises, sufficient personnel shall be notified and assembled to address the situation, based on its size, nature, and complexity. The Chief of Police shall be notified and his / her designee shall coordinate activities of all law enforcement personnel involved.

B. Police personnel who respond to an unusual occurrence shall report wearing the full duty uniform, vest, and issued weapons. All equipment designated for use in any unusual occurrence shall be available for distribution.

C. The Whitfield County 911 Center is designated as the primary communications center during any unusual occurrence.

D. An Incident Command Post shall be established in a safe location near the scene of the incident. The command post should be staffed with at least one representative of each agency involved.

E. If the Emergency Operations Center is activated, a representative from the Department shall be sent to help staff the EOC.

F. The Incident Commander shall assess the situation and activate only needed sections of the Incident Command System, including Command, Operations, Planning, Logistics, Intelligence / Investigations, and Administration / Finance.

G. The Incident Commander shall summon other resources as needed, e.g., EMS, fire, hazmat, Public Works, etc.

H. Traffic / security check points shall be established at each entrance and exit of the affected area. All persons desiring entry into the affected area shall be denied access except persons on official business.

I. The Chief of Police shall be responsible for establishing and maintaining liaison with the District Attorney's Office during an unusual occurrence. Legal advice on police procedures shall be obtained through consultation with the District Attorney and the City Attorney. The Chief of Police or his / her designee shall also be responsible for establishing and maintaining liaison with any other agencies who are notified during a unusual occurrence. In order to keep citizens informed, the Communications Directors or other designated personnel shall conduct briefings with the news media, as directed by the Chief of Police.

J. Public facilities in the City of Dalton shall be afforded security, as directed by the Chief of Police.

K. The following actions shall be taken by Department personnel to de-escalate adverse conditions as they arise during a civil disturbance:

1. Seal affected areas, except for an escape route.

2. Notify Georgia State Patrol tactical team / National Guard / Department of Corrections tactical team, if needed.

3. Coordinate activities of all law enforcement agencies / support agencies

involved.

4. Control crowds, disperse unlawful assembly, and arrest persons, if necessary.

5. Establish security patrols in affected areas.

6. Assist in evacuations, if necessary.

7. Post-occurrence duties include the continuance of security in affected areas and the maintenance of traffic / security checkpoints.

L. Any arrests made shall be made following the guidelines in written directive GO91-4.9, Arrests / Arrest Warrants.

M. If mass arrests have been affected, the following guidelines shall be used:

1. Mass arrestees shall be searched incident to arrest and prior to transport with hands cuffed behind the back. The arresting Officer shall make a positive identification of arrestees before transporting them to the detention facility, if possible.

2. Contraband and illegal weapons / concealed firearms shall be tagged and identified for additional charges against the arrestee(s).

3. Transportation to the Whitfield County Sheriff's Office shall be made either in police vehicles, the Whitfield County prisoner transport van, or by other means, as deemed appropriate by the Incident Commander.

4. Persons arrested shall be removed from the scene as soon as possible to a nearby holding area for initial processing and to await transportation to the Whitfield County Sheriff's Office.

N. The Governor may, in his / her discretion, enact curfews, restrictions on sales of alcoholic beverages, gasoline, weapons, and ammunition, and restrictions on access in the affected area (O.C.G.A. Title 45-12).

O. The Incident Commander, or his / her designee, shall ensure that any applicable post-occurrence duties are completed, as outlined in Section XXI of this directive.

XVIII. **Bomb Threats**

A. The Department is responsible for coordinating emergency services and establishing a command post for planning and initiating any action relating to bomb threats or other threats.

B. The Watch Commander is the designated Incident Commander for law enforcement and security purposes. In his / her absence, his / her designee shall assume Incident Command until relieved.

C. Threat Evaluation

Information that should be obtained from the caller includes:

1. Location and type of bomb

2. Time of detonation

3. Caller's gender, age, and race

4. Caller's mood, voice characteristics, rate of speech

5. The exact language used

6. Background noises, if any

7. Origin of the call, if available

8. Caller's motive

D. Responsibilities

1. Bomb threats shall be assigned to the nearest patrol or investigative unit.

2. The assigned unit and a Supervisor shall proceed directly to the scene. Radio transmissions, including cellular phones, shall be discontinued within 300 yards of the threatened facility and an Incident Command Post shall be established.

3. Access to the command post is limited to authorized emergency personnel who have a specific function, and a need to know. The following duties and procedures are the responsibility of Incident Commander:

   a. Initiating a planned response to bomb threats and other potentially threatening disasters

   b. Notifying and coordinating the activities of other personnel

   c. Releasing authorized information to the news media

   d. Evaluating factors for evacuation, search, and continuation of business

   e. Determining the vulnerability and accessibility of target area

   f. Assessing the risks involved

   g. Determining potential courses of action, including evacuation, selective evacuation, or no evacuation

   h. Implementing searches

4. The Incident Commander shall work with facility management to determine

the possible need for evacuation. Particularly at schools and similar facilities, management will usually elect to evacuate rather than risk possible harm to individuals.

5. The Incident Commander shall develop a search plan and designate personnel to conduct a search of areas that are readily accessible. Personnel at the facility shall be solicited to assist in the search since they are familiar with the location and what might look suspicious. Special attention should first be given to utility rooms, waiting areas, restrooms, and areas where access is unlimited. As a practical matter, search secured areas where entry would be more difficult, last.

6. It is important to check all items within a facility when conducting a bomb search. These items shall include, but not be limited to:

   a. Underneath chairs

   b. In or on desks

   c. In trash cans

   d. Behind pictures

   e. In or behind cabinets

   f. Objects hanging on walls

   g. In light fixtures

   h. Any item suspended from the ceiling (heater ducts, ceiling fans)

7. If a bomb is located, immediately evacuate the location, establish a perimeter, and call the Georgia Bureau of Investigation (G.B.I) at 1-800-282-8746 to request assistance from the Bomb Disposal Unit.

8. Unqualified Officers should never attempt to move or render safe a suspected explosive device.

9. The Criminal Investigations Division shall be responsible for investigating to apprehend the bomb threat maker, gathering physical evidence, and coordinating the investigation with fire and other officials.

E. Search Procedures

1. A security perimeter shall be established, if possible, to contain the area to be searched and to prohibit unauthorized individuals from entering.

2. To minimize the risk of injury to both searchers and occupants, the search shall begin on an outside perimeter and work toward the inside. Once inside, the search shall begin at the lowest floor level and work up to the top floor.

3. Frequent bomb targets, such as utility and service areas, reception rooms, lobbies, and restrooms, shall be examined closely.

4. Areas that have already been searched should be marked to eliminate duplication or omissions.

5. Elevators should be run through at least one cycle to prevent injury should an explosive device be set to be activated by the action of the elevator.

6. If possible, searchers shall be paired in teams to ensure a thorough search is made. A room search plan should be utilized to ensure thoroughness and minimize confusion and duplication.

7. If time is an element of the reported threat, search procedures should be discontinued thirty (30) minutes prior to the reported time of detonation and not be resumed until one (1) hour thereafter.

8. If the building or area searched fails to disclose any suspected items, the responsibility of returning persons to the area shall be up to facility management.

9. If a suspicious object or suspected bomb is located, the area within 500 yards of the suspected device shall be evacuated and the scene completely secured.

10. The Incident Commander shall adjust personnel assignments after conferring with members of the bomb disposal unit.

11. If an explosion does occur, the Incident Commander shall ensure additional resources are requested, as needed.

12. Immediately after an explosion, only personnel necessary to care for the injured shall be allowed inside the perimeter, due to the possibility of a secondary device.

F. Search Team Equipment

Field Supervisors shall make sure that necessary equipment is available to be used in search team operations.

G. Post Occurrence Duties

The Incident Commander or his / her designee shall ensure that any applicable post-occurrence duties are completed, as outlined in Section XXI of this directive.

XIX. **Hostage / Barricaded Persons**

A. The ultimate goal in a hostage situation is to trade the safe release of hostages in return for the safe surrender of the hostage-taker(s). In a barricaded person incident, it is the safe capture or surrender of the barricaded person.

B. Guidelines

1. All Officers need to have a basic knowledge of hostage / barricaded person incidents and negotiation techniques, as specialists will not always be available.

2. Until relieved, the senior Officer at the scene shall assume command of the incident.

3. No Officer shall commence an offensive action against the hostage-taker / barricaded person unless at least one of the following conditions exists:

   a. Directed to do so by the Incident Commander or his / her designee.

   b. There are clear and articulable circumstances that lead the Officer to believe his / her life or that of an innocent third party (hostage, for example) is in imminent danger and no other option is available.

4. Every means possible shall be used to prevent the incident from going mobile: containment is the primary initial objective.

5. The Incident Commander shall create an open line of communication between tactical units, hostage negotiation personnel, and the Command Post to ensure all units are aware of the status of negotiations and status of tactical personnel. The Incident Commander retains the authority to determine when to commence an offensive action.

C. Patrol Response

1. In all situations:

   a. Contain the scene

   b. Establish communication with the hostage-taker

   c. Obtain as much information as possible

   d. Set the stage for further negotiations

   e. Consume as much time as possible

   f. Advise the Whitfield County 911 Center to request fire and ambulance units stage at a safe distance near the scene.

2. Direct and immediate intervention is only authorized when:

   a. The suspect(s) does not physically control the scene and victims

   b. Hostages have already been killed, and others' lives are in

imminent danger

c. There is clear opportunity, minimal risk, and high probability of success in resolving the incident

3. First Responding Officer's Duties

a. Notify the Whitfield County 911 Center that a hostage / barricaded person situation exists, detail the location of the incident, request back-up and a Supervisor, and advise of approaches (streets / areas) which may be unsafe.

b. Implement ICS

c. Contain the scene

d. Assist injured persons and evacuate them

e. Evacuate bystanders, but detain witnesses for debriefing

f. Take a cover position and await back-up, if necessary

g. Keep the situation from escalating or going mobile, if at all possible

4. First Supervisor on-the-scene

a. If not already, implement ICS

b. Assess the situation

c. Contain the scene, if not already accomplished

d. Determine manpower requirements, and request more personnel, if needed

e. Establish and maintain inner and outer perimeters.

(1) The inner perimeter should confine and contain the suspect(s) to the immediate area of the incident.

(2) The outer perimeter should be set up beyond the line of sight of the incident location. Outer perimeter personnel shall prohibit unauthorized access to the area and shall contain the perimeter. Outer perimeter personnel shall maintain traffic flow around the outer perimeter and convert to a pursuit and control function, should the situation become mobile. The outer perimeter units shall control the travel routes, if the scene becomes mobile. Unmarked police vehicles shall be responsible for surveillance, if needed.

f. Establish an Incident Command Post. It should be set outside the inner perimeter and inside the outer perimeter. It should also be out of view of the incident scene.

g. Evacuate the area, if not already accomplished

h. Request a hostage negotiator be en route to the scene

i Notify the Patrol Division Commander

j. Keep the Whitfield County 911 Center informed of decisions and actions

k. Attempt to establish communication with the hostage-taker, if not already established

l. When requested, provide a briefing of the situation to the Command Staff

m. Notify the Communications Director or other designated personnel to handle media inquiries, in accordance with policy GO88-2.8, News Media / Public Information. A location for media representatives should be established away from the scene and the Command Post.

D. Hostage Negotiator Response

1. The Incident Commander shall be responsible for requesting a specially-trained hostage negotiator to respond to situations were a suspect(s) is believed to be barricaded or holding hostages. The Incident Commander or his / her designee shall contact the Georgia State Patrol and request one of their trained hostage negotiators, if the need arises.

2. If a trained hostage negotiator is not immediately available, the Incident Commander shall designate someone to facilitate communications with the hostage taker until a trained negotiator becomes available.

3. Once on scene, the hostage negotiator's primary responsibility is to affect the release of hostages unharmed through a negotiation process.

4. The hostage negotiator shall be briefed by the first Officer that made verbal contact with the suspect(s).

5. The hostage negotiator shall attempt to establish a line of communication with the suspect(s), if not already established.

6. The hostage negotiator shall coordinate all communications between the suspect(s) and law enforcement personnel.

E. Criminal Investigations Division (CID) Response

CID personnel called to the scene shall report to and be supervised by the Incident Commander. CID responsibilities shall include:

1. Intelligence gathering and analysis of:

    a. The setting and location of the hostage / barricaded person

    b. Hostages

    c. Hostage-takers / barricaded persons

2. Interviewing witnesses, hostages, suspects, and Officers

3. Conducting the follow-up investigation

F. Outside Agency Assistance

1. The Incident Commander is authorized to request assistance from other agencies, such as the Whitfield County S.O., the Georgia Bureau of Investigation, the Georgia State Patrol, and the Whitfield County District Attorney's Office.

2. If tactical units from other agencies are utilized, they are responsible for maintaining an open line of communication with the Incident Commander.

3. Tactical units shall be responsible for the creation and implementation of tactical plans, including the use of chemical weapons, after obtaining the Incident Commander's approval to do so. The Incident Commander shall maintain all decision-making authority for operations utilizing tactical units.

4. The Incident Commander is authorized to request assistance of any needed person or agency in the community (DFACS, psychiatrist, minister, etc.)

5. All communications between the Department and other agencies shall be coordinated through the Whitfield County 911 Center.

G. Jurisdiction during Certain Circumstances

If the incident involves a foreign official or an official guest of the United States or the incident involves the commission of a federal crime (bank robbery, for example), the FBI has concurrent jurisdiction.

1. When control of the situation has been initiated by the Department, operational command is retained by the Department until the FBI clearly indicates a wish to assume Incident Command.

2. If the FBI assumes Incident Command, Department personnel and resources shall shift to an assist mode, and responsibility for the termination or conclusion of the operation shall shift to the FBI.

3. If the FBI desires the jurisdiction to remain concurrent, joint decision-making shall be undertaken by the Incident Commander and the senior FBI agent at the scene. In the event that tactical intervention becomes necessary, every effort shall be made to ensure mutual agreement in the decision-making process prior to implementation.

H. Mobilization of Hostage and / or Barricaded Person

If it becomes necessary to allow a suspect(s) to move from the original location of negotiations by vehicle or other means accompanied by a hostage(s), the following procedures shall be followed:

1. The Incident Commander shall notify the Whitfield County 911 Center if there is to be a movement of the suspect(s) and hostage(s) and the proposed route and destination, if known.

2. Other Officers in the area shall not interfere with the progress of the convoy.

3. The Whitfield County 911 Center shall notify other agencies, if pertinent.

I. Post Occurrence Duties

The Incident Commander or his / her designee shall ensure that any applicable post-occurrence duties are completed, as outlined in Section XXI of this directive.

XX. **Pandemics**

A. A pandemic occurs in many localities - perhaps even worldwide - almost simultaneously. Because of this, much of the planning for a pandemic must be the responsibility of state and local governments. Community strategies that delay or reduce the impact of a pandemic (also called non-pharmaceutical interventions) may help reduce the spread of disease until a vaccine is available.

B. The Department shall cooperate and support the Whitfield County Local Emergency Planning Committee (LEPC) in this endeavor. This support may include, after a court order has been issued, the enforcement of public health measures and quarantines.

C. There are six phases concerning pandemic incident development. They are as follows:

1. Phase 1: Low risk of human cases

2. Phase 2: Higher risk of human cases (new virus found in animals but not humans)

3. Phase 3: No or very limited human-to-human transmission of virus (Pandemic Alert)

4. Phase 4: Evidence of increased human-to-human transmission (new virus causes cases in humans)

5. Phase 5: Evidence of significant human-to-human transmission

6. Phase 6: Efficient and sustained human-to-human transmission (Pandemic Incident at hand)

D. Protective Measures

1. The following measures shall be taken to ensure that Department personnel are proactively protected:

   a. All employees shall be educated about transmission, vaccinations, and treatment.

   b. Personal protective equipment, such as N95 masks, gloves, eye protection, hand sanitizer, and sanitary wipes, shall be procured and made available to all employees.

2. The following measures may be taken to ensure that the Department reasonably adjusts to the pandemic situation as it unfolds in a manner consistent with public expectations:

   a. Prioritization of calls for service

   b. Planning for reductions in staff or working remotely

   c. Prioritization of job importance

   d. Consolidation of units or job functions

   e. Cross-training of job functions

3. The following measures may be taken when planning for reductions in resources (gas, food, electricity, water):

   a. Stockpiling, purchase agreements

   b. Redeployment of personnel, as necessary

   c. Activation of alternate response methods / complaint-taking methods

4. The following measures shall be taken to assist in the protection of the community and those we are charged with protecting:

   a. Work with existing partners in the community to discuss needs and resolve issues pertaining to the pandemic incident.

      (1) Whitfield County Health Department

      (2) Hospitals

(3) Mental health

(4) Local vendors, food suppliers

(5) EMS

(6) Other law enforcement jurisdictions

(7) Coroner's Office

(8) Court Administration

(9) City and county governments

(10) Churches

b. Meet and explain our response to pandemic issues with the community at large.

XXI. Post Occurrence Duties

The following post occurrence duties, if applicable, shall apply:

A. All equipment resources shall be inspected for maintenance needs.

B. All incident-related documents shall be collected and bound for future reference.

C. Personnel shall be debriefed, individually or in groups (whichever is applicable), based on the event.

D. After-action reports shall be completed, which shall include but not be limited to the need for additional training, required policy changes, or the revision of operational procedures.

E. Departmental Command Staff shall review applicable policies and the after-action report for possible revision of guidelines and policies.

XXII. GISAC

The Patrol Division Operations Supervisor shall serve as a liaison with the Georgia Information Sharing and Analysis Center. The Patrol Division Operations Supervisor shall email alerts and information received from the GISAC to Department personnel as needed.

XXIII. Training

A. The Training Coordinator shall provide documented annual training on this directive, including the Incident Command System, for all affected Department personnel.

B. Department personnel shall participate every two (2) years in a tabletop or full-

scale exercise to assess the Department's capabilities with the All Hazards Plan and the Incident Command System. Participation in the tabletop and full-scale exercises conducted by the Whitfield County LEPC shall fulfill this requirement.

C. At least every two (2) years, sworn personnel shall receive training in the tactics used in response to crowd control situations.

XXIV. **Operational Readiness**

A. A documented quarterly inspection for the operational readiness of Officers' / Investigators' chemical protective gear and portable radio shall be conducted by the appropriate Division Commander or his / her designee.

B. The Patrol Division Operations Supervisor shall conduct a documented quarterly inspection of all other Department equipment designed for use in the support of this plan.

This policy supersedes any previous policies issued.

BY ORDER OF

_____

CHIEF OF POLICE

DALTON POLICE DEPARTMENT

	Effective Date	Number
	May 25, 2021	**GO21-7.16**
Subject **License Plate Recognition Systems**		
Reference **CALEA Standard – 41.3.9**		*Revised* ~~**June 22, 2021**~~ **June 27, 2023**
Distribution **All Personnel**	*Re-evaluation Date* ~~**June 2023**~~ **June 2025**	*No. Pages* **6**

I. Policy

It is the policy of the Dalton Police Department to utilize license plate recognition systems to enhance investigations of crimes involving the use of vehicles and to collect data for use in crime analysis.

II. Definitions

A. *Alarm* – Also known as a '*Hit*'. A positive indication, by visual and / or audible signal, of a potential match between data on a hot list and a license plate scanned by the license plate recognition system.

B. *Hot list* – A list of records extracted from criminal justice databases, such as NCIC and GCIC, or compiled by law enforcement agencies that is used by LPR technology to compare captured vehicle license plate information

C. *License Plate Recognition (LPR) System* – A system of cameras and software that uses advanced technology to capture images of vehicle license plates, interpret the characters on the license plates, and compare the license plates to those listed in a file of records with law enforcement interest, such as stolen vehicles, stolen license plates, missing persons, wanted persons, etc.

D. *LPR Coordinator* – The Assistant Chief of Police or his / her designee, charged with the administration, training, troubleshooting, repairing, and coordinating of all aspects of the Department's LPR system program.

III. Training

A. The LPR Coordinator shall be responsible for overseeing the development and administration of the training program for LPR system operators.

B. The training program shall consist of a combination of classroom instruction and hands-on use of the system. Training topics shall include:

1. Manufacturer's guidelines and recommendations

2. Maintenance procedures

3. Guidelines for the proper use of the system

4. NCIC / GCIC regulations

5. Legal issues regarding the use of the LPR

6. Applicable Department policies

C. All LPR system training shall be documented, and the documentation shall be forwarded to the Training Coordinator.

D. Only Officers that have completed training and demonstrated proficiency in the use of the LPR system shall be assigned to operate the system.

IV. **Procedures**

A. Authority

1. Only authorized LPR systems shall be approved for use by the Department.

2. The LPR Coordinator shall be responsible for the selection of LPR systems to be used by the Department.

3. The LPR Coordinator shall be responsible for the selection of personnel to be trained for the operation of LPR systems.

B. Operations

1. Prior to operating a vehicle with an LPR device, Officers shall perform an inspection of the equipment. The inspection shall include ensuring cameras are positioned properly and securely, the system is working properly, and there is no damage to components.

2. While in operation, the LPR device passively captures the license plates of moving and parked vehicles and compares them to license plates entered in a hot list.

3. Officers shall exercise due care and caution when utilizing an LPR device and operating a vehicle.

4. An Officer shall not detain an individual based solely on an alert from the LPR system unless the Officer has reasonable suspicion to believe that such person is involved in criminal activity. Each incident should be weighed according to the totality of the circumstances presented therein.

5. The following are general guidelines only but should be used to assist the Officer in determining when reasonable suspicion exists concerning various types of LPR alerts.

a. The Officer shall visually verify that the scanned license plate matches the alert information regarding plate numbers, letters, and the issuing state.

b. The Officer should always attempt to visually verify that the vehicle description and any other descriptors provided are consistent between the alert and the vehicle / person in question.

c. Once the state and all characters of the license plate have been verified as accurate, the following information shall be utilized by the Officer in determining whether or not reasonable suspicious exists:

(1) For expired tags, insurance violations, and other license plate suspensions, Officers should verify the status of the tag through GCIC to establish reasonable suspension.

(2) For stolen vehicles and stolen license plates, an alert alone is generally sufficient to establish reasonable suspicion.

(3) For wanted persons, the alert may be utilized as reasonable suspicion unless the Officer has information that the wanted subject is not inside the vehicle.

(4) For lookouts (BOLOs) only, the alert is information only for Officers, and reasonable suspicion may or may not exist based on the alert alone. The narrative of the alert should assist Officers in determining the level of reasonable suspicion, and independent reasonable suspicion may or may not be required in order to detain.

(5) For alerts for officer safety, suspected gang member, sexual offender, past offender, associate only, and information only, the alerts are information only for Officers. Reasonable suspicion should be obtained in order to detain.

6. If an alert is determined to be invalid or out of date, the Officer shall notify the originating agency that their entry / records need to be updated or purged.

7. Officers that make arrests or issue citations based on alerts from the LPR system shall save, print, and / or export the LPR alert information for future court reference.

C. Hot Lists and Databases

1. The Department shall maintain a local hot list of vehicles and persons associated with specific vehicles that are sought in connection with criminal investigations. Examples of situations in which an entry to the local hot list may be made include missing persons, wanted persons, child abductions, overdue motorists, attempt to locate, and BOLOs.

2. The Intelligence Analyst or other person that has been designated by the LPR Coordinator shall be responsible for maintaining and updating the local hot list.

3. If a license plate has been, or will be, entered into GCIC / NCIC or the Department of Revenue hotlist, it should generally not be entered into the local hot list, unless there are extenuating circumstances that dictate a faster entry.

4. Only complete license plate numbers shall be entered into the hot list. Requests to enter partial plate numbers shall be rejected.

5. Entries of license plate numbers into the local hot list shall be set with an expiration of no longer than thirty (30) days from the date of entry. Should the entry require renewal, the request shall be approved by a Supervisor.

6. Once an entry into the local hot list is determined to no longer be valid or required, the Intelligence Analyst or other designated personnel shall be notified to remove the entry from the system.

7. LPR databases may be queried only for official investigative and intelligence-gathering purposes, strictly related to criminal activity. Personal use of LPR-generated data is strictly prohibited and is subject to disciplinary action or other penalties, as applicable under law.

D. Fixed LPR devices

1. Fixed LPR devices may be mounted to a stationary object, such as a utility pole, in areas with high crime rates or significant amounts of traffic.

2. The mounting of fixed LPR devices shall be coordinated with Dalton Public Works or other applicable utility companies.

3. Fixed LPR devices shall only be moved after receiving approval by the LPR Coordinator and only by personnel who have been properly trained.

V. **Maintenance**

A. The LPR system user shall conduct an inspection of his / her assigned LPR equipment prior to and after his / her tour of duty. The user is responsible for the general maintenance and cleanliness of the assigned LPR equipment.

B. The user shall not modify the LPR equipment or software operating system without approval by the LPR Coordinator.

C. Any time a mobile LPR unit is disconnected or removed from a vehicle, the unit shall be placed in a protective storage area or packaging to prevent damage.

D. Mobile LPR cameras shall be removed from the exterior of the vehicle prior to entering an automatic car washing facility.

E. LPR camera lenses may be cleaned with mild soap and water and a soft, non-abrasive cloth. Glass cleaners or other chemical products shall not be used to clean LPR camera lenses.

F. Damage to LPR equipment shall be immediately reported to a Supervisor. The damage shall be documented, and the documentation shall be forwarded to the LPR Coordinator.

G. The LPR Coordinator shall be notified of any LPR equipment in need of maintenance or repair and shall ensure that all maintenance and repairs are completed.

H. Mobile camera mounts and focus shall not be adjusted, unless approved by the LPR Coordinator.

VI. Data Security and Access

A. LPR systems shall be used and accessed for law enforcement purposes only.

B. Officers who are assigned access to LPR devices and / or databases shall be issued a username and password specific to each individual.

C. When conducting investigative queries into an LPR database, the requestor's name, case number (if available), and a reason shall be listed with the associated search. Queries regarding administrative or auditing purposes shall be excluded from the requirement to provide a case number.

D. The LPR system creates a log of all user actions, including date and time, conducted within the database.

E. Personnel shall not release any specific information obtained by the LPR devices that would be considered a privacy issue, or create the appearance of one, to non-law enforcement personnel, unless required by law. This shall not preclude personnel from releasing general information as to the effectiveness of the LPR program and other such communications.

F. An audit shall be conducted at least annually to ensure compliance with these requirements. The Support Services Division Commander or his / her designee shall be responsible for conducting and documenting the annual audit.

VII. Data Storage and Retention

A. The Department utilizes LPR devices obtained through multiple vendors. ~~participates as a member agency in the Atlanta-Carolinas High Intensity Drug Trafficking Area (AC-HIDTA) LPRP Database program which allows for information sharing between a number of local, state, and federal law enforcement agencies.~~

B. All LPR data collected by the Department's LPR units is transmitted to the LPR vendor for storage. ~~the AC-HIDTA Operations Center via a fiber optic line through~~

~~an encrypted Virtual Private Network. The data is maintained on the Operations Center server independent of any other law enforcement database housed at the AC-HIDTA Operations Center.~~

C. ~~All LPR data provided to AC-HIDTA shall be stored on the Operations Center server for a period of three (3) years. After the three (3) year period, the data shall be purged unless it has become, or it is reasonable to believe that it will become, evidence, including evidence that tends to inculpate or exculpate a suspect, in a specific criminal or other law enforcement investigation or action.~~ LPR data transmitted to the vendor for storage shall be retained per vender retention schedules.

This policy supersedes any previous policies issued.

BY ORDER OF

CHIEF OF POLICE

Dalton Fire Department

404 School Street, Dalton, GA 30720

Phone: 706-278-7363

Detailed Selected Statistics and Management Activity

By Incident Type

Report Period: 05/01/23 - 05/31/23 23:59:59

CODE	DESCRIPTOR	FREQUENCY	FREQ. PERCENT	EXPs	AVG # SUPPR. PERS	AVG # EMS PERS	AVG # OTHER PERS	AVG # SUPPR. APPR.	AVG # EMS APPR.	AVG # OTHER APPR.	AVERAGE # MAN HOURS	TOTAL MAN HOURS	AVERAGE RESPONSE TIME (min)
131	Passenger vehicle fire	3	1.03%	0	3.33	0	0	1	0.00	0	1.52	4.400000	5.14
142	Brush or brush-and-grass mixture fire	2	0.69%	0	5	0	0.5	1.5	0.00	0.5	3.44	8.999999	4.06
154	Dumpster or other outside trash receptacle fire	1	0.34%	0	16	0	1	5	0.00	1	7.37	3.766666	3.67
311	Medical assist, assist EMS crew	177	61.03%	0	0	3.43	0.01	0	1.03	0.01	1.02	179.549980	4.54
320	Emergency medical service incident, other	1	0.34%	0	0	3	0	0	1.00	0	0.35	.350000	0.85
322	Motor vehicle accident with injuries	16	5.52%	0	0	6.38	0.19	0	1.94	0.19	2.76	37.183330	3.20
324	Motor vehicle accident with no injuries.	13	4.48%	0	0.69	4.54	0.23	0.23	1.46	0.23	2.46	29.416665	3.03
352	Extrication of victim(s) from vehicle	1	0.34%	0	0	6	1	0	2.00	1	5.60	4.250000	3.38
353	Removal of victim(s) from stalled elevator	1	0.34%	0	6	0	0	2	0.00	0	0.70	.700000	2.15
411	Gasoline or other flammable liquid spill	1	0.34%	0	3	0	0	1	0.00	0	0.70	.700000	5.13
413	Oil or other combustible liquid spill	1	0.34%	0	4	0	1	1	0.00	1	13.00	12.900000	6.25
444	Power line down	2	0.69%	0	3	0	0	1	0.00	0	0.50	1.000000	3.69
445	Arcing, shorted electrical equipment	1	0.34%	0	17	0	1	5	0.00	1	11.10	7.199999	4.07
500	Service Call, other	4	1.38%	0	3.25	0	0	1	0.00	0	5.54	4.566666	3.17

CODE	DESCRIPTOR	FREQUENCY	FREQ. PERCENT	EXPs	AVG # SUPPR. PERS	AVG # EMS PERS	AVG # OTHER PERS	AVG # SUPPR. APPR.	AVG # EMS APPR.	AVG # OTHER APPR.	AVERAGE # MAN HOURS	TOTAL MAN HOURS	AVERAGE RESPONSE TIME (min)
561	Unauthorized burning	1	0.34%	0	3	0	0	1	0.00	0	0.75	.750000	1.43
611	Dispatched & canceled en route	25	8.62%	0	1.72	2.96	0.36	0.52	0.84	0.28	0.27	5.799994	0.00
622	No incident found on arrival at dispatch address	6	2.07%	0	0	3.67	0	0	1.00	0	0.53	3.233331	4.33
651	Smoke scare, odor of smoke	4	1.38%	0	3.5	0	0.25	1	0.00	0.25	1.53	5.466666	6.07
733	Smoke detector activation due to malfunction	3	1.03%	0	9.33	0	0.67	3	0.00	0.67	4.50	7.783332	4.74
735	Alarm system sounded due to malfunction	7	2.41%	0	14.14	0	1	4.14	0.00	1	6.89	31.649994	4.22
740	Unintentional transmission of alarm, other	2	0.69%	0	14.5	0	1	4	0.00	1	4.13	5.433332	3.86
743	Smoke detector activation, no fire - unintentional	6	2.07%	0	12	0	1.17	3.67	0.00	1	2.74	12.649995	5.16
745	Alarm system activation, no fire - unintentional	11	3.79%	0	12.55	0	1	3.82	0.00	1	2.11	16.866656	4.20
746	Carbon monoxide detector activation, no CO	1	0.34%	0	3	0	0	1	0.00	0	0.45	.450000	5.17
Totals		**290**	**100%**	**0**	**1.80**	**3.01**	**0.18**	**0.54**	**0.90**	**0.17**	**1.58**	**385.07**	**3.96**
Mutual Aid Given Incidents		**10**											

Dalton Fire Department

404 School Street, Dalton, GA 30720

Phone: 706-278-7363

Response Summary by Station

Report Period: 05/01/23 - 05/31/23 23:59:59

Station	Responses	% Fire	% EMS	Other	Per Day
Station 1	117	4.27	67.52	28.21	3.9
Station 2	58	1.72	67.24	31.03	1.93
Station 3	58	3.45	81.03	15.52	1.93
Station 4	40	0	62.5	37.5	1.33
Station 5	30	6.67	80	13.33	1

Total 303

06/01/23 10:24:50

Dalton Fire Department

404 School Street, Dalton, GA 30720

Phone: 706-278-7363

Breakdown by Incident Type

Report Period: **05/01/23 - 05/31/23 23:59:59**

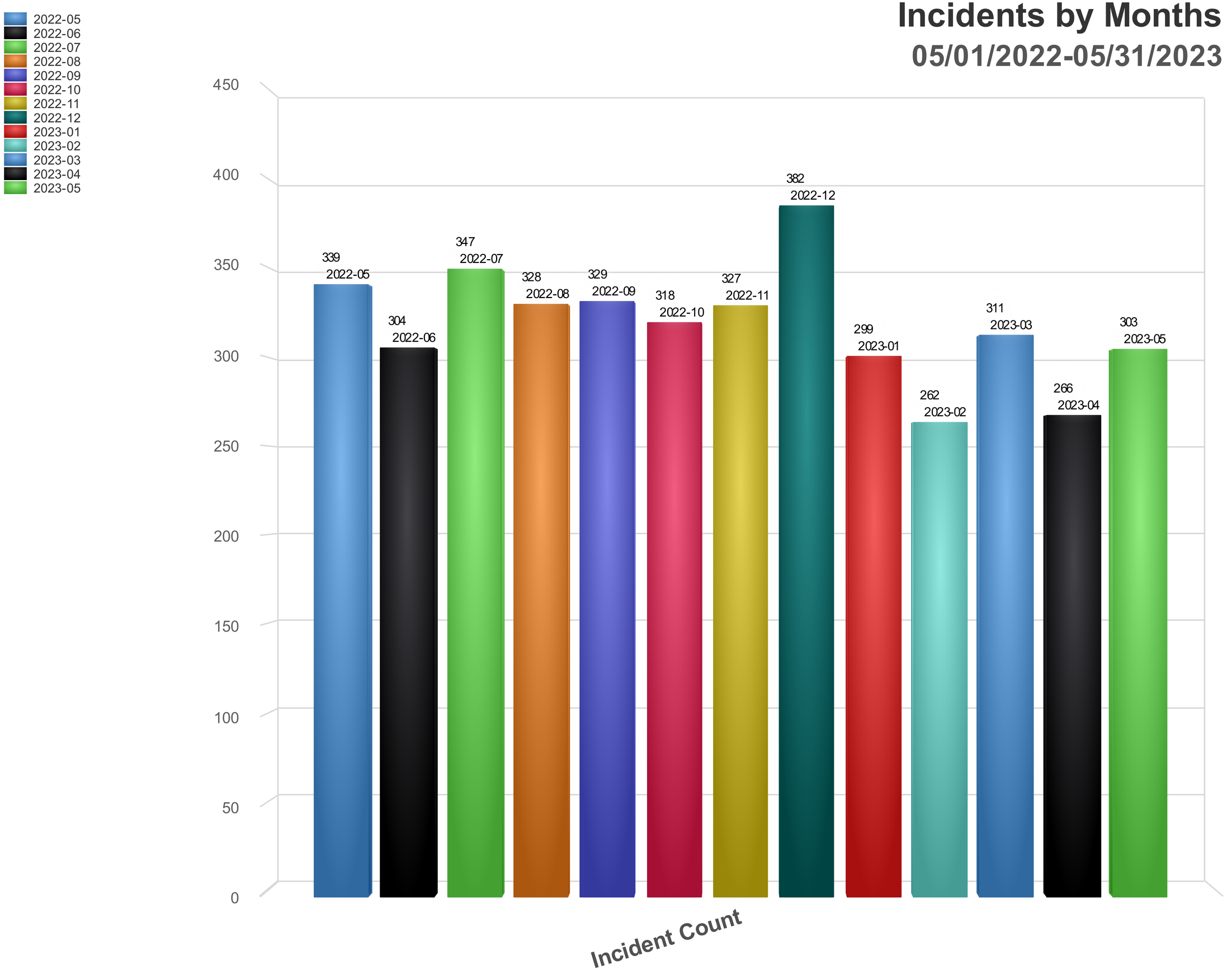
Incident Type	Incidents	Exposures
311 Medical assist, assist EMS crew	177	0
611 Dispatched & canceled en route	28	0
322 Motor vehicle accident with injuries	20	0
324 Motor vehicle accident with no injuries.	14	0
745 Alarm system activation, no fire - unintentional	11	0
735 Alarm system sounded due to malfunction	7	0
743 Smoke detector activation, no fire - unintentional	6	0
622 No incident found on arrival at dispatch address	6	0
651 Smoke scare, odor of smoke	4	0
500 Service Call, other	4	0
733 Smoke detector activation due to malfunction	3	0
131 Passenger vehicle fire	3	0
142 Brush or brush-and-grass mixture fire	3	0
132 Road freight or transport vehicle fire	2	0
444 Power line down	2	0
740 Unintentional transmission of alarm, other	2	0
746 Carbon monoxide detector activation, no CO	2	0
561 Unauthorized burning	1	0
445 Arcing, shorted electrical equipment	1	0
320 Emergency medical service incident, other	1	0
151 Outside rubbish, trash or waste fire	1	0
154 Dumpster or other outside trash receptacle fire	1	0
352 Extrication of victim(s) from vehicle	1	0
353 Removal of victim(s) from stalled elevator	1	0

Incident Type	Incidents	Exposures
411 Gasoline or other flammable liquid spill	1	0
413 Oil or other combustible liquid spill	1	0

	Incidents	Exposures
Total	**303**	**0**

Incidents by Months

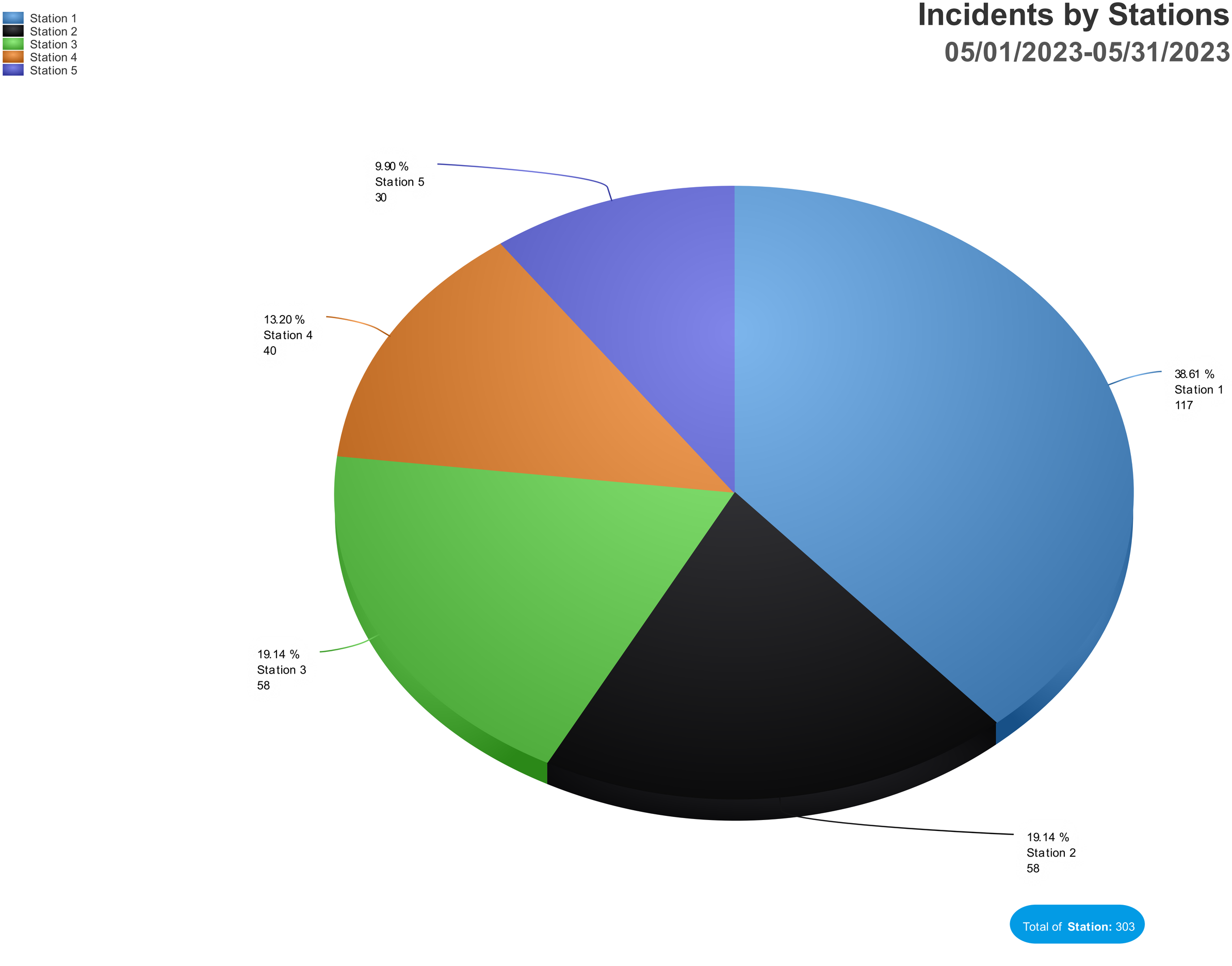
05/01/2022-05/31/2023



Total of **Month:** 4,115

Incidents by Stations

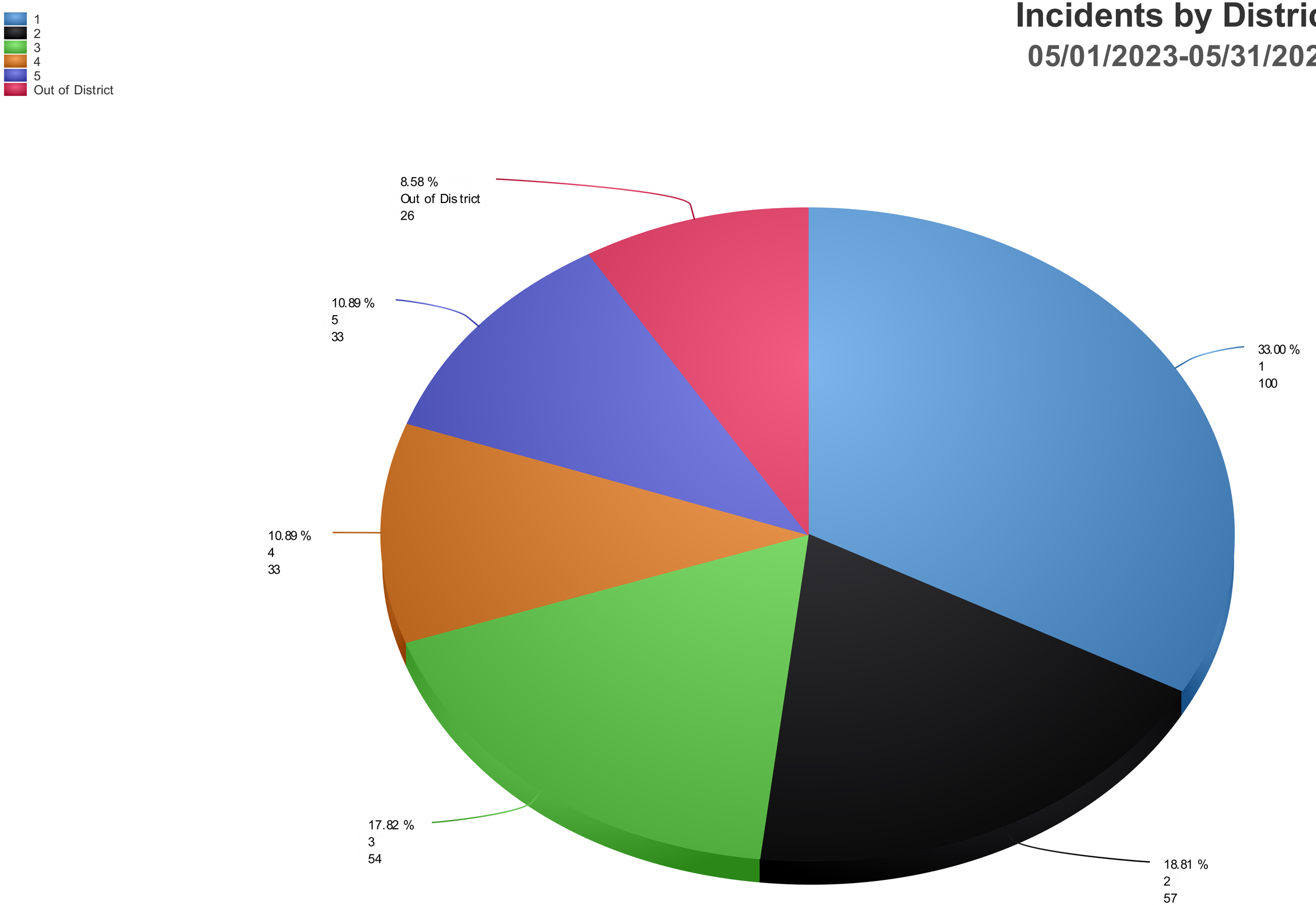
05/01/2023-05/31/2023



Total of **Station:** 303

Incidents by District

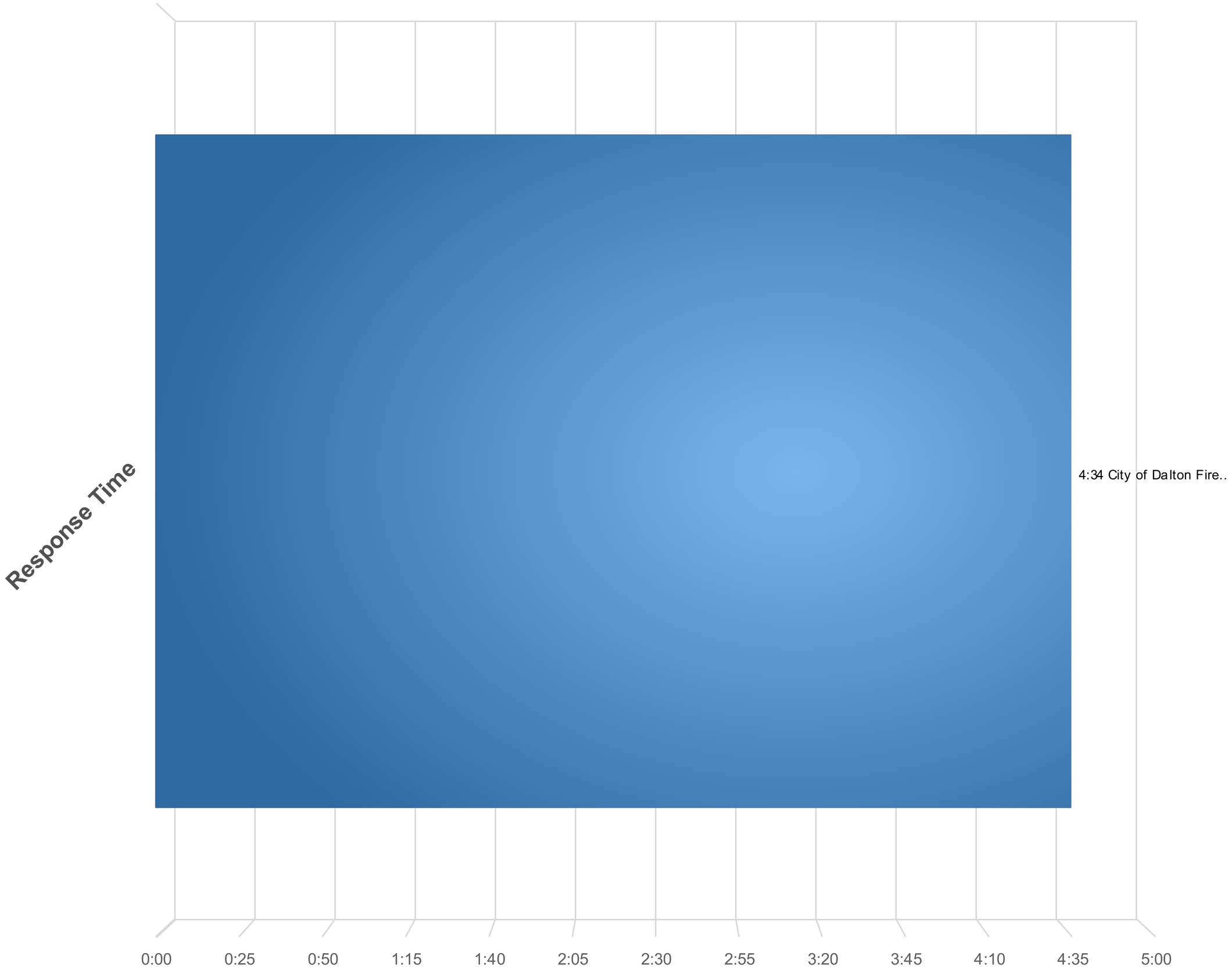
05/01/2023-05/31/2023



Total of **District:** 303

Department Average Response Time (Alarm-> First Unit Arrival)

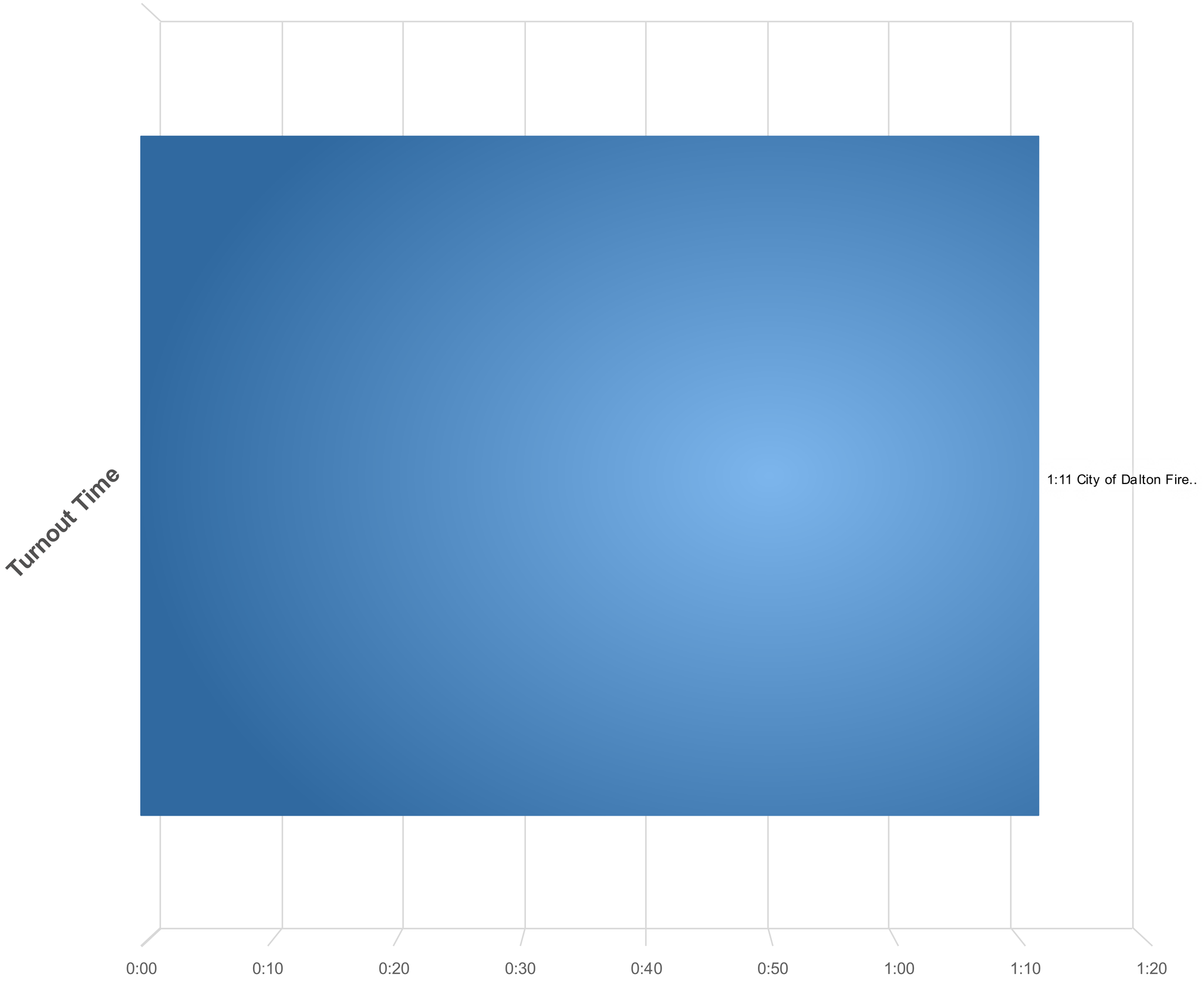
05/01/2023-05/31/2023



City of Dalton Fire Department

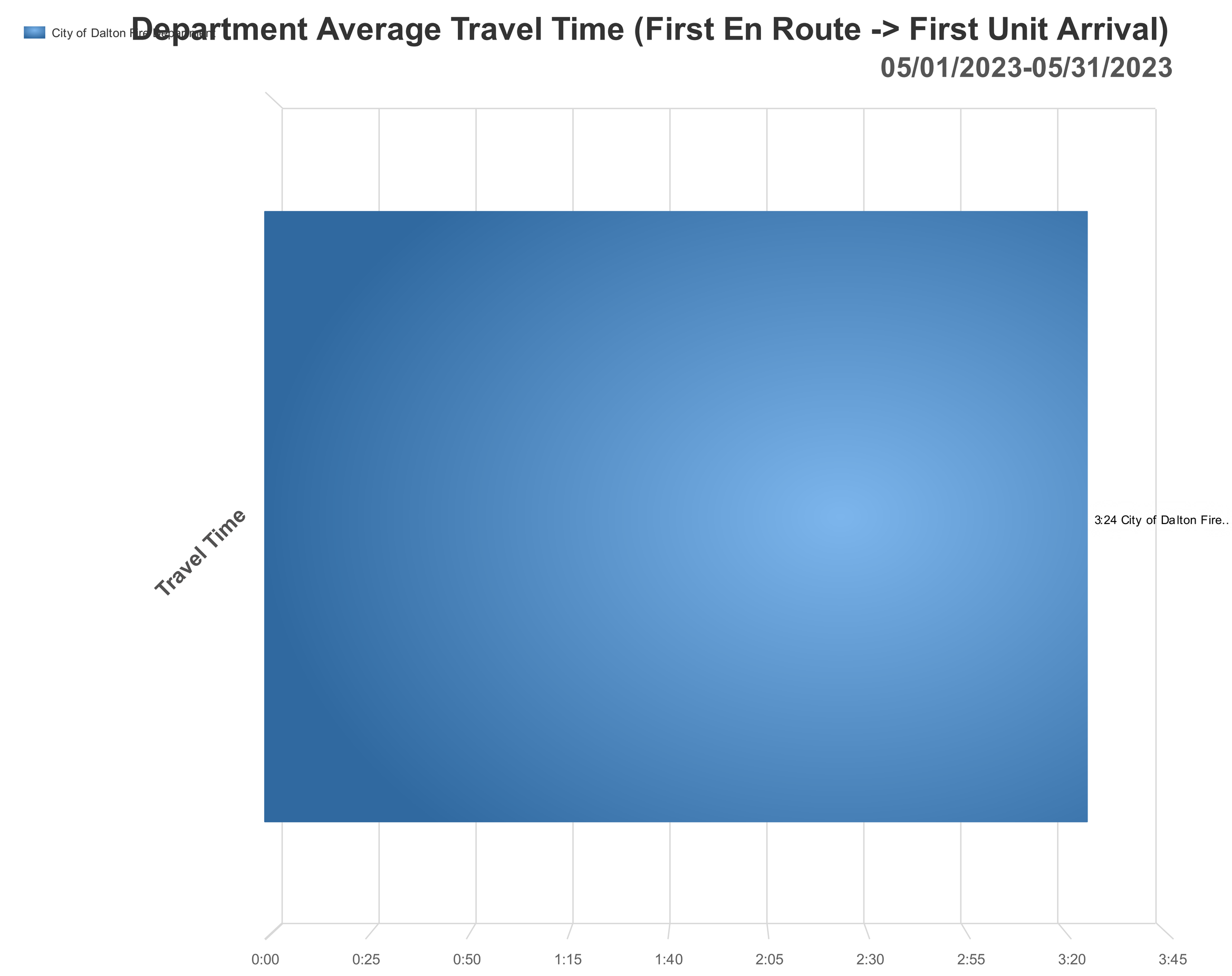
Department Average Turnout Time (Alarm-> First En Route)

05/01/2023-05/31/2023



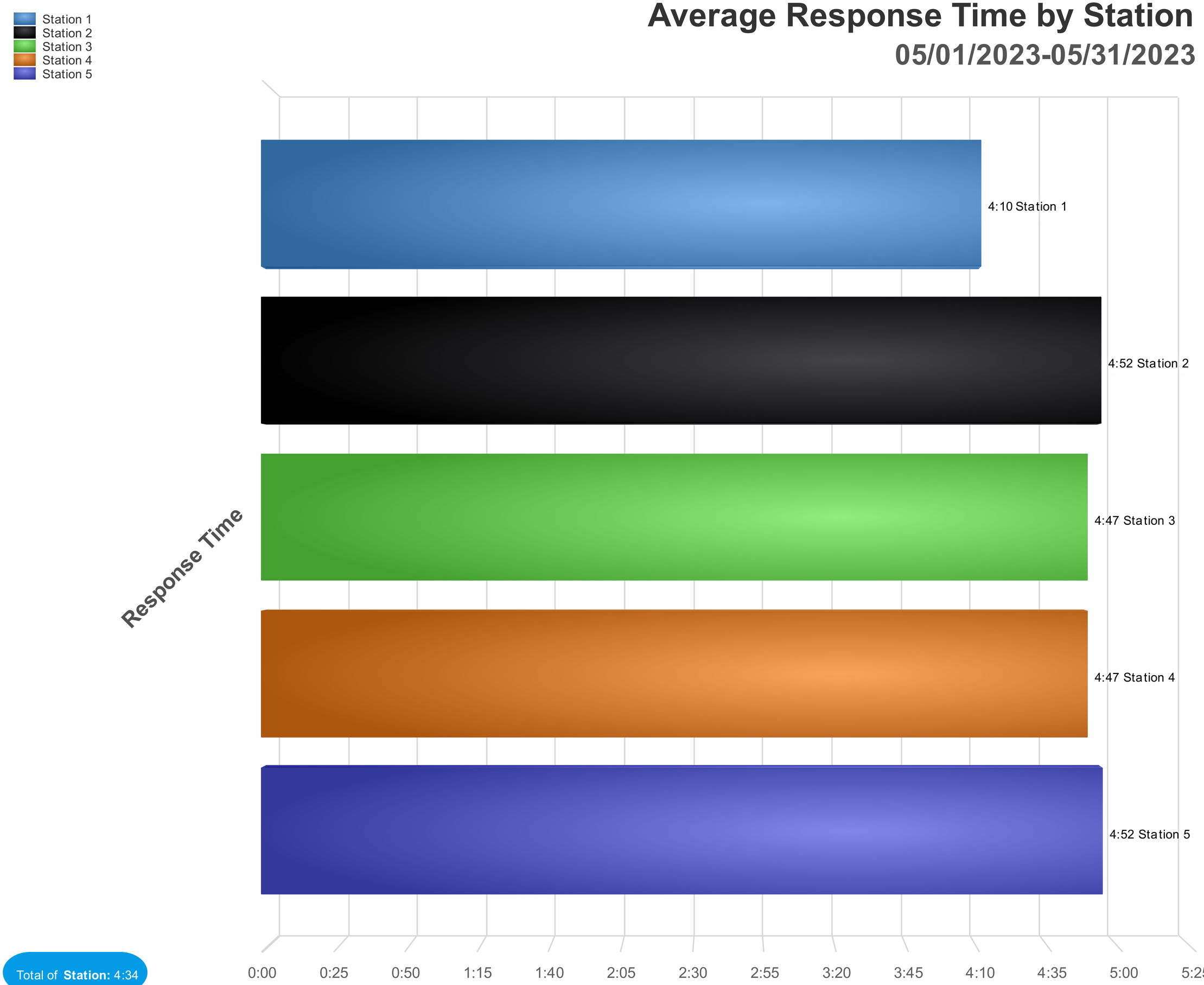
Department Average Travel Time (First En Route -> First Unit Arrival)

05/01/2023-05/31/2023



Average Response Time by Station

05/01/2023-05/31/2023



Total of **Station:** 4:34

Dalton Fire Department

404 School Street, Dalton, GA 30720

Phone: 706-278-7363

Staff Hours by Incident Type

Report Period: 05/01/23 - 05/31/23 23:59:59

Incident Type	Hours
311 Medical assist, assist EMS crew	179.52
322 Motor vehicle accident with injuries	40.08
735 Alarm system sounded due to malfunction	31.65
324 Motor vehicle accident with no injuries.	30.12
745 Alarm system activation, no fire - unintentional	16.87
413 Oil or other combustible liquid spill	12.90
743 Smoke detector activation, no fire - unintentional	12.65
142 Brush or brush-and-grass mixture fire	9.95
733 Smoke detector activation due to malfunction	7.79
445 Arcing, shorted electrical equipment	7.20
611 Dispatched & canceled en route	6.94
132 Road freight or transport vehicle fire	6.45
651 Smoke scare, odor of smoke	5.47
740 Unintentional transmission of alarm, other	5.43
500 Service Call, other	4.57
131 Passenger vehicle fire	4.40
352 Extrication of victim(s) from vehicle	4.25
154 Dumpster or other outside trash receptacle fire	3.77
622 No incident found on arrival at dispatch address	3.24
746 Carbon monoxide detector activation, no CO	1.72
151 Outside rubbish, trash or waste fire	1.53
444 Power line down	1.00
561 Unauthorized burning	0.75
353 Removal of victim(s) from stalled elevator	0.70

Incident Type	Hours
411 Gasoline or other flammable liquid spill	0.70
320 Emergency medical service incident, other	0.35
Total	**400**

Dalton Fire Department

404 School Street, Dalton, GA 30720

Phone: 706-278-7363

Injuries and Property Los

(Dates: 05/01/23 - 05/31/23 23:59:59)

CODE	DESCRIPTOR	FREQ	FREQ %	EXPs	CIV DTHS	CIV DTHS	CIV INJ	CIV INJS	FF DTHS	FF DTHS	FF INJ	FF INJS	PROP LOSS	PROP LOSS	CONT LOSS	CONT LOSS	TOTAL LOSS	TOTAL LOSS %
131	Passenger vehicle fire	3	1.03%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3,600	98.63%	0	0.00%	3,600	98.63%
132	Road freight or transport vehicle fire	0	0.00%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
142	Brush or brush-and-grass mixture fire	2	0.69%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
151	Outside rubbish, trash or waste fire	0	0.00%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
154	Dumpster or other outside trash receptacle fire	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	50	1.37%	0	0.00%	50	1.37%
311	Medical assist, assist EMS crew	177	61.03%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
320	Emergency medical service incident, other	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
322	Motor vehicle accident with injuries	16	5.52%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
324	Motor vehicle accident with no injuries.	13	4.48%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

CODE	DESCRIPTOR	FREQ	FREQ %	EXPs	CIV DTHS	CIV DTHS	CIV INJ	CIV INJS	FF DTHS	FF DTHS	FF INJ	FF INJS	PROP LOSS	PROP LOSS	CONT LOSS	CONT LOSS	TOTAL LOSS	TOTAL LOSS %
352	Extrication of victim(s) from vehicle	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
353	Removal of victim(s) from stalled elevator	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
411	Gasoline or other flammable liquid spill	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
413	Oil or other combustible liquid spill	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
444	Power line down	2	0.69%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
445	Arcing, shorted electrical equipment	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
500	Service Call, other	4	1.38%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
561	Unauthorized burning	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
611	Dispatched & canceled en route	25	8.62%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
622	No incident found on arrival at dispatch address	6	2.07%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
651	Smoke scare, odor of smoke	4	1.38%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
733	Smoke detector activation due to malfunction	3	1.03%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

CODE	DESCRIPTOR	FREQ	FREQ %	EXPs	CIV DTHS	CIV DTHS	CIV INJ	CIV INJS	FF DTHS	FF DTHS	FF INJ	FF INJS	PROP LOSS	PROP LOSS	CONT LOSS	CONT LOSS	TOTAL LOSS	TOTAL LOSS %
735	Alarm system sounded due to malfunction	7	2.41%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
740	Unintentional transmission of alarm, other	2	0.69%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
743	Smoke detector activation, no fire - unintentional	6	2.07%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
745	Alarm system activation, no fire - unintentional	11	3.79%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
746	Carbon monoxide detector activation, no CO	1	0.34%	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Totals		290	100%	0	0	100%	0	100%	0	100%	0	100%	3,650	100%	0	100%	3,650	100%
Mutual Aid Given Incidents		13																

Training Division Monthly Report
May 2023

Overview

The department hosted Dr. Meghan Lacks for a second series of group sessions on mental health among public safety personnel. This session covered the effects of irregular sleep patterns and sleep deprivation on responders and their families. Monthly training included territory familiarization, pre-fire training, core competency check-offs, special operations training, and company level drills chosen by company officers. Training hours during the month of May totaled 2,417.

Outside Schools

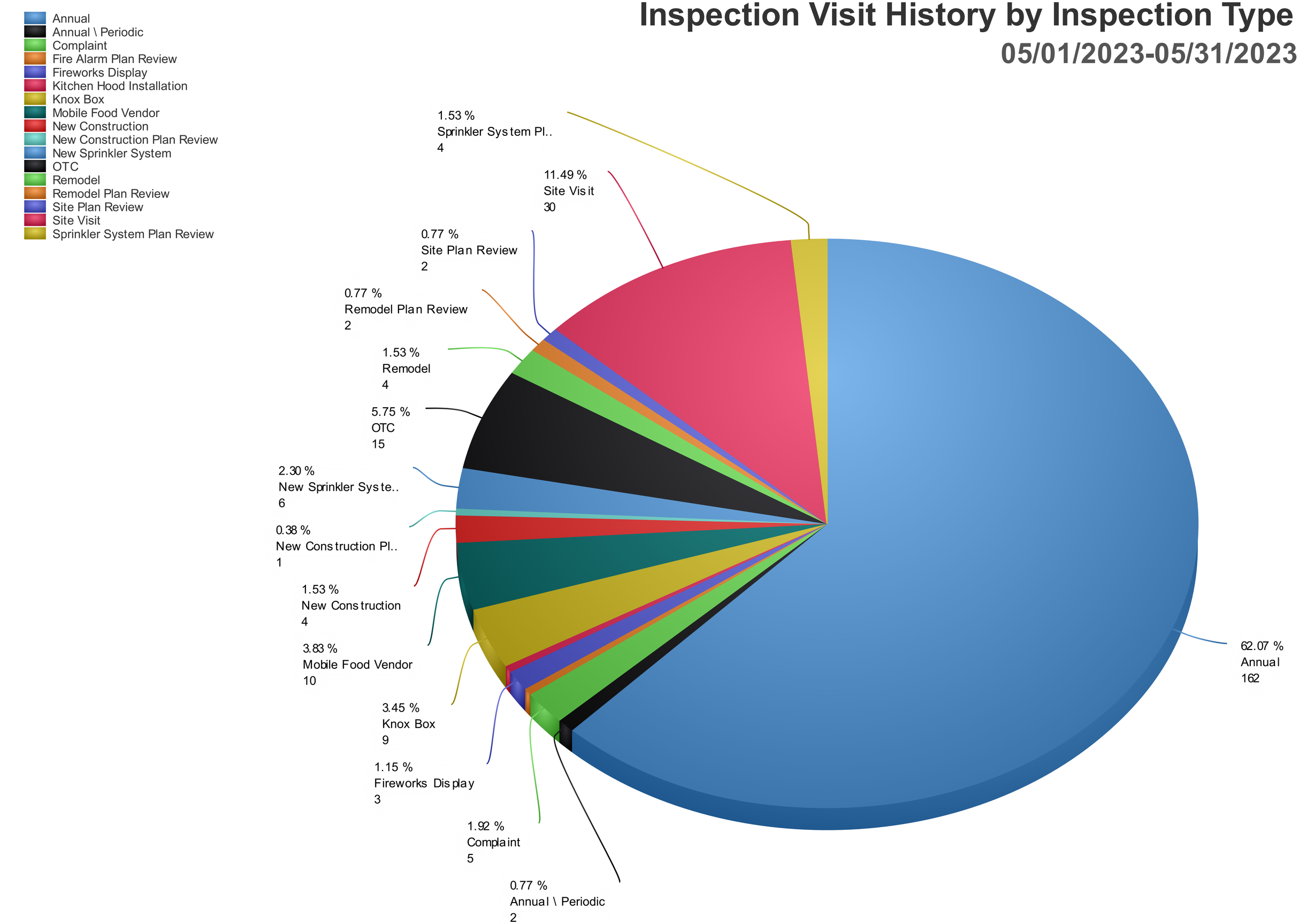
2 of the department's fire investigators attended Georgia Fire Investigator's Association Spring Conference in Helen, GA

2 students attended hands-on training courses at Metro Atlanta Firefighter's Conference (MAFFC) in Marietta, GA

1 firefighter completed the DFD Fire Officer Training Program

Inspection Visit History by Inspection Type

05/01/2023-05/31/2023



Total of **Inspection Type:** 261

YEAR-TO-DATE BUDGET REPORT

05/31/2023

FOR 2023 05

ACCOUNTS FOR: 0010 GENERAL FUND - OPERATING		ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
350000 511100	WAGES REG	6,026,000	0	6,026,000	2,299,494.38	.00	3,726,505.62	38.2%
350000 511300	WAGES - OT	519,000	0	519,000	177,904.06	.00	341,095.94	34.3%
350000 512100	GROUP INS	1,079,235	0	1,079,235	404,509.65	.00	674,725.35	37.5%
350000 512200	FICA & MED	500,800	0	500,800	188,710.21	.00	312,089.79	37.7%
350000 512401	RETDCP	396,000	0	396,000	148,186.72	.00	247,813.28	37.4%
350000 512402	RET DBP	323,000	0	323,000	120,885.69	.00	202,114.31	37.4%
350000 512403	RET STATE	28,800	0	28,800	11,375.00	.00	17,425.00	39.5%
350000 512700	WORKERS CO	107,000	0	107,000	44,588.00	.00	62,412.00	41.7%
350000 512900	OTHER EMPL	36,750	0	36,750	15,027.65	.00	21,722.35	40.9%
350000 512915	CLEANING A	49,900	0	49,900	1,146.40	.00	48,753.60	2.3%
350000 512950	FD CANCER	18,500	0	18,500	16,835.00	.00	1,665.00	91.0%
350000 521210	LEGAL FEES	4,800	0	4,800	540.00	.00	4,260.00	11.3%
350000 522140	LAWN CARE	4,000	0	4,000	2,340.00	156.40	1,503.60	62.4%
350000 522210	BUILD R&M	60,000	0	60,000	20,688.17	13.77	39,298.06	34.5%
350000 522220	EQ REPAIRS	24,000	2,700	26,700	10,760.45	22.36	15,917.19	40.4%
350000 522220	APPA MTN APP	100,000	23,690	123,690	48,111.95	517.95	75,060.10	39.3%
350000 522320	RENT EQUIP	4,500	0	4,500	1,521.96	.00	2,978.04	33.8%
350000 523100	INSURANCE	32,980	0	32,980	64,561.11	.00	-31,581.11	195.8%
350000 523200	COMMUNICAT	33,750	0	33,750	13,216.28	.00	20,533.72	39.2%
350000 523500	TRAVEL	20,000	0	20,000	3,608.52	.00	16,391.48	18.0%
350000 523600	DUES	6,000	0	6,000	1,581.18	.00	4,418.82	26.4%
350000 523630	RADIO SUBC	11,500	0	11,500	10,492.20	.00	1,007.80	91.2%
350000 523640	VEHICLE IM	1,100	0	1,100	.00	.00	1,100.00	.0%
350000 523700	TRAINING	28,000	0	28,000	9,716.98	.00	18,283.02	34.7%
350000 523900	OTHER PUR	0	300	300	259.75	.00	40.25	86.6%
350000 523920	SOFT LIC	16,000	2,400	18,400	18,363.50	.00	36.50	99.8%
350000 531100	SUP GENERA	25,000	-4,000	21,000	6,769.66	.00	14,230.34	32.2%
350000 531100	OPIOD SUP GENERA	0	1,500	1,500	.00	.00	1,500.00	.0%
350000 531110	SUP OFFICE	4,000	0	4,000	2,533.95	.00	1,466.05	63.3%
350000 531120	UNIFORMS	140,000	0	140,000	39,103.78	.00	100,896.22	27.9%
350000 531150	SUP GROUND	3,250	0	3,250	.00	.00	3,250.00	.0%
350000 531200	UTILITIES	163,000	0	163,000	62,400.09	.00	100,599.91	38.3%
350000 531250	OIL	5,000	0	5,000	1,754.56	.00	3,245.44	35.1%
350000 531270	GASOLINE	16,500	0	16,500	6,052.06	.00	10,447.94	36.7%
350000 531275	DIESEL	62,000	0	62,000	22,929.40	.00	39,070.60	37.0%
350000 531300	MEALS FOOD	2,000	0	2,000	521.02	.00	1,478.98	26.1%
350000 531600	SMALL EQUI	30,000	0	30,000	8,340.53	.00	21,659.47	27.8%
350000 531700	OTHER SUPP	15,000	-200	14,800	1,803.73	.00	12,996.27	12.2%
350000 531700	HAZM OTHER SUPP	12,000	0	12,000	1,495.84	.00	10,504.16	12.5%
350000 531700	SAFET OTHER SUPP	5,000	0	5,000	2,442.50	.00	2,557.50	48.9%
350000 542500	OTHER EQUI	4,000	0	4,000	1,557.08	.00	2,442.92	38.9%
TOTAL GENERAL FUND - OPERATING		9,918,365	26,390	9,944,755	3,792,129.01	710.48	6,151,915.51	38.1%
TOTAL EXPENSES		9,918,365	26,390	9,944,755	3,792,129.01	710.48	6,151,915.51	

YEAR-TO-DATE BUDGET REPORT

05/31/2023

FOR 2023 05

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	9,918,365	26,390	9,944,755	3,792,129.01	710.48	6,151,915.51	38.1%

** END OF REPORT - Generated by Melissa Coker Russell **

PROPOSAL

TO THE:
City of Dalton (Sourcewell ID#43364)
Attn: Chief T. Pangle
404 School St
Dalton, GA 30720

DATE: May 29, 2023

We hereby propose and agree to furnish the following firefighting equipment upon your acceptance of this proposal via the Sourcewell Co-Operative Purchasing Contract #113021-SUT:

One (1) Sutphen Severe Duty Heavy Rescue Complete and Delivered for the Total Sum of $1,199,786.00

The unit shall be manufactured completely in accordance to the following proposal and inspected at the manufacturing facility in approximately **24** months from the date of the contract signing or purchase order, subject to delays from all causes beyond our control. The unit shall be delivered approximately 4-6 weeks after the inspection, subject to delays from all causes beyond our control.

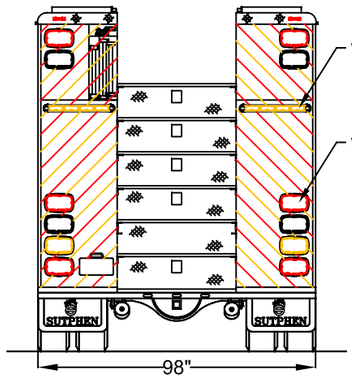
This proposal shall be valid for thirty (30) days. If the contract or purchase order is not received within this proposed duration, we reserve the right to extend, withdraw, or modify our proposal, including pricing, delivery times, and prepayment discounts as applicable.

A price increase takes effect on June 15th. 2023. Proposals are required to be good for thirty (30) days. If a Contract or Purchase Order is received on or before June 14th, 2023, there is a $50,000 credit. The purchase price would be $1,149,786.00

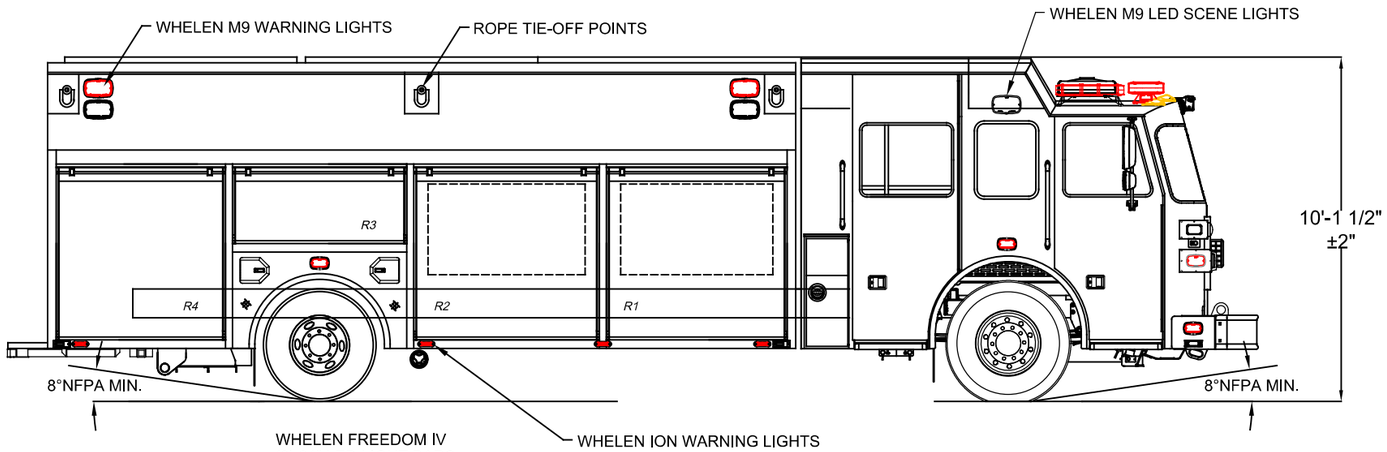
Should any changes be required as mandated by NFPA, EPA, or other Federal, State or Local Governments, or changes due to part availability or vendor relationships, such changes shall be documented on a change order and purchaser shall be responsible for additional charges as applicable. These may include but are not limited to changes that affect the major vendors of the fire apparatus industry such as pump manufacturer, seat manufacturer, electrical power supplies (generators) and powertrain (engine & transmission).

Respectfully submitted,

Jerry Harley
Authorized Representative for Sutphen Corporation
336-613-8202



FENDER STORAGE
LFF: SINGLE SCBA
LRF: SINGLE SCBA
RFF: SINGLE SCBA
RRF: SINGLE SCBA

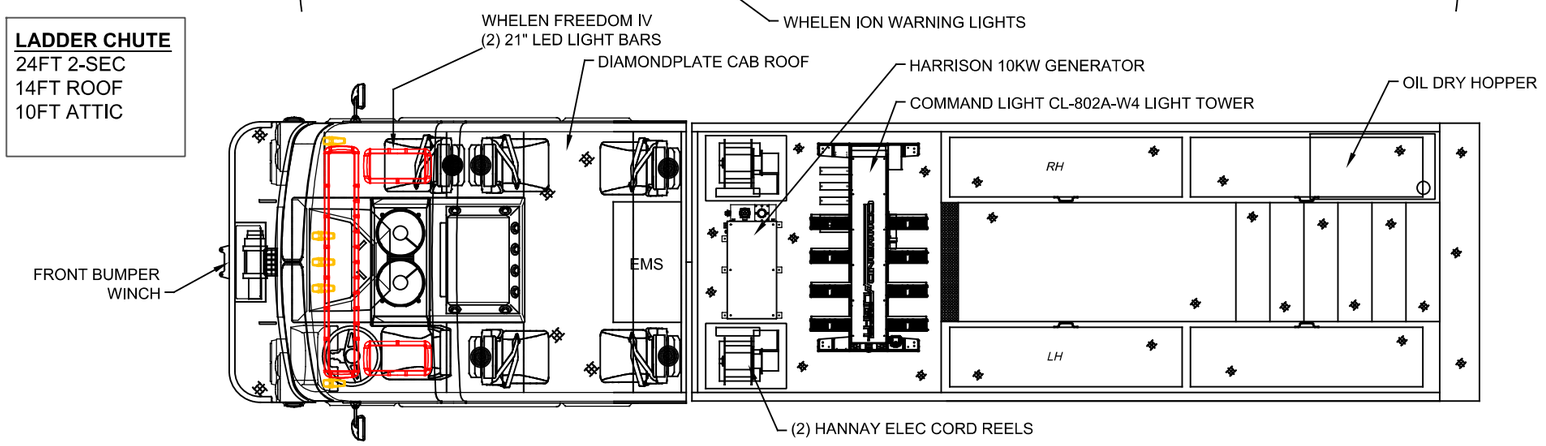


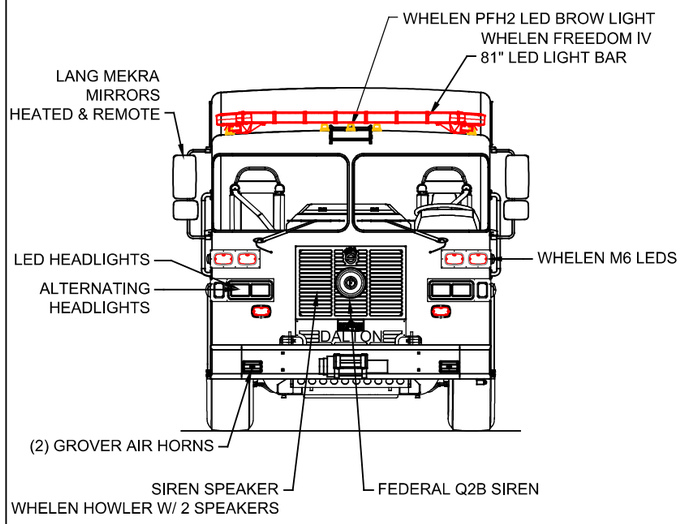
LEFT SIDE COMPARTMENTS				
COMPT	DOORS	OPENING DIMENSIONS	INSIDE DIMENSIONS	VOLUME
L1	ROLL-UP	38"w X 62"h	68"w X 66"h X 26 1/4"/Transverse d	89.1 CU. FT.
L2	ROLL-UP	38"w X 62"h	68"w X 66"h X 26 1/4"/Transverse d	89.8 CU. FT.
L3	ROLL-UP	57"w X 28"h	64"w X 32"h X 26 1/4"d	31.1 CU. FT.
L4	ROLL-UP	55"w X 62"h	64"w X 66"h X 26 1/4"d	64.2 CU. FT.

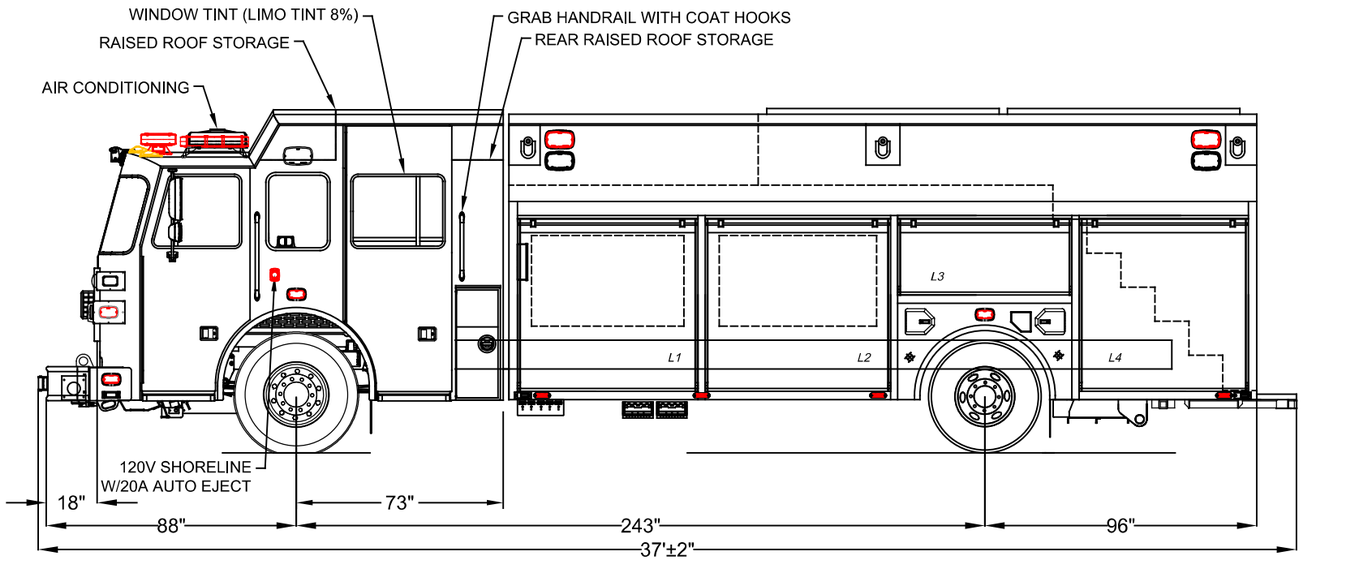
RIGHT SIDE COMPARTMENTS				
COMPT	DOORS	OPENING DIMENSIONS	INSIDE DIMENSIONS	VOLUME
R1	ROLL-UP	38"w X 62"h	68"w X 66"h X 26 1/4"/Transverse d	89.1 CU. FT.
R2	ROLL-UP	38"w X 62"h	68"w X 66"h X 26 1/4"/Transverse d	89.8 CU. FT.
R3	ROLL-UP	57"w X 28"h	64"w X 32"h X 26 1/4"d	31.1 CU. FT.
R4	ROLL-UP	55"w X 62"h	64"w X 66"h X 26 1/4"d	64.2 CU. FT.

COFFIN COMPARTMENTS				
COMPT	DOORS	OPENING DIMENSIONS	INSIDE DIMENSIONS	VOLUME
LH	HATCH	(2) 82"L X 21"w	176"L X 28"w X 30.75"d	87.7 CU. FT.
RH	HATCH	(2) 82"L X 21"w	176"L X 28"w X 30,75"d	87.7 CU. FT.
				TOTAL: 723.8 CU.FT.

LADDER CHUTE
24FT 2-SEC
14FT ROOF
10FT ATTIC







DIMENSIONS SHOWN ON THIS DRAWING ARE APPROXIMATE AND ARE SUBJECT TO MINOR DEVIATIONS DURING CONSTRUCTION.

IN THE EVENT OF A DISCREPANCY BETWEEN THE SUTPHEN SPECIFICATIONS AND DRAWING, THE SUTPHEN SPECIFICATIONS SHALL PREVAIL.

DRAWING IS FOR REFERENCE ONLY. SOME ITEMS PROPOSED MAY NOT BE SHOWN OR NOTED.

CUSTOMER APPROVAL

NAME:

TITLE:

DATE:

REV.	DESCRIPTION	BY	DATE
-	-	-	-

THIS PRINT IS PROVIDED ON A RESTRICTED BASIS AND IS NOT TO BE USED IN ANY WAY DETRIMENTAL TO THE INTEREST OF SUTPHEN CORPORATION.

DRAWN BY: J. GORDON

DATE: 05/16/2023

MFG. FACILITY: EAST

SUTPHEN

DALTON FIRE DEPT.
DALTON, GA

CUSTOM RESCUE - RA-22

DWG. NO.: HS-####

Sutphen Component Report Dealership: Williams Fire Apparatus	HS- Dalton Fire Department, Georgia Heavy Rescue
	Order#: DQ016411-1 Contact: Position: Phone: Mobile: Email:

Bill To	Ship To
Customer: Dalton Fire Department Contact: , Address: 404 School St. Dalton, Georgia 30720	Customer: Dalton Fire Department Contact: , Address: 404 School St. Dalton, Georgia 30720

Comments
Project Manager: Sales Person: Jerry Harley Revision Level: Truck Type: Body Facility:

Quote Line Number 1

Line	Item #	Qty	Item Description/Comments
1	10000225	1	STD WIRING SCHEMATIC (USB)
2	10310100	1	CHASSIS
			CHASSIS
3	10010006	1	CHASSIS, CUSTOM
4	51070244	1	WHEELBASE = 244
5	51010310	1	WHEELBASE GREATER THAN 200"
6	25010255	1	FRAME, 10" DOUBLE RAILS, DOMEX, SINGLE AXLE (110K PSI)
7	45040100	1	FRONT BUMPER CLIP
8	45010001	1	FRONT TOW EYES, BELOW BUMPER, PAINTED
9	45030220	1	ADDITIONAL FRONT TOW EYES, TOP OF BUMPER, PAINTED
10	46010000	1	REAR TOW EYES, PAINTED
11	40010250	1	STEERING - ROSS TAS-85
12	22010200	1	DRIVE LINE, SPICER, SPL250
13	23015220	1	ENGINE, CUMMINS X 15 605HP DOC-DPF-DEF-SCR OBD

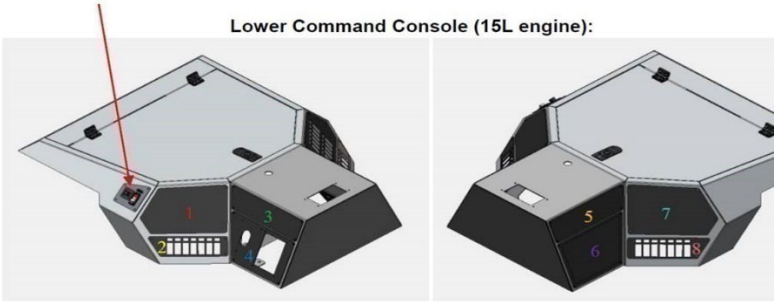
Line	Item #	Qty	Item Description/Comments
14	23029200	1	ENGINE WARRANTY, 5 YEAR, 100,000 MILES FOR CUMMINS (X SERIES)
15	23029400	1	AFTERTREATMENT WARRANTY, 5 YEAR, 100,000 MILES FOR CUMMINS (X SERIES)
16	23030006	1	AIR INTAKE/EMBER SEPARATOR
17	23031176	1	FUEL FILTER/WATER SEPARATOR, PRIMARY, FLEETGUARD FUEL PRO FH230
18	23031180	1	12VDC HEATER FOR FLEETGUARD FUEL/WATER SEPARATOR
19	23031220	1	FUEL FILTER, SECONDARY, FLEETGUARD, FF5825NN
20	47012535	1	TRANSMISSION, ALLISON GEN 6, EVS4500R W/RETARDER (X SERIES)
21	23110000	1	JACOBS ENGINE BRAKE
22	47024050	1	TRANSMISSION COOLER
23	47030000	1	ALLISON TOUCH PAD SHIFTER
24	47030110	1	SHIFTER PAD GEARING, 6 GEARS OPEN
25	47031000	1	HOT SHIFT PTO
26	47031050	1	SWITCH & WIRING FOR HOT SHIFT PTO
27	21021210	1	COOLING SYSTEM FOR X15
28	21030195	1	COOLANT FILTER
29	21030000	1	FAN CLUTCH
30	21030200	1	RADIATOR COOLANT RECOVERY, PRESSURIZED SYST
31	21030500	1	LONG LIFE ANTIFREEZE, 50/50 MIX
32	47088888	1	SPECIAL ITEM, ADDITIONAL COOLANT PURGE TANK
33	26010011	1	FUEL TANK, STAINLESS STEEL, 100 GAL
34	26030000	1	FUEL FILL
35	26030100	1	FUEL COOLER
36	24040000	1	DIESEL EXHAUST FLUID TANK
37	13012125	1	ALTERNATOR, C.E. NIEHOFF 415 AMP C570
38	13030100	1	LOW VOLTAGE ALARM, FLOYD BELL TXB-V86-515-QF
39	15010500	1	BATTERIES, INTERSTATE TYPE 31 MHD (4)

Line	Item #	Qty	Item Description/Comments
40	15031700	1	BATTERY JUMPER TERMINALS
41	15031525	1	BATTERY CHARGER, KUSSMAUL CHIEF 6012 W/REMOTE BAR GRAPH DISPLAY
42	15030435	1	120V SHORELINE INLET, KUSSMAUL SUPER 20 AUTO EJECT, 180° OPENING COVER 091-55-211-00-XXX
43	15040100	6	120V OUTLET WIRED TO SHORELINE INLET - EA (6)
44	14022120	1	FRONT AXLE, HENDRICKSON STEERTEK NXT 20,000 LB.
45	41022120	1	FRONT SUSPENSION, HENDRICKSON 20,000 LBS. (4) 56" LEAFS
46	41040510	1	STEER ASSIST
47	43010306	1	FRONT TIRES, GOODYEAR 385/65R22.5 LRJ ARMOR MAX PRO 22.5 x 12.25 WHEELS
48	14510530	1	REAR AXLE, MERITOR RS-26-185 27,000 LB.
49	14530100	1	TOP SPEED, 68 MPH
50	42010015	1	REAR SUSPENSION, FIREMAAX 27,000 LBS. AIR RIDE
51	44010308	1	REAR TIRES, GOODYEAR 12R22.5 X 8.25 LRH ENDURANCE RSA HIGHWAY 24,000 - 27,000 GVWR
52	42910200	1	TIRE PRESSURE MONITOR, REAL WHEELS, LED
53	44210210	1	WHEELS, ALUM, ALCOA, DURABRITE (max 27K rear)
54	44230110	1	INNER WHEELS COATED, SINGLE AXLE
55	44270100	1	HUB COVERS, FRONT & REAR, POLISHED STS (Single Axle)
56	44270300	1	CHROME LUG NUT CAPS, FRONT & REAR (Single Axle)
57	44271100	1	MUD FLAPS, FRONT (PAIR)
58	44271200	1	MUD FLAPS, REAR (PAIR)
59	54010020	1	DATA, SAFETY & WARNING TAGS APPLICATION, SCREW-ON
60	16010285	1	BRAKES STEERTEK DISC PLUS EX225 FRONT, SCAM 8.625" REAR (SINGLE AXLE)
61	18030400	1	FRONT WHEEL BRAKE ASSIST FOR FOUR WHEEL BRAKE SERVICE
62	18010041	1	AIR BRAKE SYST 4 TANKS WABCO 1200 DRYER (24K, 27K)
63	18030010	1	AIR BRAKE RELEASE VALVE, WABCO
64	18020000	1	CENTRAL LOCATION FOR AIR TANK DRAINS
65	18030140	1	AIR INLET CONNECTION W/CHECK VALVE

Line	Item #	Qty	Item Description/Comments
66	18035110	1	AIR COMPRESSOR, KUSSMAUL AUTO PUMP AC, 100PSI
67	18036105	1	TIMER, KUSSMAUL AUTO PUMP
68	18210000	1	ELEC STABILITY CONTROL SYST
69	18110050	1	WABCO 4 CHANNEL ANTI-LOCK BRAKES W/ASR (24K, 27K)
70	18142000	1	ASR DISCONNECT SWITCH ON DASH
71	14530500	1	TIRE CHAINS, ON-SPOT, 6 STRANDS
72	53510000	1	COMPRESSION FITTINGS ON AIR SYSTEM (CHASSIS)
73	54010000	1	MISCELLANEOUS ITEMS ON CHASSIS
74	10310110	1	CAB
			CAB
75	11023270	1	CAB TSAL4G 73" 15" RR 1/2
76	11030025	1	CAB CERTIFICATION - STRUCTURAL INTEGRITY
77	11030950	1	CAB LOCKDOWN LATCHES
78	11031025	1	CAB TILT SYSTEM, AIR CONTROL VALVE
79	11031100	1	MANUAL BACK-UP TILT SYSTEM
80	11031350	1	CAB DOORS, FULL LENGTH (4)
81	11031385	1	CAB STEPS, LOWER GRIP STRUT, INTERMEDIATE DIAMONDPLATE
82	11031399	1	CAB STEP LIGHTING, TECNIQ E45 LED STRIP LIGHTS
83	11031421	1	CAB DOOR WINDOWS, POWER (4)
84	11031401	1	CAB SIDE WINDOWS, FIXED, BOTH SIDES
85	11031460	1	NO WINDOWS, BACK WALL OF CAB
86	11031465	1	WINDOW TINTING (LIMO TINT 8%) - EACH (4)
87	52010010	1	ELECTRIC INTERMITTENT WIPERS
88	52030100	1	DEACTIVATE WINDSHIELD WIPERS WITH PARKING BRAKE ENGAGED
89	52030200	1	WINDSHIELD WASHER RESERVOIR
90	38010020	1	MIRRORS LANG MEKRA 300 SERIES HEATED & REMOTE
91	11024405	1	UPPER GRILLE, LEVEL STYLE FACADE (X SERIES)

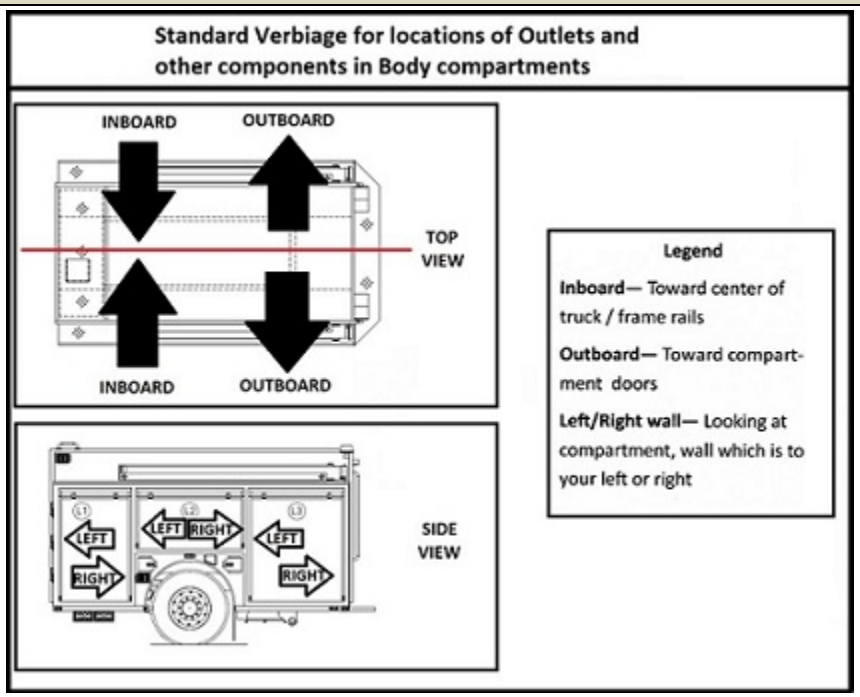
Line	Item #	Qty	Item Description/Comments
92	11024510	1	FLAMING “S” LOGO, UPPER GRILLE, ILLUMINATED
93	11024615	1	LOWER GRILLE, POLISHED STAINLESS, LASER CUT LETTERING W/ BACKLIGHTING
94	20010080	1	BUMPER, 18" POLISHED STAINLESS STEEL
95	20029800	1	BUMPER SIDES, DIAMONDPLATE
96	20050100	1	WINCH, BUMPER MOUNTED, WARN 12,000 LB.
97	20050250	1	PORTABLE WINCH, WARN, 4700 LB. (1)
98	12010500	1	AIR HORNS, DUAL, GROVER #2040 RECTANGULAR, BEHIND PERFORATION
99	12030015	1	AIR HORNS CUTOUTS IN BUMPER, BEHIND PERFORATIONS (X SERIES)
100	12030205	1	AIR HORNS WIRED TO STEERING WHEEL BUTTON
101	12030305	1	FOOT SWITCH, DRIVER'S SIDE
102	12030310	1	FOOT SWITCH, OFFICER'S SIDE
103	12030350	1	LANYARD CONTROL FOR AIR HORNS
104	12510109	1	ELEC SIREN, WHELEN 295HFSA7, REMOTE FLUSH MOUNT WITH REMOVABLE MIC
105	12530205	1	ELEC SIREN WIRED TO STEERING WHEEL BUTTON
106	12620100	1	SIREN SPEAKER, 100W, CAST PRODUCTS, SA4201-6B-A
107	12670110	1	SIREN SPEAKER(S) INSTALLED BEHIND CAB GRILLE
108	12550100	1	LOW FREQUENCY ELEC SIREN, WHELEN HOWLER W/(2) SPEAKERS
109	12710100	1	SIREN, FEDERAL Q2B, GRILLE MOUNT
110	12730305	1	FOOT SWITCH, DRIVER'S SIDE, FOR MECH SIREN
111	12730310	1	FOOT SWITCH, OFFICER'S SIDE, FOR MECH SIREN
112	12730363	1	SIREN BRAKE SWITCH FOR MECH SIREN, DRIVER'S & OFFICER'S SIDE
113	12730400	1	MASTER SHUT OFF SWITCH WITH GUARD FOR Q2B
114	32520520	1	HEADLIGHTS, LED, FIRETECH FT-4X6, DUAL STS HOUSINGS
115	48010300	1	FRONT TURN SIGNALS, WHELEN 400 SERIES LED (4)
116	32530750	1	ICC LIGHTS, LED, ROOF MOUNTED MARKERS, GROTE
117	27022120	1	HANDRAILS, CAB EXTERIOR, KNURLED STAINLESS STEEL (4) SIDE

Line	Item #	Qty	Item Description/Comments
118	27030615	1	COAT HOOKS ON UPPER GRAB HANDRAILS, DRIVER'S SIDE (2)
119	27030655	1	COAT HOOKS ON UPPER GRAB HANDRAILS, OFFICER'S SIDE (2)
120	27025000	1	HANDRAILS, CAB INTERIOR, BLACK RUBBER COATED (2) FRONT ENTRY
121	27030120	1	HANDRAILS, REAR CAB INTERIOR DOOR, BLACK RUBBERIZED (2) AND KNURLED STS AT WINDOW (2)
122	27040100	1	INTERIOR DOOR, NYLON STRAP
123	11032010	1	EXTERIOR COMPT, SIDE OF EXT CAB, 38" H, DS
124	11032450	1	COMPT DOOR LOCK - NOT PROVIDED
125	11032110	1	OPENING TO DRIVER'S SIDE CREW SEAT COMPT
126	11032060	1	EXTERIOR COMPT, SIDE OF EXT CAB, 38" H, OS
127	11032450	1	COMPT DOOR LOCK - NOT PROVIDED
128	11032120	1	OPENING TO OFFICER'S SIDE CREW SEAT COMPT
129	11032300	1	PIKE POLE STORAGE, EXTERIOR CAB COMPT
130	11032310	2	ADJUSTABLE SHELF, EXTERIOR CAB COMPT (EA) (2)
131	11035422	1	DIAMONDPLATE CAB ROOF 56" x FULL WIDTH
132	11033202	1	3/16" SMOOTH ALUM BACK WALL & SIDE WALLS, INSIDE CAB
133	31010285	1	INTERIOR, MULTISPEC BLACK SPECKLE PAINT W/GRAY-BLACK DURAWEAR
134	11032929	1	DOOR PANEL, FULL STS
135	31010291	1	CAB INTERIOR FLOOR COVERING, BLACK RUBBERIZED
136	11035375	1	DIAMONDPLATE CAB FLOOR
137	22510102	1	ENGINE ENCLOSURE, FULL LENGTH, WELDED ALUM
138	22510530	1	ENGINE ENCLOSURE COVERING, SCORPION BLACK URETHANE BLEND
139	11031550	1	CENTER CONSOLE EXTENSION
140	11031563	1	TOP OF EXTENSION, CUP HOLDERS (2) AND STORAGE SLOT
141	11031573	1	SIDES OF EXTENSION, DRIVER & OFFICER'S SIDE STORAGE SLOTS
142	22610050	1	ENGINE HOOD LIGHT, LED (1)
143	11031510	1	FLAT WORK SURFACE IN LIEU OF GLOVE BOX

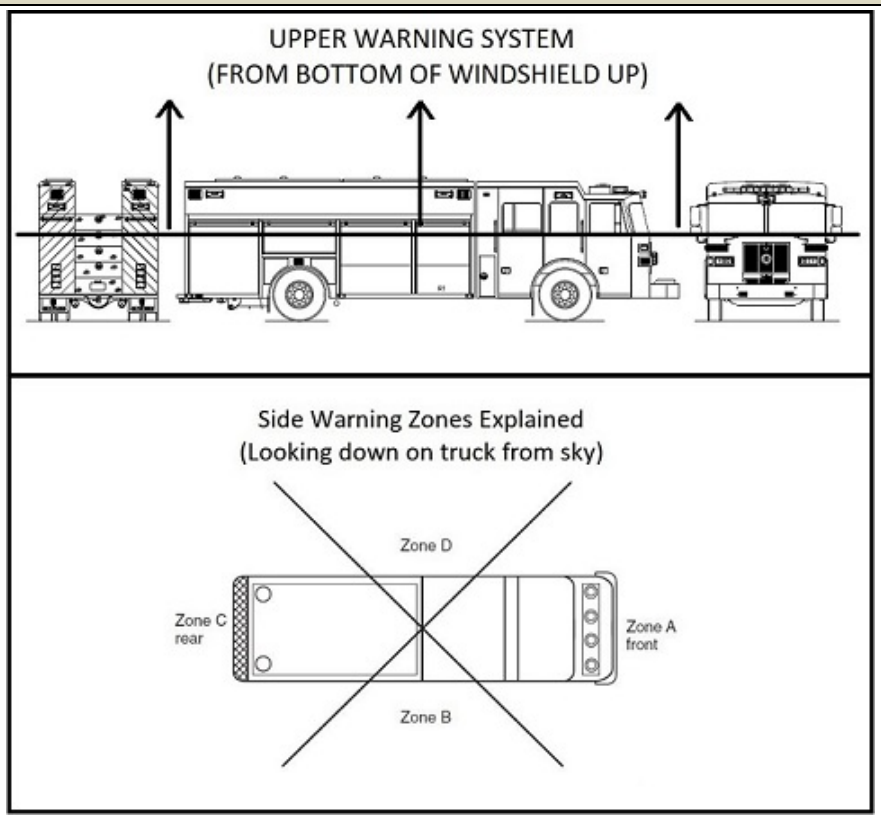
Line	Item #	Qty	Item Description/Comments
144	11031702	1	UPPER CREW DOOR AREA, GLOVE BOX HOLDERS (FLAT BACK)
145	29810100	1	CHASSIS ELECTRICAL DESCRIPTION
146	30010130	1	INSTRUMENTATION, AMETEK W/ CENTER & OVERHEAD CONSOLES
			Upper Command Console: 
147	30010510	1	LOWER COMMAND CONSOLE, X15
			Lower Command Console (15L engine): 
148	30031610	1	DO NOT MOVE LIGHT, WHELEN TIR3 LED
149	30031650	1	DO NOT MOVE ALARM
150	30031675	1	DO NOT MOVE DISENGAGE BUTTON
151	29930200	1	MAPBOOK SLOT ON BREAKER PANEL
152	29910100	1	PROGRAMMABLE LOAD MANAGER, CLASS-1 SUPERNODE II
153	30031100	1	HIGH IDLE SWITCH
154	11040000	1	CAB ACCESSORY FUSE PANEL
155	84541540	1	POWER & GROUND STUDS, UPPER COMMAND CONSOLE
156	84541545	1	POWER & GROUND STUDS, LOWER COMMAND CONSOLE
157	30110000	1	VEHICLE DATA RECORDER, AKRON/WELDON
158	30031810	5	12V DUAL POWER POINT (5)
159	30031840	5	12V DUAL POWER POINT, USB/USBC, KUSSMAUL (5)

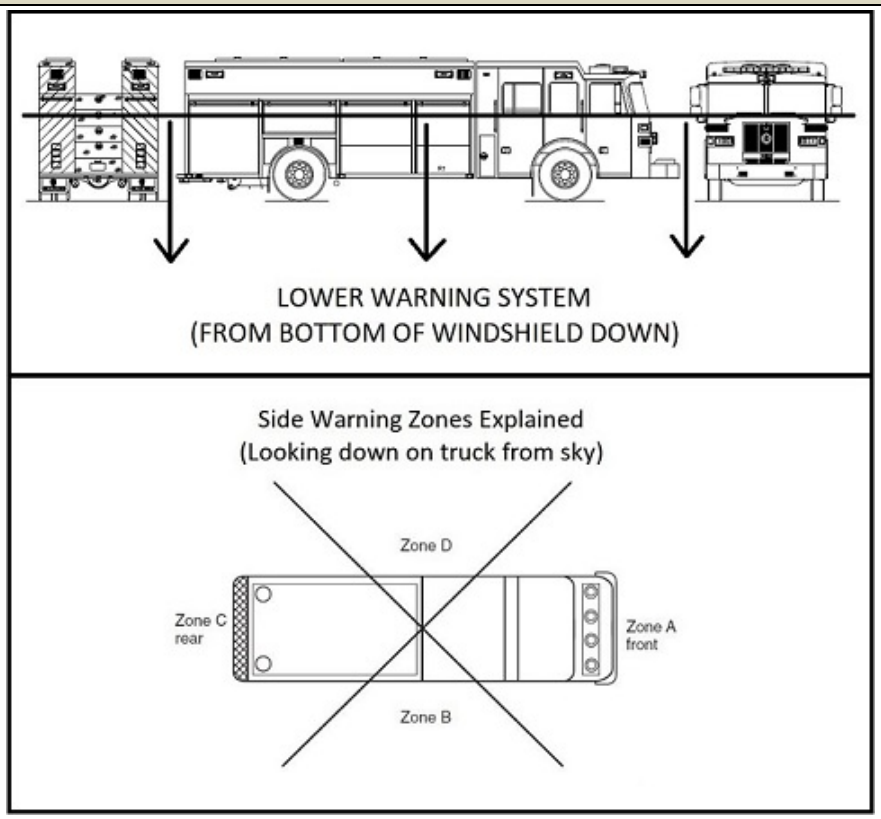
Line	Item #	Qty	Item Description/Comments
160	33510035	1	INTERIOR CAB LIGHTS, WHELEN 6" ROUND RED/CLEAR LED (3)
161	34010035	1	INTERIOR CREW LIGHTS, WHELEN 6" ROUND RED/CLEAR LED (3)
162	33530652	1	INTERIOR CAB DOOR WARNING LIGHTS, WHELEN 500 TIR6 LED, 50*03Z*R (QTY 4)
163	28010750	1	DEFROSTER, HEATER & A/C, SEVERE CLIMATE (TM-31)
164	28090003	1	HEAT TO FEET
165	28090100	1	A/C TO FACE
166	28030500	1	DEFROSTER DUCTWORK, ENTIRE WINDSHIELD
167	11031686	1	TOP HEAT/AC STORAGE, TOOL TRAY, 24.5”x 18.5” W/2” LIP
168	38510104	1	DRIVER'S SEAT, BOSTROM SIERRA HIGH BACK AIR RIDE ABTS (DURAWEAR PLUS, LOW SEAM)
169	38320000	1	HELMET STORED IN COMPARTMENT
170	39010118	1	OFFICER'S SEAT, BOSTROM TANKER 450, ABTS SCBA (DURAWEAR PLUS, LOW SEAM)
171	39030020	1	OFFICER’S SEAT COMPT, FRONT DOOR
172	38320000	1	HELMET STORED IN COMPARTMENT
173	39521129	1	CREW SEAT 1, BOSTROM TANKER 450, ABTS SCBA (DURAWEAR PLUS, LOW SEAM)
174	38320000	1	HELMET STORED IN COMPARTMENT
175	39521130	1	CREW SEAT 2, BOSTROM TANKER 450, ABTS SCBA (DURAWEAR PLUS, LOW SEAM)
176	38320000	1	HELMET STORED IN COMPARTMENT
177	11031828	1	EMS CABINET, FORWARD FACING, DOUBLE ON CREW SEAT RISER (RAISED ROOF)
178	11032250	1	INTERIOR ACCESS, ROLL-UP DOOR, AMDOR
179	11032450	1	COMPT DOOR LOCK - NOT PROVIDED
180	11032312	1	ADJUSTABLE SHELVES, EMS COMPT (2)
181	39521432	1	CREW SEAT 5, BOSTROM TANKER 400CT, ABTS SCBA FLIP UP (DURAWEAR PLUS, LOW SEAM)
182	38320000	1	HELMET STORED IN COMPARTMENT
183	39521433	1	CREW SEAT 6, BOSTROM TANKER 400CT, ABTS SCBA FLIP UP (DURAWEAR PLUS, LOW SEAM)
184	38320000	1	HELMET STORED IN COMPARTMENT
185	39550200	1	SEAT COLOR, BLACK

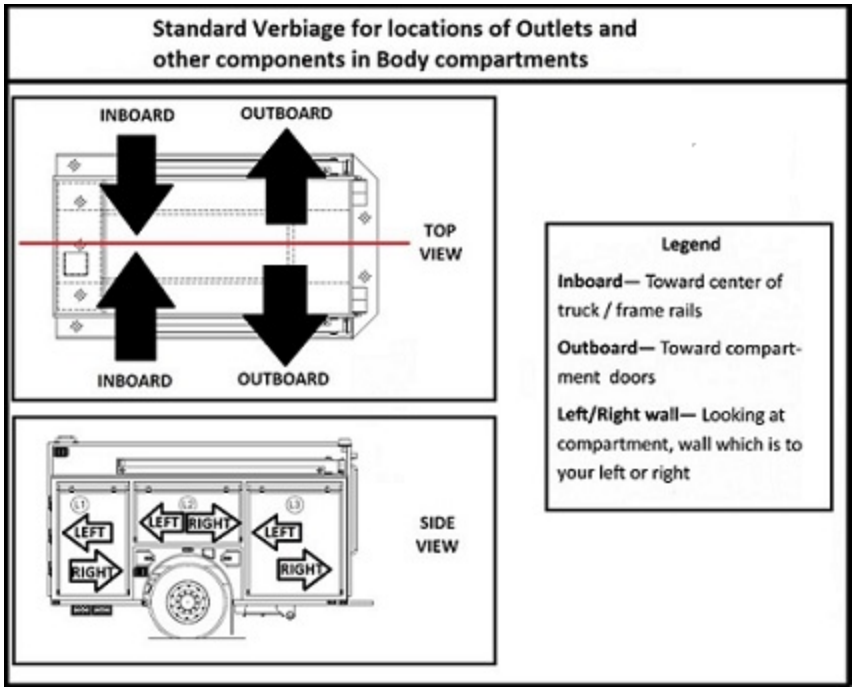
Line	Item #	Qty	Item Description/Comments
186	39610000	5	SCBA BRACKETS, BOSTROM, SECURE ALL (5)
187	38410000	1	SEAT BELT WARNING SYSTEM, AKRON / WELDON
188	39710015	1	CREW SEAT COMPT, FRONT DROP-DOWN DOORS (73" CAB)
189	11031755	1	OVERHEAD STORAGE, FRONT OF 15" RR W/DOORS
190	11031756	1	OVERHEAD STORAGE, REAR OF 15" RR W/DOORS
191	84541600	1	MOUNTING OF CUSTOMERS RADIO-SINGLE HEAD
192	84541700	2	INSTALLATION OF CUSTOMERS 2-WAY RADIO ANTENNA (2)
193	84541500	1	WIRING OF CAB FOR FUTURE INSTALLATION OF HANDLIGHT CHARGERS OR RADIO CHARGERS
194	30080160	1	HD STEREO, JENSEN, AM/FM/WB/CD/BT
195	84530205	1	WIRED INTERCOM, DAVID CLARK - 6 POSITION
196	84560515	1	CAMERA SYSTEM, VOYAGER 2 (WIRED)
197	10310300	1	BODY
BODY			
198	80029895	1	BODY SUBFRAME, RESCUES
199	80130130	1	BODY RA-22 22' ALUM, WALK AROUND, SINGLE AXLE, W/DOUBLE HATCH COMPTS
200	80421355	1	REAR CENTER STAIRCASE W/STORAGE COMPARTMENTS
201	80421360	1	STAIRCASE FINISH, DIAMONDPLATE
202	80421450	1	UPPER BODY, CENTER WALKWAY
203	80421550	1	WALKWAY FINISH, DIAMONDPLATE
204	80421465	1	WALKWAY LIGHTS, TECNIQ E44
205	80421560	1	UPPER HATCH COMPT FINISH, DIAMONDPLATE
206	80245125	1	OIL DRY HOPPER (IN UPPER HATCH COMPARTMENT)
207	80421610	1	ROPE TIE-OFFS, (3) EA SIDE - TOTAL (6)
208	80421650	1	SCUFF PLATE FOR ROPE TIE-OFFS, BRUSHED ALUMINUM
209	10310302	1	BODY COMPARTMENTS
BODY COMPARTMENTS			

Line	Item #	Qty	Item Description/Comments
			
210	81165705	1	UNISTRUT TRACK IN COMPTS
211	80220140	1	COMPT DOORS, AMDOR ROLL-UP, PAINTED
212	80230600	1	DOOR SILL PROTECTION, BODY COMPTS, PROTEC, CLEAR FILM
213	80230008	8	PULL CORDS FOR ROLL-UP DOORS (8)
214	80230002	8	ROLL-UP DOOR DRIP PAN/GUARD (NO DRAIN) (8)
215	80230355	1	COMPT INTERIOR FINISH, SMOOTH
216	84531110	1	COMPT LIGHTING, AMDOR LED LIGHT STRIPS, 2 PER COMPT
217	10310305	1	BODY EXTERIOR
			BODY EXTERIOR
218	81910100	1	HANDRAILS, KNURLED STS
219	82510000	1	RUB RAILS, ANODIZED ALUM
220	83010050	1	ALUMINUM TREADPLATE (ALUM PPR, PRG1, C-SER, TANKER)
221	80231200	1	4 SCBA CYLINDER COMPTS (2 LEFT, 2 RIGHT)
222	80290310	4	DOOR FINISH, BRUSHED STAINLESS, SINGLE/DOUBLE SCBA COMPT (4)
223	83030705	1	REAR FENDERS, ALUMINUM TREADPLATE
224	89011500	1	ALCO-LITE PEL-24 24'2 SEC & PRL-14 14' ROOF & 10' FOLDING

Line	Item #	Qty	Item Description/Comments
225	89510510	1	LADDERS SLOTTED IN UPPER HATCH COMPARTMENT
226	89520220	1	LADDER ENCLOSURE, SMOOTH ALUM DOOR
227	10310310	1	ELECTRICAL
			ELECTRICAL
228	80232140	1	2" RECEIVER, SIDES - 8,000 # RATING (PA)
229	80232145	1	2" RECEIVER, REAR - 8,000 # RATING (PA)
230	80232175	3	WIRING FOR WINCH RECEIVER (3)
231	84550110	1	LICENSE PLATE BRACKET W/ LIGHT, LED
232	84511100	1	BODY ELECTRICAL DESCRIPTION
233	84520000	1	BACK UP ALARM, ECCO SA917
234	85028888	1	SPECIAL Tail Lights TAILLIGHTS, WHELEN M9 SERIES, LED STOP/TAIL/TURN/REVERSE, INDIVIDUALLY MOUNTED (PAIR)
235	85110100	1	ICC LIGHTS, LED
236	85510300	1	STEP LIGHTS, LED
237	85710050	1	UNDERCARRIAGE GROUND LIGHTS, AMDOR LUMABAR H20 LED
238	85730050	8	ADDITIONAL GROUND LIGHT, AMDOR LUMABAR H20 LED (8)
239	86600020	1	OPTICAL WARNING SYSTEM, UPPER (RESCUE)

Line	Item #	Qty	Item Description/Comments
			
240	**86610230**	**1**	**UPPER WARNING LIGHTS, ZONE A (FRONT), WHELEN FREEDOM IV 81" LED LIGHT BAR, F4N1QLED, 20 MODULES**
241	**86920100**	**1**	**UPPER ZONE A LIGHTBAR, STANDARD CONFIGURATION**
242	**86699998**	**1**	**UPPER WARNING LIGHTS, ZONE B (OFFICER'S SIDE), COVERED BY ZONES A & C (Surface Mount)**
243	**86710305**	**1**	**UPPER WARNING LIGHTS, ZONE C (REAR), WHELEN LED, M9 SERIES SURFACE MOUNT, M9* (QTY 4)**
244	**86899998**	**1**	**UPPER WARNING LIGHTS, ZONE D (DRIVER'S SIDE), COVERED BY ZONES A & C (Surface Mount)**
245	**87100020**	**1**	**OPTICAL WARNING SYSTEM, LOWER (RESCUE)**

Line	Item #	Qty	Item Description/Comments
			
246	87110210	1	LOWER WARNING LIGHTS, ZONE A (FRONT), WHELEN M6 LED, M6* (QTY 4)
247	87811130	1	LOWER, ZONE A - MOUNTING LOCATION (DUAL HOUSINGS)
248	87210200	1	LOWER WARNING LIGHTS, ZONE B (OFFICER'S SIDE), WHELEN M6 LED, M6* (QTY 2), ION T-SERIES LED, TLI* (QTY 1)
249	87812110	1	LOWER, ZONE B - MOUNTING LOCATION (PUMPERS, TANKERS, RESCUES)
250	87310200	1	LOWER WARNING LIGHTS, ZONE C (REAR), WHELEN M6 LED, M6* (QTY 2)
251	87410200	1	LOWER WARNING LIGHTS, ZONE D (DRIVER'S SIDE), WHELEN M6 LED, M6* (QTY 2), ION T-SERIES TLI* (QTY 1)
252	87814110	1	LOWER, ZONE D - MOUNTING LOCATION (PUMPERS, TANKERS, RESCUES)
253	87590888	1	~UPGRADE WARNING LIGHTS
254	87037238	1	ADDITIONAL LIGHTBARS, WHELEN MINI FREEDOM IV 21" LED LIGHT BARS, F4NMINI (PAIR)
255	87537734	3	ADDITIONAL WARNING LIGHTS, WHELEN M6 LED, M6* (PAIR) (3)
256	87537738	3	ADDITIONAL WARNING LIGHTS, WHELEN ION T-SERIES LED, TLI*(PAIR) (3)
257	87537744	1	ADDITIONAL WARNING LIGHTS, WHELEN M9 SERIES LED, M9* (PAIR) (1)
258	87040008	1	TRAFFIC ADVISOR, WHELEN LED, TAL85 22" 2-PIECE
259	88391200	1	SCENE LIGHT, WHELEN PIONEER PFH2, 12V LED, BROW (1)

Line	Item #	Qty	Item Description/Comments
260	86537816	8	SCENE LIGHTS, WHELEN M9 LED, SURFACE MOUNT (PAIR) (8)
261	88399940	4	ADDITIONAL SWITCH, 3-WAY FOR 12V LIGHTS (EA) (4)
262	10310320	1	GENERATOR & ACCESSORIES
			GENERATOR & ACCESSORIES
			
263	88230610	1	GENERATOR, HARRISON, 10KW HYD
264	88250405	1	CIRCUIT BREAKER PANEL WITH 8 SPACES FOR BREAKERS
265	88251100	1	BREAKER PANEL, STD LOCATION (L1)
266	88232025	1	AUTOMATIC TRANSFER SWITCH, PROGRESSIVE DYNAMICS, PD5100
267	88431105	2	HANNAY ECR-1614-17-18 REEL W/100' 10/3 (2)
268	88433000	1	MOUNTING OF ELEC CORD REEL IN UPPER HATCH COMPT
269	88433000	1	MOUNTING OF ELEC CORD REEL IN UPPER HATCH COMPT
270	88488888	1	SPECIAL ITEM, REELS TO HAVE 200' OF 10/3
271	88328888	1	SPECIAL Light Tower CL802A-W4 8-HEAD LED LIGHT TOWER (GENERATOR POWER)
272	88381575	1	LIGHT TOWER STROBE FEATURE
273	10310410	1	PAINT & FINISH
			PAINT & FINISH
274	89910000	1	CORROSION REDUCTION PROGRAM (SPECS)

Line	Item #	Qty	Item Description/Comments
275	90010020	1	PAINT SCHEME
276	90030010	1	TWO TONE CAB & BODY
277	90029910	1	PAINT BREAK #1 - BOTTOM OF WINDSHIELD
			
278	90030154	1	PAINT FRAME RAILS & BODY REAR DROP - BLACK
279	90030015	1	A/C CONDENSER PAINTED ROOF COLOR
280	90510100	1	LETTERING, NOT PROVIDED
281	90588888	1	SPECIAL ITEM, DALTON - GA FLEET GRAPHICS PACKAGE
282	90600220	1	REFLECTIVE MATL, INTERIOR CAB DOORS, CHEVRONS, REFLEXITE
283	90630610	1	1/2" 22KT GOLD STRIPE W/PRINTED EDGES AT CAB PAINT BREAK
284	90610200	1	6" SCOTCHLITE STRIPE AROUND TRUCK
285	90630100	2	1" SCOTCHLITE STRIPE ABOVE OR BELOW - EACH (2)
286	90680120	1	CHEVRON STRIPING, REAR BODY OUTBOARD, REFLEXITE
287	90684120	1	CHEVRON STRIPING, LADDER ENCLOSURE DOOR, REFLEXITE
288	10310420	1	EQUIPMENT
			EQUIPMENT
289	91010000	1	MISC EQUIP - (1) PINT TOUCH-UP PAINT, STAINLESS STEEL NUTS & BOLTS
290	91030700	1	ZIAMATIC SAC-44 FOLDING WHEEL CHOCKS (PAIR) MTD W/ SQCH-44H HOLDERS
291	10310600	1	COMPLETION & WARRANTY
			COMPLETION & WARRANTY
292	99010100	1	MANUALS, ELECTRONIC VERSION (2-USB)

Line	Item #	Qty	Item Description/Comments
293	99031195	1	DEALER DELIVERY
294	99520110	1	WARRANTY, ONE YEAR
295	99521100	1	WARRANTY, FRAME, LIFETIME
296	99521200	1	WARRANTY, CAB STRUCTURAL, 10 YR.
297	99521300	1	WARRANTY, BODY STRUCTURAL, 10 YR.
298	99521400	1	WARRANTY, PAINT, 10 YR.
299	99521900	1	WARRANTIES, MAJOR VENDOR COMPONENTS
300	10310500	1	DEALER SUPPLIED
DEALER SUPPLIED			
301	PDB001096	1	DEALER SUPPLIED - SHELVING & TRAY ALLOWANCE
302	Other	1	DEALER SUPPLIED - OTHER - Mount Knox Box

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INTENT OF SPECIFICATIONS

It is the intent of these specifications to cover the furnishing and delivery to the City of Dalton a complete apparatus equipped as hereinafter specified. With a view of obtaining the best results and the most acceptable apparatus for service in the fire department, these specifications cover only the general requirements as to the type of construction and tests to which the apparatus must conform, together with certain details as to finish, equipment and appliances with which the successful bidder must conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the contractor, who shall be solely responsible for the design and construction of all features. The apparatus shall conform to the requirements of the current (at the time of bid) National Fire Protection Association Pamphlet #1901 for Motor Fire Apparatus unless otherwise specified in these specifications.

Bids shall only be considered from companies which have an established reputation in the field of fire apparatus construction and have been in business for a minimum of ten (50) years.

Each bid shall be accompanied by a set of "Contractor's Specifications" consisting of a detailed description of the apparatus and equipment proposed and to which the apparatus furnished under contract must conform. Computer run-off sheets are not acceptable as descriptive literature.

The specifications shall indicate size, type, model and make of all component parts and equipment.

STATEMENT OF EXCEPTIONS TO NFPA 1901

If, at the time of delivery, the apparatus manufacturer is not in compliance, a statement of exceptions must be provided as follows:

- The specific standard affected.
- A statement describing why the manufacturer is not in compliance.
- A description of the remedy, and who the responsible party is.

The document must be signed by an officer of the company, and an authorized agent of the purchaser. NO EXCEPTIONS

QUALITY AND WORKMANSHIP

The design of the apparatus must embody the latest approved automotive engineering practices.

The workmanship must be the highest quality in its respective field. Special consideration shall be given to the following points: Accessibility to various areas requiring periodic maintenance, ease of operation (including both pumping and driving) and symmetrical proportions.

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

PERFORMANCE TESTS AND REQUIREMENTS

A road test shall be documented with the apparatus fully loaded and a continuous run of ten (10) miles or more shall be made under all driving conditions, during which time the apparatus shall show no loss of power or overheating. The transmission drive shaft or shafts, and rear axles shall run quietly and free from abnormal vibration or noise throughout the operating range of the apparatus. The apparatus, when loaded, shall be approximately 66% on the rear axle. The successful bidder shall furnish a weight certification showing weight on the front and rear axle, and the total weight of the completed apparatus at the time of delivery.

a. The apparatus must be capable of accelerating to 30 MPH from a standing start within 25 seconds on a level concrete highway without exceeding the maximum governed engine RPM.

b. The service brakes shall be capable of stopping the fully loaded vehicle within 35 feet from a speed of 25 MPH on a level concrete highway.

c. The apparatus, fully loaded, shall be capable of obtaining a speed of 50 MPH on a level highway with the engine not exceeding 95% of its governed RPM (full load).

d. The apparatus shall be tested and approved by a qualified testing agency in accordance with their standard practices for pumping engines.

e. The contractor shall furnish copies of the Pump Manufacturer's Certification of Hydrostatic Test (if applicable), the Engine Manufacturer's current Certified Brake Horsepower Curve and the Manufacturer's Record of Construction Details.

FAILURE TO MEET TESTS

In the event the apparatus fails to meet the test requirements of these specifications on the first trial, a second trial may be made at the option of the bidder within thirty (30) days of the date of the first trials. Such trials shall be final and conclusive and failure to comply with these requirements shall be cause for rejection. Permission to keep and/or store the apparatus in any building owned or occupied by the purchaser shall not constitute acceptance of same.

EXCEPTIONS TO SPECIFICATIONS

The following specifications shall be strictly adhered to. Exceptions shall be considered if they are deemed equal to or superior to the specifications, provided they are fully explained on a separate page entitled "EXCEPTIONS TO SPECIFICATIONS." Exceptions shall be listed by page and paragraph.

Failure to denote exceptions in the above manner shall result in immediate rejection of the proposal. In addition a general statement taking "TOTAL EXCEPTION" to the specifications shall result in immediate rejection of bid.

GENERAL CONSTRUCTION

The apparatus shall be designed and the equipment mounted with due consideration to distribution of load between the front and rear axles so that all specified equipment, including filled water tank, a full complement of personnel and fire hose shall be carried without injury to the apparatus. Weight balance and distribution shall be in accordance with the recommendations of the International Association of Fire Chiefs and National Fire Association (or American Insurance Association). Certified Laboratories certificate shall be submitted by the manufacturer. Weight of apparatus shall meet all federal axle load laws.

DELIVERY REQUIREMENTS

The apparatus shall be completely equipped as per these specifications upon arrival and on completion of the required tests shall be ready for immediate service in the fire department of the purchaser. Any and all alterations required at the scene of delivery to comply with these specifications must be done at the contractor's expense.

PURCHASER RIGHTS

The Purchaser reserves the right to accept or reject any bid. The purchaser also reserves the right to award in their best interest and reserves the right to waive any formalities.

U.S.A. MANUFACTURER

The entire apparatus shall be assembled within the borders of the Continental United States to insure more readily available parts (without added costs and delays caused by tariffs and customs) and service, as well as protecting the purchaser should legal action ever be required.

MANUFACTURER'S EXPERIENCE

Each manufacturer shall have been in business making similar apparatus for a minimum of seventy-five (75) years and must have had single ownership for more than fifty (50) years.

ELIMINATION OF DIVIDED RESPONSIBILITY

It is required that each bidder produce both the chassis and complete apparatus. To eliminate divided responsibility and service, the chassis and body must be manufactured by the same Company. Manufacturer shall state the number of years the Company has been producing their own chassis and body. Manufacturer shall state compliance with the paragraph. NO EXCEPTIONS.

FAMA COMPLIANCE

Manufacturer must be a current member of the Fire Apparatus Manufacturer's Association.

WIRING SCHEMATIC

Wiring diagrams of the apparatus shall be provided on a USB flash drive at the time of delivery.

PRE-CONSTRUCTION CONFERENCE

After award of the contract, and prior to construction of the apparatus, a pre-construction conference shall be held at the facility of the manufacturer. A provision shall be provided in the bid price for all travel, food and lodging.

INSPECTION TRIPS

An inspection trip shall be provided at the manufacturer's facility, prior to delivery of the completed apparatus. A provision shall be provided in the bid price for all travel, food and lodging. Bidder shall specify the number of personnel included.

PERFORMANCE BOND

Within twenty (20) days of notification to the successful bidder by the purchaser, prior to any work commencing on the proposed apparatus, the successful bidder shall, at their own expense, obtain and submit to the purchasing entity a performance bond in the amount of 100% equal to the total contract price.

Additionally, each bidder must disclose the price/amount it pays for bonding, per $1,000. This is to demonstrate the economic stability and credit worthiness of the bidder. NO EXCEPTIONS.

SEVERE DUTY CUSTOM CHASSIS

A Severe Duty Cab and Chassis system shall be provided. The chassis shall be manufactured in the factory of the bidder. The chassis shall be designed and manufactured for heavy duty service with adequate strength and capacity of all components for the intended load to be sustained and the type of service required. The cab and chassis system, shall be considered the bidders “Top of the Line”.
There shall be no divided responsibility in the production of the apparatus.

WHEELBASE

The approximate wheelbase shall be 244".

DOUBLE FRAME RAILS/SINGLE AXLE

The chassis frame shall be of a ladder type design utilizing industry accepted engineering best practices. The frame shall be specifically designed for fire apparatus use.

Each frame rail shall be constructed of two .375" thick-formed channels. The outer channel shall be 10.188" x 3.50” x .375” and the inner channel (liner) shall be 9.31” x 3.13” x .375”.

Over the entire length of the frame rail, the section modulus shall be 31.8 $in.^3$. The resistance to bending moment (RBM) shall be 3,498,000 in./lbs.

Each rail is media blasted to remove scale, oil, and contaminants. This blasting also ensures paint adhesion. Each rail will be primed with Cathacoat 302HB, a high performance, two component, reinforced inorganic zinc-rich primer with proven cathodic protection of steel structures, prior to assembly.

The cross-members shall be constructed of minimum .375" formed channels and have formed gusseted ends at the frame rail attachment. Single axle rear suspensions will utilize 3 piece bolt assembled cross-members at each suspension hanger

.625 inch, grade 8 flange, Huck bolt fasteners shall be used on all permanently attached brackets to the frame to eliminate the need for bolt re-tightening. Additional hardware will be Grade 8 Zinc coated flange head locking fasteners.

A lifetime warranty shall be provided, per manufacturer's written statement.

FRONT BUMPER CLIP

The front clip of the subframe shall be designed with a built-in skid plate to protect the engine and chassis components. The front clip shall be painted the same color as the frame.

FRONT TOW EYES, BELOW BUMPER

There shall be two front tow eyes with 3” diameter holes attached directly to the chassis frame, accessible below the front bumper.

FRONT TOW EYES, TOP OF BUMPER

There shall be two front tow eyes with 3” diameter holes attached directly to the chassis frame, accessible above the front bumper. The tow eyes shall be painted to match the color of the chassis frame.

REAR TOW EYES

There shall be two tow eyes attached directly to the chassis subframe and shall be chromate acid etched for superior corrosion resistance and painted to match the chassis.

STEERING

The steering system shall be a TRW wheel to wheel steering system that is tested and certified by TRW, consisting of a heavy duty TRW/Ross Model TAS-85 power steering gear, TRW PS36 steering pump, miter box, drag links, and a thermostatic controlled fan cooled system (set point 185 deg. F to 170 deg. F). The steering gear shall be bolted to the frame at the cross-member for steering linkage rigidity. Four (4) turns from lock to lock with an 18" diameter slip resistant rubber covered steering wheel. Steering column shall have six-position tilt and 2" telescopic adjustment. The cramp angle shall be 45 degrees with 315mm tires or 43 degrees with 425mm tires providing very tight turning ability.

DRIVE LINE

A SPICER LIFE (SPL) Series Model 250 driveline shall be provided with a Meritor universal joint assembly. This configuration provides longer bearing life with the highest power density available. A high-capacity bearing package with larger needle rollers are sealed with a long life double-lip Viton seal and seal guard to keep

grease in and allow a better purge capability. The high power density allows transmission of higher torque with a smaller swing diameter, assisting in tight packaging requirements (184mm swing diameter / 130mm tube diameter / 5mm wall). The 110 mm of slip is boot protected. On-highway lubrication intervals, initial at 350,000 miles or 3 years (whichever comes first) and re-lube at 100,000 miles thereafter.

ENGINE

The apparatus shall be powered by a Cummins Diesel X 15 605 HP @ 1800 R.P.M., 1850 ft. lb. torque @ 1000 R.P.M.
Displacement: 14.9 liter displacement.
Cylinders: 6
Bore: 5.39" (137mm)
Stroke: 6.65" (169mm)

AIR COMPRESSOR

The air compressor shall be an 18.7 CFM engine driven Wabco.

STARTER

A 12-volt starter shall be provided, controlled by a switch on the left lower cab dash.

EXHAUST SYSTEM

The engine exhaust system shall be horizontal design constructed from heavy-duty truck components.

The engine exhaust system shall include the following components:

STAINLESS STEEL TUBING

Stainless Steel Flexible Bellows mounted at the turbo outlet. Stainless steel piping to the Aftertreatment Unit. Stainless steel piping from the Aftertreatment Unit to the stainless steel heat diffuser outlet.

AFTERTREATMENT UNIT

The single canister Aftertreatment Unit is a self-contained exhaust treatment system which includes:

DPF (diesel particulate filter)
DEF Injector/Reactor
SCR (selective catalytic reducer)

The DEF injector/reactor utilizes the DEF fluid, which consists of urea and purified water, to convert NOx into nitrogen and water. This will meet or exceed 2027 EPA emissions requirements. A heated aftertreatment system shall be provided that is powered from a belt-driven 48V alternator on the engine.

The Stainless Steel Flexible Bellows shall be used to isolate the exhaust system from engine vibrations. The single canister Aftertreatment Unit shall be mounted under the right side frame rail, meeting the specific engine manufacturer's specifications and current emission level requirements. The heat diffuser outlet shall be directed to the forward side of the rear wheels, exiting the right side with a heavy duty heat diffuser. The heat diffuser shall prevent the exhaust temperature from exceeding 851 deg. F during a regeneration cycle.

INSULATED JACKETS

Heat-absorbing, removable, insulated jackets shall be provided on the exhaust system from the turbo outlet in the engine compartment to the Aftertreatment Unit. The jackets will cover all piping, including the bellows, between the engine and the Aftertreatment Unit per engine manufacturers requirements insuring that the exhaust stream temperature remains elevated to ensure functionality with the Aftertreatment Unit. Additionally, the insulated jackets will protect the engine componentry from excessive heat generated by the exhaust.

ON-BOARD DIAGNOSTIC (OBD) SYSTEM

The engine shall be equipped with an on-board diagnostic (OBD) system which shall monitor emissions-related engine systems and components and alert the operator of any malfunctions. The OBD system is designed to further enhance the engine and operating system by providing early detection of emission-related faults. The engine control unit (ECU) will manage smart sensors located throughout the engine and after-treatment system. The system shall monitor component verification and sensor operation. There shall be warning lights located in the dash instrument panel to alert the operator of a malfunction. A data port shall be provided under the driver’s side dash for the purpose of code reading and troubleshooting. All communication shall be provided through the J1939 data link.

ENGINE WARRANTY

The engine shall have a five (5) year or 100,000 mile warranty and approval by Cummins Diesel for Full Engine Coverage Plan (RVF) – which is their most complete engine coverage plan, which includes EGR

components installation in the chassis. There shall be no deductible for the first two years. A one hundred dollar deductible shall apply for service beginning the third year.

AFTERTREATMENT WARRANTY

The engine shall have a five (5) year or 100,000 mile aftertreatment coverage warranty, which covers failures of the Aftertreatment Assembly which result, under normal use and service, from a defect in Cummins material or factory workmanship.

AIR CLEANER/INTAKE

The engine air intake and filter shall be designed in accordance with the engine manufacturer's recommendations. It shall be 99.9% effective in removing airborne contaminants when tested per the industry standard SAE J726 procedure and offer a dirt holding capacity of at least 3.0 gm/cfm of fine dust (tested per SAE J726) offering superior engine protection.

The air filter shall be located at the front of the apparatus and shall be at least 66" above the ground, to allow fording deep water in an emergency situation.

An ember separator shall be provided in the engine air intake meeting, the requirements of NFPA 1901.

An Air Restriction warning light shall be provided and located on the cab dash.

PRIMARY FUEL FILTER/WATER SEPARATOR

A Cummins approved Fleetguard Fuel Pro FH230 fuel filter/water separator shall be remote mounted to the chassis frame rail.

12VDC HEATER

A 12V DC heater shall be provided for the Fleetguard Fuel Pro FH230 fuel filter/water separator.

SECONDARY FUEL FILTER

A Cummins approved Fleetguard FF825NN fuel filter will be mounted on the driver's side of the engine.

TRANSMISSION

The chassis shall be equipped with a Generation 6 Allison EVS4500R six (6) speed automatic transmission. It shall be programmed five (5) speed, sixth gear locked out, for fire apparatus vocation, in concert with the specified engine.

The transmission is communicated on the J-1939 through the communication port. The fifth gear shall be an overdrive ratio, permitting the vehicle to reach its top speed at the engine's governed speed. The dipstick is dipped in a rubber coating for ease in checking oil level when hot.

The chassis to transmission wiring harness shall utilize Metri-Pack 280 connectors with triple lip silicone seals and clip-type positive seal connections to protect electrical connections from contamination without the use of coatings.

Ratings: Max Input (HP) 600
Max Input (Torque) 1850 (lb ft)
Max Turbine (Torque) 2600 (lb ft)

Mechanical Ratios: 1st – 4.70:1
2nd – 2.21:1
3rd - 1.53:1
4th - 1.00:1
5th - 0.76:1
Reverse - -5.55:1

TRANSMISSION RETARDER

The transmission shall be equipped with a retarder. Depressing the service brake foot valve when the enable switch is in the “On” position shall activate the retarder. A backlit "Retarder Enabled" rocker switch, a "Retarder Overheat" warning light shall be included and mounted on the instrument panel. Retarder activation is 1/3 at throttle idle position, 2/3 at 5 - 8 psi brake application pressure, and 100% at 10 - 12 psi brake application pressure. A secondary external oil cooler, of 5,000 BTU heat rejection, frame mounted, shall be provided.

TRANSMISSION FLUID

The transmission shall come filled with an Allison approved Synthetic Transmission Fluid that meets the Allison TES-295 specification.

ENGINE BRAKE

The engine shall be equipped with a Jacobs compression engine brake. An “On/Off” switch and a control for “Low/High” shall be provided on the instrument panel within easy reach of the driver.

The engine brake shall interface with the Wabco ABS brake controller to prevent engine brake operations during adverse braking conditions.

A pump shift interlock circuit shall be provided to prevent the engine brake from activating during pumping operations.

The brake light shall activate when the engine brake is engaged.

TRANSMISSION COOLER

The apparatus transmission shall be equipped with a Liquid-To-Liquid remote mounted cooler with aluminum internal components. The cooler shall be encased in an aluminum housing and mounted to the outside of the officer’s side frame rail for accessibility and ease of service.

TRANSMISSION SHIFTER

An Allison "Touch Pad" shift selector shall be mounted to the right of the driver on the engine cover accessible to the driver. The shift position indicator shall be indirectly lit for nighttime operation.

POWER TAKE OFF

A hot shift PTO drive shall be provided. This shall low the PTO for the Hydraulic Generator to be engaged while the vehicle is mobile.

PTO SWITCH

An on/off switch in the cab shall be provided, wired to the PTO, to activate the generator.

COOLING SYSTEM

The cooling system shall be designed to keep the engine properly cooled under all conditions of road and pumping operations. The cooling system shall be designed and tested to meet or exceed the engine and transmission manufacturer’s requirements, and EPA regulations.

The complete cooling system shall be mounted in a manner to isolate the system from vibration and stress. The individual cores shall be mounted in a manner to allow expansion and contraction at various rates without inducing stress to the adjoining core(s).

The cooling system shall be comprised of a charge air cooler to radiator serial flow package that provides the maximum cooling capacity for the specified engine as well as serviceability. The main components shall include a surge tank, a charge air cooler, bolted to the top of the radiator to maximize cooling, recirculation shields, a shroud, a fan, and required tubing. All components shall consist of an individually sealed system.

Integration of the Horton Revolution Fan, variable speed fan hub, Deep Core (200mm thick) radiator and charge air cooler, and a two-piece flexible membrane shroud has enabled City of Dalton to meet the rigors of engine cooling while maintaining our current Fleet. This configuration is strongly perferred.

RADIATOR
The radiator shall be a cross-flow design constructed completely of aluminum with welded side tanks. The radiator shall be bolted to the bottom of the charge air cooler to allow a single depth core (200mm), thus allowing a more efficient and serviceable cooling system.

The radiator shall be equipped with a drain cock to drain the coolant for serviceability. The drain cock shall be located at the lowest point of the aluminum cooling system to maximize draining of the system.

CHARGE AIR COOLER
The charge air cooler shall be of a cross-flow design and constructed completely of aluminum with extruded tanks. The charge air cooler shall be bolted to the top of the radiator to allow a single depth core (200mm).

COOLANT
The cooling system shall be filled with a premixed extended life 50/50 antifreeze. The coolant makeup shall contain ethylene glycol and de-ionized water to prevent the coolant from freezing to a temperature of –34 degrees F.

HOSES & CLAMPS
Silicone hoses shall be provided for all engine coolant lines.
All radiator hose clamps shall be spring loaded stainless steel constant torque hose clamps for all main hose connections to prevent leaks. Recirculation shields shall be installed where required to prevent heated air from reentering the cooling package and affecting performance.

FAN
The engine cooling system shall incorporate a heavy-duty Aluminum high efficiency hybrid flow centrifugal design fan, providing 20% greater air flow than axial type fans. Better under hood ventilation is achieved by the fan’s configuration. Used in conjunction with an electronic/hydraulic variable speed hub, the system

provides almost no operating noise. A floating two piece shroud with flexible membrane and recirculation shield system shall be used to ensure air that has passed through the radiator is not drawn through again. The fan tip to radiator core clearance shall be kept at a minimal distance to increase the efficiency of the fan and reduce fan blast noise.

FAN CLUTCH

A fan clutch shall be provided that shall allow the cooling fan to operate only when needed. The fan shall remain continuously activated when the truck is placed in pump gear.

SURGE TANK

The cooling system shall be equipped with an aluminum surge tank mounted to the officer's side of the cooling system core. The surge tank shall house a low coolant probe and sight glass to monitor the coolant level. Low coolant shall be alarmed with the check engine light. The surge tank shall be equipped with a dual seal cap that meets the engine manufacturer's pressure requirements, and system design requirements.

The tank shall allow for expansion and to remove entrained air from the system. There shall also be an extended fill neck to prevent system overfill and encroachment of expansion air space. Baffling shall be installed in the tank to prevent agitated coolant from being drawn into the engine cooling system.

ANTIFREEZE

The radiator shall be filled with Long Life antifreeze.

ADDITIONAL SURGE TANK

There shall be an additional purge tank provided. The tank shall be aluminum. The tank shall be mounted outboard of the frame rail and easily accessible. This tank shall serve the purpose of an over flow tank in over filling situations.

FUEL TANK

The chassis shall be equipped with a 100-gallon stainless steel rectangular fuel tank. The fuel tank shall be certified to meet FMVSS 393.67 tests. It shall also maintain engine manufacturer's recommended expansion room of 5%.

The tank shall be removable by means of six (6) bolted connections and dropped. One (1) tank baffle shall be used.

Dual pick-up and return ports with a single 3/4" tank drawtube shall be provided for diesel generators if required.

The fuel lines shall be nylon braid reinforced fuel hose with brass fittings. The lines shall be carefully routed along the inside of the frame rails. All fuel lines are covered in high temperature rated split plastic loom. Single suction and return fuel lines shall be provided.

The fuel tank shall be mounted in a saddle with a barrier between the tank and the saddle. The bottom of the fuel tank shall contain a 1/2" drain plug.

FUEL FILL

The fuel tank shall be equipped with a 2-1/4" filler neck assembly with a 3/4" vent located on the driver's side of the truck. A fuel fill cap attached with a lanyard shall be provided.

FUEL COOLER

Installed on the apparatus fuel system shall be an Air-To-Liquid aluminum fuel cooler. The fuel cooler shall be located in the lowest module of the cooling system.

DIESEL EXHAUST FLUID TANK

The exhaust system shall include a molded cross linked polyethylene tank. The tank shall have a capacity of 5 usable gallons and shall be mounted on the left side of the chassis frame.

The DEF tank fill neck shall accept only a 19mm dispensing nozzle versus the standard 22mm diesel fuel dispensing nozzle to prevent cross contamination. The DEF tank cap shall be blue in color to further prevent cross contamination.

A placard shall accompany fill location noting DEF specifications.

ALTERNATOR

A 415 ampere Niehoff alternator shall be provided. The alternator shall be serpentine belt driven. The alternator shall generate 220 amperes at idle.

LOW VOLTAGE ALARM

A Floyd Bell TXB-V86-515-QF low voltage alarm, audible and visual, shall be provided.

BATTERIES

The battery system shall be a single system consisting of four (4) negative ground, 12 volt Interstate Group 31 MHD batteries, cranking performance of 950 CCA each with total of 3800 amps, 185 minute reserve capacity with 25 ampere draw at 80 degrees Fahrenheit. Each battery shall have 114 plates. The batteries shall include a one-year warranty which shall be accepted nationwide.

The batteries shall be installed in a vented 304 stainless steel battery box with a removable aluminum cover to protect the batteries from road dirt and moisture. The battery cover shall be secured with four "T" handle rubber hold downs to provide easy access for maintenance and inspection. Stainless steel hardware will be used for installation. The batteries are to be placed on dri-deck and secured with a fiberglass hold down. The batteries shall be wired directly to starter motor and alternator.

The battery cables shall be 3/0 gauge. Battery cable terminals shall be soldering dipped, color-coded and labeled on heat shrink tubing with a color-coded rubber boot protecting the terminals from corrosion.

There shall be a 350-ampere fuse protecting the pump primer and a 250-ampere fuse protecting the electric cab tilt pump and other options as required.

BATTERY JUMPER TERMINAL

There shall be one set (two studs) of battery jumper terminals located by the battery box under the cab. The terminals shall have plastic color-coded covers. Each terminal shall be tagged to indicate positive/negative.

BATTERY CHARGER

A Kussmaul Auto Charge Chief 4012 with remote panel model #091-266-12-60-RCP 60 amp battery charger shall be provided and installed in the cab. The unit shall include a built in touch screen, IP32 rated, and configurable for 3-step or float charging. The charger shall be wired to the 120V shoreline inlet.

120V SHORELINE INLET & AUTO EJECT

The apparatus shall be equipped with a 120V shoreline inlet to provide power to the battery charger from an external source. The inlet shall include a Kussmaul 091-55-120 90 Super 20 Auto Eject featuring a 12 volt

solenoid which shall eject the shoreline cord away from vehicle path upon sensing engine start. After ejection, a 180 degree weatherproof cover shall snap into position over inlet.

A 20 amp connector shall be provided and shipped loose for connecting the external shoreline cord to the inlet.

120-VOLT OUTLET WIRED TO SHORELINE INLET

Six (6) 120-volt outlets shall be provided and wired to the shoreline inlet. The location of the outlets shall be determined during the pre-construction conference.

FRONT AXLE

A Hendrickson STEERTEK NXT non-driving, front steer axle with a capacity of 20,000 pound shall be provided. The axle shall have a 3.74" drop and will have a fabricated boxed shaped cross section, a one piece knuckle, and serviceable king pin. Adjustable Ackerman settings shall be available, and determine based on wheelbase. The axle shall have 10 bolt hub piloted, and furnished with oil seals.

SUSPENSION (FRONT)

The front suspension shall be a parabolic taper-leaf spring design, 56" long and 4" wide. Long life, maintenance free, threaded pin bushings in spring shackles shall be utilized. All spring and suspension mounting shall be attached directly to frame with high strength Huck bolts and self-locking round collars. Progressive rate bump stop and custom tuned passive hydraulic damper shall be supplied. NO EXCEPTIONS.

STEER ASSIST

The steer assist provides driver assistance when turning the vehicle left or right while traveling.

FRONT TIRES

Front tires shall be Goodyear 385/65R22.5, load range J, Armor Max Pro highway tread, single tubeless type with a GAWR of 20,000 pounds. Wheels shall be disc type, hub piloted, 22.5 x 12.25 10 stud 11.25 bolt circle.

REAR AXLE

The rear axle shall be a Meritor™ RS-26-185 Single reduction drive axle with a capacity of 27,000 lbs. The axles shall be hub piloted, 10 studs, furnished with oil seals.

TOP SPEED

The top speed shall be approximately 68 MPH.

SUSPENSION (REAR)

27,000 LB AIR RIDE
A Hendrickson FIREMAAX model FMX272 air ride rear suspension shall be provided. The suspension shall be a dual air spring design equipped with dual height control valves to maintain proper ride height. To reduce axle stress and maintain axle position and pinion angle the suspension design shall incorporate three torque rods. The ground rating of the suspension shall be 27,000 pounds.

REAR TIRES

Rear tires shall be Goodyear 12R22.5, load range H, Endurance RSA highway tread, dual tubeless type with a GAWR up to 27,000 pounds. Wheels shall be disc type, hub piloted, 22.5 x 8.25 10 stud with 11.25" bolt circle.

TIRE PRESSURE MONITOR

A Real Wheels LED tire pressure sensor shall be provided for each wheel. The pressure sensor shall indicate if a particular tire is not properly inflated. A total of six (6) indicators shall be provided.

WHEELS

The front and rear wheels shall be ALCOA® brand aluminum. DURA-BRIGHT® finish shall be provided on front and outside-rear wheels.

The same finish shall be provided on the inside-rear wheels.

HUB COVERS

Polished stainless steel hub covers shall be provided for the front and rear axle.

LUG NUT CAPS

Chrome plated lug nut caps shall be provided for the front and rear wheels.

FRONT MUD FLAPS

Hard rubber mud flaps shall be provided for front tires.

REAR MUD FLAPS

Hard rubber mud flaps shall be provided for the rear tires.

DATA, SAFETY & WARNING TAGS

All data, safety and warning tags shall be affixed with screws for a permanent mounting.

BRAKES, Front

The front brakes shall be Arvin Meritor DiscPlus EX225 Air Disc Brakes. Each disc brake assembly shall include one (1) 17” vented rotor, one (1) lightweight hub, one (1) twin-piston caliper, and two (2) quick-change pads.

BRAKES, Rear

The rear brakes shall be Meritor S-cam style. They shall be 16.5" x 8.625" with heavy duty return springs, and a double anchor pin design. They shall also have quick change shoes for fast easy brake relining.

PARKING BRAKE

A four-wheel parking brake system shall be provided.

AIR BRAKE SYSTEM

The vehicle shall be equipped with air-operated brakes. The system shall meet or exceed the design and performance requirements of current FMVSS-121 and test requirements of current NFPA 1901 standards.

Each wheel shall have a separate brake chamber. A dual treadle valve shall split the braking power between the front and rear systems.

All main brake lines shall be color-coded nylon type protected in high temperature rated split plastic loom. The brake hoses from frame to axle shall have spring guards on both ends to prevent wear and crimping as they move with the suspension. All fittings for brake system plumbing shall be brass.

A Meritor Wabco System Saver 1200 air dryer shall be provided.

The air system shall be provided with a rapid build-up feature, designed to meet current NFPA 1901 requirements. The system shall be designed so the vehicle can be moved within 60 seconds of startup. The quick build up system shall provide sufficient air pressure so that the apparatus has no brake drag and is able to stop under the intended operating conditions following the 60-second buildup time. The vehicle shall not be required to have a separate on-board electrical air compressor or shoreline hookup to meet this requirement.

Four (4) supply tanks shall be provided. One air reservoir shall serve as a wet tank and a minimum of one tank shall be supplied for each the front and rear axles. A Schrader fill valve shall be mounted in the front of the driver's step well.

A spring actuated air release emergency/parking brake shall be provided on the rear axle. One (1) parking brake control shall be provided and located on the engine hood next to the transmission shifter within easy reach of the driver. The parking brake shall automatically apply at 35 ±10 PSI reservoir pressure. A Meritor WABCO IR-2 Inversion Relay Valve, supplied by both the Primary and Secondary air systems, shall be used to activate the parking brake and to provide parking brake modulation in the event of a primary air system failure.

Accessories plumbed from the air system shall go through a pressure protection valve and to a manifold so that if accessories fail they shall not interfere with the air brake system.

AIR BRAKE SYSTEM RELEASE VALVE

The vehicle shall be equipped with air-operated WABCO air brake release valve located in the cab within an accessible reach to the driver.

CENTRAL LOCATION FOR AIR TANK DRAINS

The air brake system shall have all the air tank drain valves located in a customer specified location on the apparatus.

AIR INLET

An air system inlet/fill connection shall be provided on the left hand side of the driver's step well. The inlet shall be connected to the air brake to allow constant air feed. A check valve shall be installed behind the air inlet.

AIR COMPRESSOR

A Kussmaul 091-9B-1-AD 120V 100 PSI air compressor shall be provided and installed in the cab. The vehicle mounted air compressor shall ensure that the air brake system is properly pressurized for immediate response of the unit. A pressure switch shall regulate operation and shall automatically sense low air pressure in the brake system and restore the proper pressure.

The unit shall have an auto drain which shall be installed on the outlet side of the air compressor and shall automatically purge water from the air discharge output. The water shall be ejected from the water separator bowl every time the compressor cycles off via a 120 volt solenoid.

The compressor shall be wired to the 120V shoreline connection.

AUTO PUMP TIMER

A Kussmaul 091-150-115 auto pump timer shall be provided to reduce wear on the Kussmaul Auto Pump AC compressor. The timer shall limit the duty cycle to one hour running followed by a one hour “OFF” time.

ELECTRONIC STABILITY CONTROL SYSTEM

An Arvin Meritor / Wabco Electronic Stability Control (ESC) system shall be provided and installed. The ESC system continually monitors the vertical acceleration, and yaw (horizontal plain rotation) of the vehicle, and compares it to a critical threshold where vehicle rollover may occur. When the critical threshold is met, the ESC shall intervene by reducing engine torque and engaging the engine retarder, while automatically applying both the steering and drive axle brakes as needed. In many cases, activation occurs before the driver is even aware it is needed.

AIR BRAKING ABS SYSTEM

A Wabco ABS system shall be provided to improve vehicle stability and control by reducing wheel lock-up during braking. This braking system shall be fitted to axles and all electrical connections shall be environmentally sealed from water and weather and be vibration resistant.

The system shall constantly monitor wheel behavior during braking. Sensors on each wheel transmit wheel speed data to an electronic processor, which shall sense approaching wheel lock and instantly modulate brake pressure up to 5 times per second to prevent wheel lock-up. Each wheel shall be individually controlled. To improve field performance, the system shall be equipped with a dual circuit design. The system circuits shall be configured in a diagonal pattern. Should a malfunction occur, that circuit shall revert to normal braking action. A warning light at the driver's instrument panel shall indicate malfunction to the operator.

The system shall consist of a sensor clip, sensor, electronic control unit and solenoid control valve. The sensor clip shall hold the sensor in close proximity to the tooth wheel. An inductive sensor consisting of a permanent magnet with a round pole pin and coil shall produce an alternating current with a frequency proportional to wheel speed. The unit shall be sealed, corrosion-resistant and protected from electro-magnetic interference. The electronic control unit shall monitor the speed of each wheel sensor and a microcomputer shall evaluate wheel slip in milliseconds.

AUTOMATIC SLIP RESPONSE

The Rockwell/Wabco 4 Channel Anti-lock braking system shall be provided. The system shall be supplied with (ASR) Automatic slip response. The ASR controls slip under acceleration.

ASR SWITCH

An on/off switch for the Acceleration Slip Resistance shall be provided on the dash. This will allow the driver to override the computer and turn the ASR on when at a higher speed for better traction in deep snow or mud.

AUTOMATIC TIRE CHAIN SYSTEM

The apparatus shall be equipped with an On-Spot brand Automatic Tire Chain System, Severe Duty System.

There will be one driver's side and one passenger's side chain unit.

A continuous duty solenoid shall be provided and activated by the dashboard switch, which opens and allows compressed air to flow to the chain units. Compressed air will be delivered to the solenoid from the vehicle's air tank. The solenoid shall be mounted on the frame rail or crossmember in close proximity of the chain

units. This air/electric solenoid shall be 12-volts and draw no more than 1 ampere of current. Electrical wire shall be in accordance with NFPA 1901.

A 12-volt dashboard switch shall be provided so that the operator may engage the chains from the driver's seat. The switch shall be lighted to indicate when the chains are engaged. The switch shall come complete with a switch guard to avoid accidental engagement of the automatic chains. The switch guard shall be properly labeled. A dashboard sticker with operating instructions shall be provided.

COMPRESSION FITTINGS ON AIR SYSTEM

All air line fittings installed on the chassis shall be compression style fittings.
The following locations shall utilize push-on fittings:

- Pressure protection valve (accessory block)
- Double check valve (braking system, park brake)
- One way check valve (brake valve tank)
- Elbow Male Modified 1/4" tube x 1/4" MP (low air switch)
- Elbow Male 1/4" tube x 3/8"MP (brake pedal solenoid)
- Connector 1/4" x 3/8"MPT (brake pedal solenoid)
- Switch stoplight (Wabco sealed switch/brake light and service brake switch)
- Low pressure switch (PTC) (Wabco sealed switch/low air switch)

MISCELLANEOUS CHASSIS EQUIPMENT

Fluid capacity plate affixed below driver's seat.
Chassis filter part number plate affixed below driver's seat.
Maximum rated tire speed plaque near driver.
Tire pressure label near each wheel location.
Cab occupancy capacity label affixed next to transmission shifter.
Do not wear helmet while riding plaque for each seating position.
NFPA compliant seat belt and standing warning plates provided.

ALUMINUM CAB

The cab shall be a full tilt 8-person 15" rear raised roof cab designed specifically for the fire service and manufactured by the chassis builder. Apparatus cabs that are not manufactured by the apparatus manufacturer shall not be acceptable.

CAB DESIGN

The apparatus chassis shall be of an engine forward, fully enclosed tilt cab design. There shall be four (4) side entry doors.

The cab shall be of a fully open design with no divider wall or window separating the front and rear cab sections. The cab shall be designed in a manner that allows for the optimum forward facing vision for crew. Cab designs that utilize roof mounted air conditioning units, are not desired.

The cab shall be constructed of high strength 5052H32 aluminum plate welded to 6061-T6 extruded aluminum framing.

The cab roof shall utilize 5” x 5” honeycomb re-enforced 6061 T6 aluminum extrusion, with fully radiused outer corner rails with integral drip channel and 6061 T6 ¾” x 2” x 3/16” aluminum box tubing type cross brace supports. Structures that do not include an integral drip channel will not be accepted. The box tubing type cross brace supports shall be installed in a curved fashion beginning from the midline of the apparatus cab and curving toward the exterior corner rails. This curvature will allow for increased strength in the event of a roll over while not allowing for rainwater buildup on the apparatus cab roof.

The cab sides shall be constructed from 1 ½” x 3” x 3/16” 6061 T6 extruded door pillars and posts that provide a finished door opening, extruded and formed wheel well openings supports, formed aluminum wheel well liners and box tubing type support braces.

The cab floor and rear cab wall shall utilize 1 ¾” x 4” x 3/16” 6061 T6 extruded box tubing type framing and support bracing.

The framework shall be of a welded construction that fully unitizes the structural frame of the cab.

The structural extrusion framework shall be overlaid with interlocked aluminum alloy sheet metal panels to form the exterior skin of the cab. The cab sides shall be constructed of 3/16” thick 5052H32 aluminum plate that slides into an integral channel of the extrusion framework. The plate is then skip welded into that channel to allow for tolerable flex while the apparatus travels down the roadway. Cab designs that utilize 1/8” thick aluminum for the cab sides shall not be acceptable.

The structural extrusion framework shall support and distribute the forces and stresses imposed by the chassis and cab loads and shall not rely on the sheet metal skin for any structural integrity.

The cab face extrusion framework shall be overlaid with 1/8” thick 5052H32 aluminum plate to allow for an aesthetically pleasing radiused cab face.

CAB SUB-FRAME

The cab shall be mounted to a 4” x 4” x 3/8” steel box tube sub-frame, and shall be isolated from the chassis, through the use of no less than six (6) elastomeric bushings. This substructure shall be completely independent of the apparatus cab. The sub frame shall be painted to match the primary chassis color.

The sub-frame shall be mounted to the chassis through the use of lubricated Kaiser Bushings for the front pivot point, and two (2) hydraulically activated cab latches, to secure the rear.

Cab mounting that does not include a sub-frame shall not be considered. NO EXCEPTIONS.

CAB DIMENSIONS

The cab shall be designed to satisfy the following minimum width and length dimensions:

Cab Width (excluding mirrors) 98"
Cab Length (from C/L of front axle)
To front of cab (excluding bumper) 70"
To rear of cab 73"
Total Cab Length (excluding bumper) 143"

ROOF DESIGN

The cab shall be of a one-half 15" raised roof design with side drip rails and shall satisfy the following minimum height dimensions:

Cab Dimensions Interior
Front 59"
Rear 74"

Cab Dimensions Exterior
Front 65"
Rear 80"

FENDER CROWNS

Polished stainless steel front axle fenderettes with full depth radiused wheel well liners shall be provided.

CAB INSULATION

The exterior walls, doors, and ceiling of the cab shall be insulated from the heat and cold, and to further reduce noise levels inside the cab. The cab interior sound levels shall not exceed 80 decibels at 45 mph in all cab seat positions. NO EXCEPTIONS

EXTERIOR GLASS

The cab windshield shall be of a two piece curved design utilizing tinted, laminated, automotive approved safety glass. The window shall be held in place by an extruded rubber molding. The cab shall be finished painted prior to the window installation.

SUN VISORS

The sun visors shall be made of dark smoke colored transparent polycarbonate. There shall be a visor located at both the driver and officer positions, recessed in a molded form for a flush finish.

CAB STRUCTURAL INTEGRITY

The cab of the apparatus shall be designed and so attached to the vehicle as to eliminate, to the greatest possible extent, the risk of injury to the occupants in the event of an accident.

The apparatus cab shall be tested to specific load and impact tests with regard to the protection of occupants of a commercial vehicle.

A test shall be conducted to evaluate the frontal impact strength of the apparatus cab to conform to the test J2420 and the “United Nations Regulation 29, Annex 3, paragraph 4, (Test A). A second test shall be conducted to evaluate the roof strength of the apparatus cab to conform to the Society Of Automotive Engineers (SAE) SAE J2422/SAE J2420 and “United Nations Regulation 29, Annex 3, paragraph 5, (Test B) and SAE J2420. The evaluation shall consist of the requirements imposed by ECE Regulation 29, Paragraph 5.

The test shall be conducted by a certified independent third party testing institution.

A letter stating successful completion of the above test on the brand of cab being supplied shall be included in the bid. There shall be “no exception” to this requirement.

SEAT BELT TESTING

The seat belt anchorage system shall be tested to meet FMVSS 207 Section 4.2a and FMVSS 210 section 4.2. Testing shall be conducted by an independent third party product evaluation company.

A copy of the certification letter shall be supplied with the bid documents.

CAB LOCKDOWN LATCHES

Cab lockdown latches shall be provided to prevent the cab from being tilted in the down position. Once the cab tilt switch is engaged the cab latches will release to allow the cab to be tilted.

CAB TILT SYSTEM

An electrically powered hydraulic cab tilt system shall be provided and shall lift the cab to an angle of 45 degrees, exposing the engine and accessories for fluid checks and service work. The system shall be interlocked to only operate when the parking brake is set.

The lift system shall be comprised of two (2) hydraulic lift cylinders, an electrically driven hydraulic pump, and a control switch. The hydraulic pump shall be located on the exterior of the frame rail on the driver's side of the chassis that can be easily accessible when the cab is tilted. A mechanical locking system consisting of an air operated actuator and a heavy radiused wall 3" x 3" aluminum extrusion will be provided to ensure the cab remains in the raised position in the event of a hydraulic failure. Additionally, each of the hydraulic lift cylinders shall incorporate a check valve, and velocity fuses that will activate should a sudden drop in pressure be detected. The cab tilt controls shall be interlocked to the parking brake to ensure the cab will not move, unless the parking brake is set. The cab tilt controls will consist of a momentary raise/lower switch and a two position cab safety lock switch.

The hydraulic lift cylinders will be connected to a steel cab sub-frame, and not directly to the cab. NO EXCEPTIONS

MANUAL CAB LIFT

There shall be a manually operated hydraulic pump for tilting the cab in case the main pump should fail. Access to the pump shall be located under the left corner of the front bumper.

CAB DOORS

The cab doorframes shall be constructed from 6061 T6 aluminum extrusions fitted with a 5052 H32 aluminum sheet metal skin and shall be equipped with dual weather seals. The outside cab door window opening shall be framed by a black anodized aluminum trim, to provide a clean appearance. The cab doors shall be equipped with heavy-duty door latching hardware, which complies with FMVSS 206. The door latch mechanism shall utilize control cable linkage for positive operation. A rubber coated nylon web doorstop shall be provided.

The doors shall be lap type with a 10 gauge full-length stainless steel flange and 3/8" diameter hinge pin and shall be fully adjustable.

All openings in the cab shall be grommeted or equipped with rubber boots to seal the cab from extraneous noise and moisture.

The cab doors shall be designed to satisfy the following minimum opening and step area dimensions:
Door Opening:

Front	36.5" x 73"
Rear	36.5" x 73"

CAB STEPS

The lower cab steps shall be no more than 22" from the ground. Grip strut material shall be installed on the stepping surface.

An intermediate step shall be provided, mid way between the lower cab step, and the cab floor. The intermediate step shall be slightly inset to provide for safer ingress and egress. Diamondplate material shall be installed on the stepping surface.

All steps shall be covered with material that meets or exceeds the NFPA requirements for stepping surfaces.

STEP LIGHTS

A white TecNiq E45 LED strip light shall illuminate each interior cab step. These lights shall illuminate whenever the battery switch is on and the cab door is opened.

POWER WINDOWS

All four cab entry doors shall have power windows. Each door shall be individually operated and the driver's position shall have master control over all windows. All four windows shall roll down completely.

SIDE WINDOWS

Fixed position side window shall be provided on each side of the cab between the forward cab area and the crew cab area. The widows shall be approximately 20.5" high x 16.50" wide to provide maximum visibility.

The side windows shall be held in place by an extruded rubber molding with a chrome plated decorative locking bead.

WINDOW TINTING

The crew cab windows and doors, with the exception of the driver's and officer's doors, and the windshield, shall be tinted with deep "limo" tint. The tint shall be incorporated into the window glass with eight percent (8%) light transmittance. Film tinting shall not be acceptable.

WINDSHIELD WIPERS

Two (2) black anodized finish two speed electric windshield wiper system. Dual motors with positive parking. System includes large dual arm wipers with built in washer system. One (1) master control works the wiper, washer and intermittent wipe features. Washer bottle is a remote fill with a 4 quart capacity. Washer fill is located just inside of officer cab door.

WINDSHIELD WIPERS DEACTIVATED

The windshield wipers shall be deactivated when the parking brake is engaged.

WINDSHIELD WASHER RESERVOIR

A four quart capacity windshield washer reservoir shall be provided. The fill access shall be located in the forward officer's step well area.

MIRRORS

Two (2) Lang Mekra 300 Series smooth chrome plated Aero style main and convex mirrors shall be installed on each side of the vehicle. The main mirror shall be 4-way remote adjustable with heat, 7" x 16" 2nd surface chromed flat glass. The convex shall be 6" x 8" 2nd surface chromed 400 mm radius glass. Each mirror housing assembly shall be constructed of lightweight textured chrome ABS with on truck glass and housing back cover replacement. In the event the mirror breaks the glass shall be replaceable in (3) minutes or less. The glass shall include a safety adhesive backing to keep broken glass in place. The mirror assembly shall be supported by a "C" loop bracket constructed of polished stainless steel tube utilizing two point mounting reducing vibration of mirror glass during normal vehicle operation. The lower section of the holder shall include a spring loaded single detent position 20 degrees forward with easy return to operating position without refocusing.

UPPER GRILLE

The front of the cab shall be equipped with a raised polished stainless steel grille with sufficient area to allow proper airflow into the cooling system and engine compartment. Plastic chrome plated grilles shall not be acceptable.

UPPER GRILLE LOGO

The upper grille shall have a laser cut flaming "S" logo in the upper portion of the grille. The cut out shall be illuminated by LED lights.

LOWER GRILLE

The front of the cab shall be equipped with a polished stainless steel lower grille with custom laser engraved design per customer specifications. The lower grille shall also be backlit with LEDs. Color shall be specified by customer. The design shall allow proper airflow into the cooling system and engine compartment. Plastic chrome plated lower grille shall not be acceptable.

BUMPER

There shall be a 12" high double rib polished stainless steel wrap-around bumper provided at the front of the apparatus. Laser cut perforated grilles shall be incorporated into the bumper and located at the outboard section of the bumper for the air horns and at the center for the siren speaker. The bumper shall be mounted to a reinforcement plate constructed of 1/4" x 10" x 70" carbon steel. A gravel shield shall be provided, constructed of .188” aluminum diamond plate. The bumper extension shall be approximately 18".

BUMPER SIDES

The sides of the bumper shall be finished with diamond plate.

WARN WINCH 12,000-LB. FIX MOUNT

A Warn 12,000 lb. electric winch shall be installed in the center of the bumper. The center front face of the bumper shall be modified to allow the cable to extend through the front bumper. The opening shall be fitted with stainless steel heavy-duty rollers on all four sides to protect the cable from damage. A lift up type lid shall be provided over the winch, constructed of .125” aluminum diamond plate and equipped with latches

and chrome handle. A 12’ remote tether shall be provided to operate the winch. When mounted on the apparatus, the maximum capacity shall be 8,000 lbs.

PORTABLE WINCH

A Warn 4700-lb electric portable winch with hitch adaptor shall be provided for attachment to vehicle winch receivers. The winch shall include 60-ft of 0.25” wire rope, 12-ft tether with remote and a 3-stage planetary gear-train.

The Warn Hitch Adaptor shall be capable of connecting to a 2” Class III Receiver. The adaptor shall have a black power coat finish.

AIR HORNS

Two (2) Grover 2040 Stuttertone rectangular, chrome plated, air horns shall be provided.

AIR HORN BUMPER CUT-OUTS

The air horns shall be installed behind perforations in the front bumper.

AIR HORNS WIRED TO STEERING WHEEL

The air horns shall be wired through the steering wheel button. A selector switch shall be provided on the instrument panel to switch between functions.

FOOT SWITCH, DRIVER'S SIDE

A foot switch for the air horns shall be provided on the driver's side.

FOOT SWITCH, OFFICER'S SIDE

A foot switch for the air horns shall be provided on the officer's side.

LANYARD CONTROL FOR AIR HORNS

The air horns shall be activated by a split "Y" lanyard in cab ceiling.

ELECTRONIC SIREN

One (1) Whelen 295HFSA7 electronic siren shall be installed at the cab instrument panel complete with noise canceling removable microphone. The remote control head shall be flush mounted in a location specified by the fire department.

The electronic siren shall be wired through the steering wheel button. A selector switch shall be provided on the instrument panel to switch between functions.

SIREN SPEAKER

One (1) Cast Products SA4201-5-A 100 watt weatherproof siren speaker shall be provided and wired to the electronic siren.

SPEAKER MOUNTING

The electronic siren speaker(s) shall be installed behind the main cab grille.

LOW FREQUENCY ELECTRONIC SIREN

One (1) Whelen Howler low frequency electronic siren shall be provided. The siren shall provide low frequency tones through two (2) low frequency speakers. The low frequency siren shall be actived by a switch located in the cab near the driver and operate for 7 seconds.

FEDERAL Q2B SIREN

There shall be a Federal Q2B-NN siren installed in the center of the cab grille. The siren shall be securely mounted and activated by means of a solenoid and shall include a brake.

FOOT SWITCH, DRIVER'S SIDE

A foot switch for the mechanical siren shall be provided on the driver's side.

FOOT SWITCH, OFFICER'S SIDE

A foot switch for the mechanical siren shall be provided on the officer's side.

SIREN BRAKE SWITCH

A brake switch for the mechanical siren shall be provided in the lower command console for both the driver's and officer's position.

MASTER Q2B SHUTOFF SWITCH WITH GUARD

A master Q2B power disconnect switch shall be installed in the officer’s side entry step. The switch shall be installed on the vertical face of the entry step and be visible when the cab door is opened. The switch shall also be covered with metal guard for protection.

CAB EXTERIOR LIGHTING

Exterior lighting and reflectors shall meet or exceed Federal Motor Vehicle Safety Standards and National Fire Protection Association requirements.

HEADLIGHTS

The front low and high beam headlights shall be FIRETECH model FT-4X6 LED, rectangular shaped, quad style installed in custom rectangular shaped stainless steel housings on the front of the cab. Each housing shall accommodate a forward-facing turn signal in the outboard location and a side-facing warning light.

An additional pair of rectangular shaped stainless steel housings shall be installed on the front of the cab above the headlight housings. Each housing shall accommodate two (2) forward-facing warning lights and a side-facing turn signal.

This configuration allows for optimal warning lights on the front of the vehicle. This layout must be proposed, no exception. See the warning light section for the style warning lights to be mounted in the stainless steel housing above the headlights.

HEADLIGHT FINISH

The interior components of the headlights shall have a chrome finish.

FRONT TURN SIGNALS

There shall be four (4) Whelen 400 Series Model 40A00AAR LED rectangular amber turn signal lights mounted one (1) each side in the front of the headlight housings and one (1) mounted on the side of each warning light housing.

ICC/MARKER LIGHTS

Five (5) Grote 47183 ICC/ LED marker lights shall be provided on top of the roof of the cab to meet D.O.T. requirements.

EXTERIOR CAB HANDRAILS

There shall be four (4) 24" long, handrails provided and installed, one at each cab entrance. The handrails shall be constructed of type 304 stainless steel 1.25 inch diameter tubing with bright finish and knurled gripping surface. Mounting flanges shall be constructed from 7 gauge, .180 thick, stainless sheet. Each grab rail shall have 90 degree returns to flanges. The ends of grab rail shall pass through the flanges and be welded to form one structural unit. The handrails shall be mounted using 1.25" SS Hex bolts, with a barrier rubber gasket at each flange.

Sufficient space shall allow for a gloved hand to firmly grip the rail.

COAT HOOKS FOR GRAB HANDLES

There shall be a coat hook installed on the upper portion of the two exterior cab handrails, on the driver's side, for hanging of coats, turnout gear, etc.

COAT HOOKS FOR GRAB HANDLES

There shall be a coat hook installed on the upper portion of the two exterior cab handrails, on the officer's side, for hanging of coats, turnout gear, etc.

INTERIOR CAB HANDRAILS

There shall be two (2) rubber coated grab handles provided and mounted on the interior of the cab, one each side, on the windshield post for ingress assistance. The handrail on the driver's side shall be approximately 11" long and the handrail on the officer's side shall be approximately 18" long.

CAB DOOR HANDRAILS

There shall be two (2) rubber coated grab handles provided and mounted, one on the inside of each rear crew door, just below the windowsill. The handrails shall be approximately 11" long.

There shall also be two (2) 1.25" diameter knurled stainless steel handrails shall be provided and mounted, one on the inside of each rear crew door, just above the windowsill. The handrails shall be approximately 22" long.

INTERIOR DOOR STRAP

A nylon strap shall be provided on the lower hinge of each interior cab door to assist with entry.

DRIVER'S SIDE EXTERIOR CAB COMPARTMENT

There shall be a cabinet constructed of .125 aluminum plate recessed in the cab behind driver's side rear crew door. The compartment shall be approximately 38" high x 15" wide x 22.25" deep.

The compartment shall have a hinged door that is hinged at the front. The doors shall have an Austin Hardware slam catch single-point "D"-ring door closure and held open with gas struts.

The compartment shall be operated by an individual switch and illuminated with (1) LED light.

ACCESS TO CREW SEAT RISER

The exterior cab compartment on the driver's side shall be open to the crew cab seat compartment.

OFFICER'S SIDE CAB COMPARTMENT

There shall be a cabinet constructed of .125 aluminum plate recessed in the cab behind officer's side rear crew door. The compartment shall be approximately 38" high x 15" wide x 20.25" deep (12.75" deep if front

suction)

The compartment shall have a hinged door that is hinged at the front. The doors shall have an Austin Hardware slam catch single-point "D"-ring door closure and held open with gas struts.

The compartment shall be operated by an individual switch and illuminated with (1) LED light.

ACCESS TO CREW SEAT RISER

The exterior cab compartment on the officer's side shall be open to the crew cab seat compartment.

NY ROOF HOOK STORAGE COMPARTMENT

The transverse compartment shall be provided with storage for up to two (2) NY Roof Hooks mounted on the back wall. The compartment shall be approximately 7" wide x 10" high x 84" long. The compartment shall be open on both ends.

ADJUSTABLE SHELF

There shall two (2) adjustable shelves provided and installed in the compartment, one (1) ea side. The shelf shall be fabricated of .188 aluminum plate and have two 1.5" x 1.5" x .188" aluminum angles welded to the underside of the shelf for support.

DIAMOND PLATE, CAB ROOF

The rear exterior section roof of the cab shall have a diamond plate overlay. The overlay shall be constructed of .125” aluminum embossed diamond plate and measure 56” x 91”.

The interior back wall of the cab and the side walls near the forward-facing crew seats shall be covered with 3/16” smooth aluminum.

CAB INTERIOR

The metal surfaces of the cab interior shall be coated and sealed with MultiSpec black speckle, urethane modified, mar resistant paint. The textured coating shall provide paramount durability and wear resistance against foreign objects and normal wear and tear.

The front and rear headliners, as well as the rear cab wall, shall be finished in Gray-Black Durawear covered padded panels.

INTERIOR DOOR PANELS

The interior of the cab entry doors shall have a 304 brushed stainless steel scuff plate, contoured to the door, from the door window sill down.

CAB FLOOR COVERING

The cab interior floor shall be covered with a 5/16” thick, black rubberized material to provide a rugged but cosmetically pleasing stepping surface throughout the cab. The floor covering shall provide superior durability and resistance against foreign objects as well as normal wear and tear.

DIAMOND PLATE, CAB FLOOR

The cab floor shall be covered with 1/8" embossed diamondplate.

HEAVY DUTY ENGINE ENCLOSURE

An integral, formed aluminum and composite engine enclosure shall be provided. The engine enclosure shall be contoured and blended in an aesthetically pleasing manner with the interior dash and flooring of the cab. The enclosure shall be kept as low as possible, to maximize space and increase crew comfort.

The enclosure shall be constructed of 3/16" smooth aluminum, providing high strength, and superior heat and sound deadening qualities.

Additionally, the underside of the engine enclosure shall be coated in with a ceramic spray on insulation and sound control. This coating is an environmentally-friendly coating that is applied seamlessly and rapidly while providing superior thermal insulation and protection against vibration and noise, and will prevent future corrosion from forming by sealing the substrate. NO EXCEPTIONS

ENGINE ENCLOSURE COVERING

The top of the engine enclosure shall be covered with Scorpion heavy duty, black polyurethane blended coating. The textured coating shall provide paramount durability and wear resistance against foreign objects and normal wear and tear as well as sound deadening and insulation. The rubberized cab floor covering shall extend up the lower exterior sides of the engine enclosure to aid in sound deadening and heat resistance.

CENTER CONSOLE EXTENSION

There shall be an extension added to the center console area on top the engine enclosure between the driver and officer. The console shall be constructed from smooth aluminum and shall be coated with a durable coating to match the color of the engine hood covering and shall feature surfaces on each side that are contoured to face the driver and the officer for easy viewing and accessibility. The switches and other customer specified electrical items shall be mounted in removable 1/8" smooth aluminum panels with a black wrinkle finish.

TOP OF EXTENSION

There shall be two (2) stainless steel cup holders and a storage slot measuring 11"L x 4"W x 10"D recessed into the top of the center console extension between the driver and officer.

SIDES OF EXTENSION

There shall be two (2) storage slots measuring 6"L x 2"W x 3"D each recessed into the upper portion of each side of the center console extension. One (1) slot shall be accessible to the driver and the other accessible to the officer.

ENGINE HOOD LIGHTS

An LED work light shall be installed in the engine enclosure with an individual switch located on the base of the light.

WORK SURFACE

There shall be a flat work surface in front of the officer’s seat.

UPPER CREW DOOR AREA

A glove box holder shall be provided in each upper cab crew door area. The holder shall be constructed of 3/16” smooth aluminum, capable of holding three (3) EMS glove boxes.

CHASSIS WIRING

All chassis wiring shall have XL high temperature crosslink insulation. All wiring shall be color-coded, and the function and number stamped at 3" intervals on each wire. All wiring shall be covered with high temperature rated split loom for easy access to wires when trouble shooting. All electrical connectors and main connectors throughout the chassis shall be treated to prevent corrosion.

MASTER ELECTRICAL PANEL

The main chassis breaker panel shall be wired through the master disconnect solenoid and controlled by the three-position ignition rocker switch. The breaker panel shall be located in front of the officer on the interior firewall and shall be protected by a removable aluminum cover. The cover shall have an aluminum notebook holder on the exterior face accessible to the officer. The cover shall be painted with a durable finish to match the interior of the cab and shall be secured with two (2) thumb screws.

The breaker panel shall include up to 22 ground switched relays with circuit breaker protection. An integrated electrical sub-panel shall be provided and interfaced to the body and chassis through an engineered wire harness system.

Twelve (12) 20-ampere relays and one (1) 70-ampere relay shall be provided for cab light bar and other electrical items. If the option for a mechanical siren has been selected two (2) additional relays shall be provided.

Up to two (2) additional relay boards with circuit breaker protection shall be provided for additional loads as required. Each board shall contain four (4) relays. The relay boards shall be configured to trip with input from switch of positive-negative or load manager by moving the connector on the board (no tools required).

All relay boards shall be equipped with a power-on indicator light (red), input indicator light (green) and power output indicator light (red).

Up to twenty-three (23) additional automatic reset circuit breakers for non-switched loads that are remotely switched (ie: heater fans, hood lights, etc.) shall be provided.

All relays and circuit breakers on the relay boards shall be pull-out/push-in replaceable.

All circuit breakers on the relay boards shall be 20 ampere automatic reset which can be doubled or tripled for 40 or 60-ampere capacity.

The system shall utilize Deutch DRC weather resistant connectors at the breaker panel, toe board and main dash connections.

All internal wire end terminals, including locking connectors, shall be mechanically affixed to the wire ends by matching terminal crimping presses to assure the highest quality terminations.

All internal splices shall be ultrasonically welded connections and all internal wiring shall be high temperature GXL type wire that is protected by wiring duct wherever possible.

All switches shall be ground controlled; no power going through any rocker switch.

Any switch controlling a relay in the breaker panel shall be capable of being set to function only when the parking brake is set. All relays shall be tagged with the function that the relay is controlling.

INSTRUMENT PANEL

The main dash shroud, which covers the area directly in front of the driver from the doorpost to the engine hood, shall be constructed of vacuum formed ABS material with scorpion texture. The dash shall be a one-piece hinged panel that tilts outward for easy access to service the internal components. The gauge panel shall be constructed with a .125" aluminum panel, covered with a scratch resistant reverse printed and laminated poly carbonite.

The gauges shall be AMETEK Vehicular Instrumentation Systems (VIS), Next Generation Instrumentation System (NGI) with built-in self-diagnostics and red warning lights to alert the driver of any problems. All gauges and controls shall be backlit for night vision and identified for function. All main gauges and warning lights shall be visible to the driver through the steering wheel.

MASTER BATTERY & IGNITION SWITCH

The vehicle shall be equipped with a keyless ignition, with a three (3)-position Master Battery rocker switch, "Off/ACC/On" and a two (2)-position Engine Start rocker switch, "Off/Start".

DIESEL PARTICULATE FILTER CONTROLS

There shall be two (2) controls for the diesel particulate filter. One control shall be for regeneration and one control shall be to inhibit engine regeneration. These shall be located below the steering wheel in the kick panel.

INSTRUMENTATION & CONTROLS

Instrumentation on dash panel in front of the driver:

Tachometer/hourmeter with high exhaust system regeneration temperature, and instrument malfunction indicators

Speedometer/odometer with built in turn signal, high beam, and re-settable trip odometer

Voltmeter

Diesel fuel gauge

DEF (Diesel Exhaust Fluid) gauge

Engine oil pressure

Transmission temperature

Engine temperature

Primary air pressure

Secondary air pressure

Indicators and warning lights in front of the driver:

Parking brake engaged

Low air with buzzer

Antilock brake warning

Check transmission

Transmission temperature

Upper power indicator

Seat belt

Engine temperature

Low oil indicator

Low voltage indicator

Air filter restriction light

Low coolant indicator

High idle indicator

Power on indicator

Check engine

Stop engine

Check engine MIL lamp

DPF indicator

High exhaust temperature

Wait to start

Other indicator and warning lights (if applicable):
- Differential locked
- PTO (s) engaged
- Auto-slip response
- Retarder engaged
- Retarder temperature
- ESC indicator

Controls located on main dash panel in front of the driver:
- Master power disconnect with ignition switch
- Engine start switch
- Headlight switch
- Windshield wiper/washer switch
- Differential lock switch (if applicable)
- Dimmer switch for backlighting

Controls included in steering column:
- Horn button
- Turn signal switch
- Hi-beam low-beam switch
- 4-way flasher switch
- Tilt-telescopic steering wheel controls

CENTER CONTROL CONSOLE

There shall be an ergonomically designed center control console. The console shall be constructed of 1/8" smooth aluminum and shall be mounted on the engine hood between the driver and officer. The console shall have a durable coating to match the color of the engine hood covering and shall feature surfaces on each side that are contoured to face the driver and the officer for easy viewing and accessibility. The switches and other customer specified electrical items shall be mounted in removable 1/8" smooth aluminum panels with a black wrinkle finish. The console shall have an aluminum lift-up lid with quick release latch. The lid shall be held in the open position with a gas strut to allow for easy access and serviceability.

Controls located in the console conveniently accessible to the driver:
- Transmission shifter
- Pump shift control with OK TO PUMP and PUMP ENGAGED lights
- Remote mirror control
- Illuminated rocker switches to control high idle, Jacob's brake, siren/horn, siren brake, master emergency, and other customer specified components

12V power point (if applicable)

Controls located in the console conveniently accessible to the driver and the officer (center):
Parking brake control with a guard to prevent accidental engagement

Controls located in the console conveniently accessible to the officer:
Illuminated rocker switches to control customer specified components that are easily reachable to the officer and do not allow for compromise of the driver's view, and eliminate the need for foot switches
Surface to recess siren head, radio head, or other desired items as space permits
12V power point (if applicable)

Driving compartment warning labels shall include:
HEIGHT OF VEHICLE
OCCUPANTS MUST BE SEATED AND BELTED WHEN APPARATUS IS IN MOTION
DO NOT USE AUXILIARY BRAKING SYSTEMS ON WET OR SLIPPERY ROADS
EXIT WARNINGS

Additional labels included:
COMPUTER CODE SWITCH
ABS CODE SWITCH
FLUID DATA TAG
CHASSIS DATA TAG

OVERHEAD CONTROL CONSOLE

An ergonomically designed overhead console shall be provided above the driver and officer, running the full width of the cab. The overhead console shall be constructed from 1/8" aluminum plate and shall be painted with a durable finish to match the inside of the cab. There shall be seven (7) removable 1/8" smooth aluminum plates with a black wrinkle finish to house switches and other electrical items.

Directly above the driver there shall be two (2) panels with the following switches:

Panel #1 (First Panel Driver Side)
-Switch #1: Master Emergency.
-Switch #2: "Brow Light".
-Switch #3: "Left Scene" (12V Scenes).
-Switch #4: "Right Scene" (12V Scenes)
-Switch #5: "Rear Scene"
-Switch #6: Blank
-Switch #7: Blank

-Switch #8: Blank
-Switch #9: GEN PTO (Red Switch with Red Guard
-Switch #10: Rear Blue Warning (Blue Switch with Blue Guard)

Panel #2 (Second Panel Driver Side)
-Traffic Advisor Control Head

There shall be a panel located to the right of the driver that shall be designated for defroster, heat, and air conditioning controls (if specified).

The center overhead panel shall be designated for up to seven (7) door ajar indicators. Upon releasing the apparatus parking brake, one or more of these lights shall automatically illuminate (flash) when any of the following conditions occur that may cause damage if the apparatus is moved: cab or compartment door is open; ladder or equipment rack is not stowed; stabilizer system deployed; any other device has not been properly stowed.

There shall be a panel to the left of the officer as well as two (2) directly above the officer:

The Panel Directly above the Officer shall have the following switches:
Switch #1: Master Emergency.
Switch #2: Howler.
Switch #3: “Brow Light”.
Switch #4: “Left Scene” (12V Scene Lights).
Switch #5: “Right Scene” (12V Scene Lights).
Switch #6: “Rear Scene” (12V Scene).
Switch #7: Spare Switch
Switch #8: Spare Switch
Switch #9: Q2B Brake.

ENGINE WARNING SYSTEM

An engine warning system shall be provided to monitor engine conditions such as low oil pressure, high engine temperature and low coolant level. Warning indication shall include a STOP ENGINE (red) light with audible buzzer activation and a CHECK ENGINE (amber) light. Note: (Some engine configurations may also include a fluid warning light.)

There shall be a master information light bar with 24 lights located across the center of the dash panel that covers up to 24 functions. These are defined under Indicators and Warning Lights above.

DO NOT MOVE APPARATUS INDICATOR LIGHT

A Whelen TIR3 RED LED light shall be installed in the cab near the driver. The light shall illuminate when the parking brake is released and any cab or body door is open or any other item on the apparatus is not properly stowed that may cause damage.

DO NOT MOVE WARNING ALARM

A "Do Not Move Apparatus" alarm shall be installed in the interior of the cab.

DO NOT MOVE DISENGAGE BUTTON

A disengage button shall be provided for the "Do Not Move Apparatus" warning light/alarm. The location of the button shall be determined at the preconstruction conference.

MAPBOOK SLOT

A mapbook slot shall be installed on exterior of the breaker panel located on the officer's side of the cab.

PROGRAMMABLE LOAD MANAGER

Load manager shall have the ability to sequence loads on and off. The Super Node II has twenty-four (24) inputs and twenty-four (24) outputs. Eighteen (18) are positive polarity outputs and six (6) are ground polarity outputs. It shall also be able to establish a 8 priority levels to shedding loads when the vehicle is stationary, starting at 12.8 volts lowest priority load to be shed, then respectively at 12.7, 12.5, 12.3, 12.1, 11.9, 11.5 and never shed volts DC. An output is shed (turned OFF) when the system voltage drops below the designated priority level's shed voltage for thirty (30) seconds. If the voltage has dropped below multiple priority level shed voltages then each higher priority level will shed before the lower priority levels. An output is unshed (turned back ON) when the system voltage rises above the designated priority level's unshed voltage for ten (10) seconds. If the voltage has risen above multiple priority level unshed voltages then each lower priority level will unshed before the upper priority levels.

MASTER SWITCH
All outputs can be tied or not tied to the stage switch. In fire apparatus this switch is typically referred to as the master switch. The state of the stage switch is controlled by Utility Module output memory space 3. When this output is active the stage switch is active. Any output tied to the stage switch will be OFF if the stage switch is not active regardless of the output's multiplex equation. Set an output to be tied to the stage switch by checking the stage switch box in its "Output Port Load Settings" under the "Settings" tab. The name of the stage switch can be changed from the standard "stage" to anything desired by modifying the text in the "Output Port Load Settings" area.

AUTOMATIC HIGH IDLE ACTIVATION

The Utility Module's high idle request (input memory space 2) is activated when the system voltage drops below the high idle threshold (12.8 volts standard or 25.6 volts if 24 volt load management is enabled) for 8 seconds or longer AND load management has been enabled (Utility Module output memory space 1 is active). The high idle request will remain active as long as the voltage remains below the voltage threshold and for 3 minutes after the system voltage rises above the voltage threshold. High idle can be canceled by activating the Utility Module's high idle cancel (output memory space 0).

HIGH IDLE

The engine shall have a "high idle" switch on the dash that shall maintain an engine RPM of 1,000. The switch shall be installed at the cab instrument panel for activation/deactivation. The "high idle" mode shall become operational only when the parking brake is on and the truck transmission is in neutral.

CAB ACCESSORY FUSE PANEL

A fuse panel shall be located underneath the rear facing seat on the officer's side. The fuse panel shall consist of six (6) battery hot and six (6) ignition switch circuits. Each circuit shall be capable of 10-ampere 12-volt power and total output of 50-amps. The fuse panel shall be capable of powering accessories such as hand held spotlights, radio chargers, hand lantern chargers and other miscellaneous 12-volt electrical components.

POWER & GROUND STUDS, OVERHEAD COMMAND CONSOLE

There shall be a set of four (4) threaded power studs provided in the cab's overhead Command Console for future installation of two-way radios.

The studs shall be wired as follows:

- One (1) 12-volt 60-amp, direct to the battery ignition off.
- One (1) 12-volt 30-amp switched battery first position on ignition switch.
- One (1) 12-volt 30-amp ignition power second position on ignition switch.
- One (1) 12-volt 125-amp ground.

POWER & GROUND STUDS, LOWER COMMAND CONSOLE

There shall be a set three of (3) threaded power studs provided in the cab's lower Command Console for future installation of two-way radios.

The studs shall be wired as follows:

- One (1) 12-volt 60-amp, direct to the battery
- One (1) 12-volt 30-amp controlled by the ignition switch
- One (1) 12-volt 125-amp ground

VEHICLE DATA RECORDER

An Akron / Weldon vehicle data recorder as required by the 2009 edition of NFPA 1901 shall be installed. Vehicle data shall be sampled at the rate of 1 second per 48 hours, and 1 minute per 100 engine hours.

Free software is available to allow the fire department to collect the data as needed.

AUXILIARY POWER POINT

Five (5) 12-volt 20-ampere auxiliary lighter socket type plug-ins, shall be provided in the cab/body of apparatus. The exact locations shall be determined at the preconstruction conference.

DUAL POWER POINT, USB-USBC

Five (5) Kussmaul 12-volt dual port USB-USBC power point shall be provided in the cab/body. Exact locations of the USB Drives shall be determined at the preconstruction conference.

LIGHTING CAB INTERIOR

Interior lighting shall be provided inside the front of the cab for passenger safety. Three (3) Whelen 6" round ceiling mounted combination red/clear LED dome lights with a push button on/off switch in the light lens. One light shall be located over each the officer and driver's position and one in the center. The lights shall also activate from the open door switch located in each cab doorjamb.

LIGHTING CREW CAB INTERIOR

Interior lighting shall be provided inside the crew cab for passenger safety. Three (3) Whelen 6" round ceiling mounted combination red/clear LED dome lights with a push button on/off switch in the light lens shall be provided. The lights shall also activate from the open door switch located in each cab doorjamb.

DOOR LIGHTS

One (1) Whelen 500 series TIR6 model 50*03Z*R LED light shall be installed in a chrome plated bezel inside each of the lower cab doors. The lights shall be wired to flash when the ignition is on and the cab door is open.

HEAVY DUTY HEATER/DEFROSTER/AIR CONDITIONER

There shall be a minimum 80,000 cool BTU and 65,000 heat BTU single unit, heater/air conditioner mounted over the engine cover. The unit shall be mounted in center of the cab on the engine hood/enclosure. Unit shall have a shutoff valve at the right side of the frame, next to the engine. Airflow of the heater/air conditioner shall be a minimum 1200 CFM. To achieve maximum cooling, a TM-31 Compressor (19.1 cu. in.) will be used.

The defroster/heater shall be a minimum of 35,000 BTU and shall be a separate unit mounted over the windshield. There shall be eight (8) louvers/diffusers to direct to windshield and door glass. Airflow of the defroster/heater shall be a minimum 350 CFM. The unit shall be painted Zolatone greystone to match the cab ceiling.

The condenser shall be roof mounted and have 80,000 BTU rating. The unit shall include two fan motors. Airflow of the condenser shall be a minimum 2250 CFM. (This roof-mounted condenser shall work at full rated capacity at an idle with no engine heat problems.)

HEATER/DEFROSTER/AIR CONDITIONING CONTROLS

The heater/defroster/air conditioning shall be located in the overhead console in the center of the apparatus cab within reach of the driver and officer. The controls shall be illuminated for easy locating in dark conditions. The controls shall be located in such a way that the driver will not be forced to turn away from the road to make climate control adjustments. Control of all heater/defroster/air conditioning functions for the entire apparatus cab shall be achieved through these controls.

FLOORBOARD HEATING DUCT

There shall be ductwork to the floor of the cab, facing forward to provide heat for the front of cab floor area.

DRIVER/OFFICER VENT TO FACE

There shall be ductwork routed forward towards the driver/officer positions. The vents shall provide a/c to the face of the driver/officer and to the front of cab area.

DEFROSTER DIFFUSER

A molded diffuser made of durable ABS plastic ductwork system shall be provided. It shall be form fitted and shall attach to the cab's overhead defroster unit to provide temperature controlled air to the windshields. Air flow of up to 280 cfm is balanced and directed across the entire windshield for optimum defrosting capability in all types of weather.

TOOL TRAY

There shall be a 3/16" smooth aluminum tray installed on top of the heat/air conditioning unit for use in mounting of equipment. The plate shall measure approximately 24.5" wide x 18.5" long with a 2" lip on all four (4) sides. The tray shall be coated with the same finish as the heat/air conditioning unit and shall be secured with screws for easy replacement.

DRIVER'S SEAT

A H.O. Bostrom Sierra high back ABTS seat with air suspension shall be provided for the driver. The seat shall be equipped with a red 3-point shoulder harness with lap belt. The seat shall have fore/aft adjustment and shall be upholstered with heavy duty Low Seam Durawear Plus material.

HELMET STORAGE

The helmet for the above seat shall be stored in a compartment. A placard shall be provided visible to the riding position warning that injury may occur if helmets are worn while seated.

OFFICER'S SEAT

An H.O. Bostrom Tanker 450 ABTS SCBA seat shall be provided for the officer. The seat back shall have a SCBA cavity and auto-pivot-and-return padded headrest. The seat shall be equipped with a red 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly. The seat shall be upholstered with heavy duty Low Seam Durawear Plus material.

UNDER SEAT STORAGE COMPARTMENT

There shall be a storage area under the officer's seat, accessible from the front through a hinged door with Southco C5 compression lever latch. The door shall be shall be painted with a durable finish to match the inside of the cab and shall be vertically hinged near the engine enclosure.

The storage area shall be approximately 19.5" wide x 14.375" high x 21.75" deep. The lower rear portion of the compartment shall be tapered to accommodate the wheel well and wiring chase. The opening shall be approximately 15.5" wide x 10.5" high.

HELMET STORAGE

The helmet for the above seat shall be stored in a compartment. A placard shall be provided visible to the riding position warning that injury may occur if helmets are worn while seated.

CREW SEAT – DRIVER'S SIDE, REAR FACING

One (1) H.O. Bostrom Tanker 450 ABTS SCBA fixed base seat shall be installed behind the driver. The seat back shall have a SCBA cavity and auto-pivot-and-return padded headrest. The seat shall be equipped with a red 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly. The seat shall be upholstered with heavy duty Low Seam Durawear Plus material.

HELMET STORAGE

The helmet for the above seat shall be stored in a compartment. A placard shall be provided visible to the riding position warning that injury may occur if helmets are worn while seated.

CREW SEAT – OFFICER'S SIDE, REAR FACING

One (1) H.O. Bostrom Tanker 450 ABTS SCBA fixed base seat shall be installed behind the officer. The seat back shall have a SCBA cavity and auto-pivot-and-return padded headrest. The seat shall be equipped with a red 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly. The seat shall be upholstered with heavy duty Low Seam Durawear Plus material.

HELMET STORAGE

The helmet for the above seat shall be stored in a compartment. A placard shall be provided visible to the riding position warning that injury may occur if helmets are worn while seated.

EMS CABINET, FORWARD FACING

There shall be a cabinet constructed of .125 aluminum plate and painted to match the interior of the cab. The cabinet dimensions shall be approximately 46" wide x 18" deep x 53" tall. The cabinet shall come complete with interior access. Strip lighting shall be provided in the cabinet. The cabinet shall be provided on the back wall of the cab, mounted on the crew seat riser, in place of the two forward facing crew seats.

INTERIOR COMPARTMENT OPENING

The compartment shall come complete with a single interior access opening with an Amdor satin finished roll-up door to cover that opening.

ADJUSTABLE SHELVES

There shall be two (2) adjustable shelves provided and installed in the compartment. The shelves shall be fabricated of .188 aluminum plate and have two 1.5" x 1.5" x .188" aluminum angles welded to the underside of the shelf for support.

CREW SEAT – DRIVER'S SIDE, FORWARD FACING, OUTBOARD

One (1) H.O. Bostrom Tanker 400CT ABTS SCBA flip-up base seat shall be installed in the driver's side forward-facing outboard position. The seat back shall have a SCBA cavity and auto-pivot-and-return padded headrest. The seat shall be equipped with a red 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly. The seat shall be upholstered with heavy duty Low Seam Durawear Plus material.

HELMET STORAGE

The helmet for the above seat shall be stored in a compartment. A placard shall be provided visible to the riding position warning that injury may occur if helmets are worn while seated.

CREW SEAT – OFFICER'S SIDE, FORWARD FACING, OUTBOARD

One (1) H.O. Bostrom Tanker 400CT ABTS SCBA flip-up base seat shall be installed in the officer's side forward-facing outboard position. The seat back shall have a SCBA cavity and auto-pivot-and-return padded headrest. The seat shall be equipped with a red 3-point shoulder harness with lap belt and an automatic retractor built into the seat assembly. The seat shall be upholstered with heavy duty Low Seam Durawear Plus material.

HELMET STORAGE

The helmet for the above seat shall be stored in a compartment. A placard shall be provided visible to the riding position warning that injury may occur if helmets are worn while seated.

SEAT UPHOLSTERY COLOR

The cab seat upholstery shall be black in color.

SCBA BRACKETS

Each SCBA seat in the cab shall feature an H.O. Bostrom SecureAll self contained breathing apparatus (SCBA) locking system. The seat back shall include a bracket which shall be capable of storing most U.S. and international SCBA brands and sizes while in transit or for storage. The bracket shall be easily adjustable for all SCBA brands and cylinder diameters; adjustment points shall utilize similar hardware and adjustments shall be made with one tool.

The bracket shall be adjustable to compensate for different cylinder lengths without the use of tools. The adjustment shall be made by raising a lever and moving the top clamp vertically.

The bracket system shall be free of straps and clamps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the tank in-place for a safe and comfortable fit in seat cavity. Fire fighters shall simply push the SCBA unit against the pivot arm to engage the patented auto-locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The locking system shall include a release handle integrated into the seat cushion for quick and easy release and to eliminate the need for straps or pull cords which might interfere with other SCBA equipment.

SEAT BELT WARNING SYSTEM

An Akron / Weldon seat belt warning system shall be provided, and shall monitor each seating position. Each seat shall be supplied with a sensor that, in conjunction with the display module located on the dash, shall determine when the seat belt was fastened and if the seat is occupied. An icon shall represent that the seat is properly occupied. An audible and visual alarm shall be activated if the seat is occupied and/or the belt is not fastened in the proper sequence.

CREW SEAT COMPARTMENT

A compartment shall be provided under the forward facing crew seats on the back wall of the cab. Two drop down doors shall be provided on the front face of the compartment. Compartment dimensions are 91.5"L x 14"H x 19"W.

IN-CAB OVERHEAD STORAGE AREA

An overhead storage area shall be provided at the front of the raised roof portion inside of the cab above the rear-facing crew seats. The full-width storage area shall be approximately 84" wide x 15.5" high x 17" deep and shall have a Zolatone gray/black rubberized, textured finish to match the cab interior. The storage area shall be equipped with aluminum lift-up doors.

IN-CAB OVERHEAD STORAGE AREA

An overhead storage area shall be provided at the rear of the raised roof portion inside of the cab above the forward-facing crew seats. The full-width storage area shall be approximately 84" wide x 15.5" high x 15" deep and shall have a Zolatone gray/black rubberized, textured finish to match the cab interior. The storage area shall be equipped with aluminum lift-up doors.

Provisions shall be made for the installation of customer furnished radio.

ANTENNA MOUNTING

The two (2) customer supplied radio antennas shall be installed in the cab roof with the coax cable run to the radio mounting area. The radio location shall be determined at the pre-construction meeting.

ELECTRICAL PROVISION

Wiring shall be provided in the cab for the future installation of electrical chargers. The location shall be determined during the pre-construction conference.

HD STEREO

A Jensen HD AM/FM/WB/CD Bluetooth stereo shall be provided with four speakers.

COMMUNICATION SYSTEM

A six position David Clark intercom system shall be provided in the cab. The six positions include: driver, officer and four crew seats. The driver and officer positions shall be interfaced with radio.

VOYAGER, 2 CAMERA SYSTEM

Provided and mounted on the apparatus shall be One (1) HD Voyager 7" Color Sealed, Weatherproof/Dustproof LCD Monitor (AOM713WP); One (1) Rugged Color Camera, 130°; Viewing Angle, LED Low light Assist (VCCS130); One (1) Right Color Side Body Camera, 110°; Viewing Angle w/ Housing (VCCSIDRCM); One (1) 50' Camera Cable to LCD Monitor (CEC50); One (1) 15' Camera Cable to LCD Monitor (CEC15); One (1) 6" Double Knuckle Monitor Mount (72706).

BODY SUB-FRAME

The chassis shall be fitted with a sub-frame system consisting of a series of steel plate gusseted legs, extending down and out from the chassis frame rails on each side. This system will provide additional structural support to the side compartments. A heavy-duty rear platform shall be constructed of the same material to support the rear compartments and rear step. Self-supporting bodies will not be acceptable. NO EXCEPTIONS

BODY MOUNTING

The body shall be fastened to the chassis frame with a minimum of four (4) spring loaded body mounts. Each mount shall be configured using a two-piece angle brackets. The two (2) brackets shall be fabricated of heavy duty 3/8" thick A36 steel and shall have a zinc coated finish to prevent any corrosion. Each mounting assembly shall utilize two (2) 5/8" diameter x 16" long high strength steel zinc coated threaded rod w/ two (2) heavy duty die springs. As the chassis frame twists under driving conditions, the spring mounting system shall eliminate any stress from being transferred into the body. The spring-loaded body mounts shall also prevent frame side rail or body damage caused by unevenly distributed stress and strains due to load and chassis movement.

APPARATUS BODY

The body shall be constructed of 3/16" #5052 aluminum sheet, #3003 bright aluminum diamond plate and structural aluminum extrusions. The body shall be of the modular design to allow for proper flexing of the truck chassis. The body shall be custom built and engineered for proper load distribution on the chassis. An insulator material shall be used where aluminum and steel are in contact to prevent corrosion.
The ceilings, sidewalls and floors of the body compartments shall be constructed of 3/16”; 5052-H32 smooth aluminum plate with a tensile strength range of 32,000 to 44,000 psi. Continuous 4043 fill welding shall seal compartment panels.

The body framework shall be constructed of custom-designed aluminum alloy 6063-T5 extrusions with a tensile strength of 35,000 psi.
To eliminate "dead space" and to maximize compartment interior space, there shall be no more than 1/4" between outer and inner walls.
The compartment extrusions shall be slotted full-length on backside for uniform fitting of the aluminum plate work that forms the compartment interiors.
The aluminum extrusion profiles shall incorporate 1" x 1-3/4" recessed continuous door seal at the bottom of the compartment. The extrusions shall be designed to allow unobstructed, sweep-out floors in all compartments.
The front and top surfaces of body shall be covered with .125" bright aluminum diamond treadplate. The forward and rear recessed surfaces shall be flush with the corner extrusions.
The outer hatch skin shall extend downward over the extrusions and form a drip molding. The material shall be .125 aluminum. The top of the hatch compartments shall have an extrusion that matches the same radius as the cab roof extrusion.
The compartment assemblies are to be fastened to the sub-frame with mechanical Huck-type bolts.
Each compartment shall be properly vented with louvers.

COMPARTMENTATION LEFT SIDE

L1- There shall be a compartment, ahead of the rear wheels approximately 68-1/2" wide x 66" high x 26-1/4" deep. The compartment shall be transverse above the frame rails.
L2- There shall be a compartment, ahead of the rear wheels approximately 68-1/2" wide x 66" high x 26-1/4" deep. The compartment shall be transverse above the frame rails.
L3- There shall be a compartment above rear wheel approximately 64" wide x 30" high x 26-1/4" deep.
L4- There shall be a compartment behind the rear wheels approximately 63" wide x 66" high x 26-1/4" deep.

LEFT UPPER HATCH COMPARTMENT

There shall be a compartment located at the top left body side with lift up doors and pneumatic stays. The compartment shall be approximately 28" wide x 264".The height of the coffin will be determined based on the height of the cab unless otherwise indicated. Two (2) lift-up NFPA compliant serrated aggressive diamond plate doors shall be provided, each with chrome handles. The tops of the compartments shall be constructed of NFPA compliant embossed aggressive diamond plate.

COMPARTMENTATION RIGHT SIDE

R1- There shall be a compartment, ahead of the rear wheels approximately 68-1/2" wide x 66" high x 26-1/4" deep. The compartment shall be transverse above the frame rails.

R2- There shall be a compartment, ahead of the rear wheels approximately 68-1/2" wide x 66" high x 26-1/4" deep. The compartment shall be transverse above the frame rails.
R3- There shall be a compartment above rear wheel approximately 64" wide x 30" high x 26-1/4" deep.
R4- There shall be a compartment behind the rear wheels approximately 63" wide x 66" high x 26-1/4" deep.

RIGHT UPPER HATCH COMPARTMENT

There shall be a compartment located at the top right body side with lift up doors and pneumatic stays. The compartment shall be approximately 28" wide x 264" long. The height of the coffin will be determined based on the height of the cab unless otherwise indicated. Two (2) lift-up NFPA compliant serrated aggressive diamond plate doors shall be provided, each with chrome handles. The tops of the compartments shall be constructed of NFPA compliant embossed aggressive diamond plate.

REAR CENTER STAIRCASE W/ STORAGE COMPARTMENTS

The rear of the body shall have a staircase leading from the tailboard to the upper walkway. The staircase shall be designed to incorporate compartments to hold customer specific equipment. The horizontal surface of each step shall incorporate a drip edge to keep water from entering each compartment. Each compartment shall have a positive latching mechanism and a door ajar sensor.

Final layout of each compartment shall be determined at pre-construction.

STAIRCASE FINISH

The staircase and inside walkway area shall be made of 3/16” aluminum embossed treadplate.

UPPER BODY WALKWAY

A 40" wide, upper body walkway shall be provided at the center of body and recessed into the roof structure. The walkway shall be finished with NFPA compliant 3/16" aluminum. Drains shall be installed at front of walkway to allow water to drain to the ground through flexible drain hose.

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UPPER HATCH COMPARTMENTS

Each upper hatch compartment shall have a lift-up type compartment door hinged on the outboard side. Each door shall be fabricated from 3/16" aluminum. Each door shall have two (2) pneumatic type cylinders,

one (1) at each end, attached to cast aluminum brackets mounted to the interior surface of the door to hold the door in both the opened and closed positions. Each door shall be mounted using stainless steel piano hinges, with stainless steel pin. A barrier film gasket shall be placed between stainless steel hinge and the body mounting surface as necessary to prevent corrosion caused by dissimilar metals.

Each compartment door shall overlap a 2" vertical lip on the body roof to prevent entry of moisture and sealed with automotive type rubber molding to provide a weather resistant seal.

Each roof compartment door shall have a chrome 7" handle bolted to center of each door.

Each compartment shall have a horizontally mounted LED strip light on the underside of the door hinge. The light and NFPA Door Ajar System shall be automatically activated by an individual switch per compartment.

WALKWAY FINISH

The inside walkway area shall be made of 3/16” aluminum embossed treadplate.

WALKWAY LIGHTS

There shall be Tecniq E44 strip lights provided to illuminate the upper body walkway area. The lights shall be activated when the parking brake is set.

Each light shall be mounted in a J-shape cast aluminum housing to protect against damage from personnel or equipment.

UPPER HATCH COMPARTMENT, FINISH

The compartment tops and doors of the hatch compartments shall be made of 3/16” aluminum embossed treadplate.

OIL DRY HOPPER

An oil dry hopper will be constructed and located in the rear upper portion of the hatch compartments. The hopper will have a capacity to hold up to 150# of oil dry material. The hopper construction shall be of aluminum plate fabricated and solidly welded in a manner to allow the material to flow downward into the delivery pipe. The delivery pipe shall be constructed of 3” PVC and equipped with a PVC flange to provide a maintenance free seal at the bottom of the hopper. The pipe shall be routed through the back corner of the rear compartment. The point of material discharge shall be either in the rear compartment or directly under

the rear compartment as directed by the fire department. A 3" PVC sliding type valve shall be provided and located in the rear compartment for controlling the dispensing of the material.

ROPE TIE-OFFS

There shall be six (6) 9,000 # rated rope tie offs provided on the body. There shall be three (3) on each side of the upper hatch compartments. Two (2) shall be mounted in the upper corners and one (1) mounted in the center of the body. The rope tie offs shall consist of 10,000 # hoist rings powder coated black. The hoist rings shall attached trough a 3/16th scuff plate, a 3/16th compartment wall, and a 3/8" aluminum plate. The 3/8" aluminum plate shall be fully welded to the upper hatch compartment structure. The hoist ring shall be able to swivel 360 degrees and pivot 180 degrees.

ROPE TIE-OFF SCUFF PLATES

An aluminum scuff plate shall be provided behind each of the rope tie-offs. The scuff plates shall have a brushed finish.

COMPARTMENT INTERIOR - L1

The L1 compartment on the left side of the apparatus shall include the following features:

No compartment options were selected for L1.

COMPARTMENT INTERIOR - L2

The L2 compartment on the left side of the apparatus shall include the following features:

No compartment options were selected for L2.

COMPARTMENT INTERIOR - L3

The L3 compartment on the left side of the apparatus shall include the following features:

No compartment options were selected for L3.

COMPARTMENT INTERIOR - L4

The L4 compartment on the left side of the apparatus shall include the following features:

No compartment options were selected for L4.

COMPARTMENT INTERIOR - R1

The R1 compartment on the right side of the apparatus shall include the following features:

No compartment options were selected for R1.

COMPARTMENT INTERIOR - R2

The R2 compartment on the right side of the apparatus shall include the following features:

No compartment options were selected for R2.

COMPARTMENT INTERIOR - R3

The R3 compartment on the right side of the apparatus shall include the following features:

No compartment options were selected for R3.

COMPARTMENT INTERIOR - R4

The R4 compartment on the right side of the apparatus shall include the following features:

No compartment options were selected for R4.

UNISTRUT

Each compartment shall come equipped with 1.625" x .875" x .125" aluminum Unistrut channel. The Unistrut shall be securely fastened to the interior walls of the compartment.

ROLL-UP COMPARTMENT DOORS

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

- 1” aluminum double wall slats with continuous ball & socket hinge joint designed to prevent water ingression and weather tight recessed dual durometer seals
- double wall reinforced bottom panel with stainless steel lift bar latching system
- bottom panel flange with cut-outs for ease of access with gloved hands
- reusable slat shoes with positive snap-lock securement
- smooth interior door curtain to prevent equipment hang-ups
- one-piece aluminum door track / side frame
- top gutter with non-marring seal
- non-marring recessed side seals with UV stabilizers to prevent warpage
-

PAINTED ROLL-UP DOORS

The doors shall be wet painted before assembly by the door manufacturer. The paint shall be the same as the apparatus to achieve an exact match of paint color and have the look and durability same as on the rest of the truck.

SILL PROTECTION

A clear protective film shall be provided along the front edge of each body compartment floor.

PULL CORDS

A 1" wide nylon strap shall be provided to assist in closing the compartment door. The strap shall be fastened and secured to back of the roll-up door. The strap shall extend from door and be secured to the wall next to the door opening.

ROLL UP DOOR DRIP PAN/SPLASHGUARD

The specified roll-up door(s) shall be equipped with a drip pan with built in splashguard. The drip pan shall attach to the pennant plate with spring pins to allow for easy removal and cleaning. The construction of the pan shall be of a corrosion resistant material.

COMPARTMENT INTERIOR FINISH

The interior non-painted surface of the compartments shall have a smooth, natural finish.

COMPARTMENT LIGHTING

Each compartment shall be equipped with two (2) white AMDOR LED light strips which shall provide a consistent pattern to illuminate the entire compartment.

BODY HANDRAILS

Handrails shall be constructed of type 304 stainless steel 1.25 inch diameter tubing with bright finish and knurled gripping surface. Mounting flanges shall be constructed from 7 gauge, .180 thick, stainless sheet. Each grab rail shall have 90 degree returns to flanges. The ends of grab rail shall pass through the flanges and be welded to form one structural unit. The handrails, shall be mounted using 1.25" SS Hex bolts, with a barrier rubber gasket at each flange. Sufficient space shall allow for a gloved hand to firmly grip the rail. The rails shall be located in the following areas:

(Note: These are in addition to those previously mentioned in the cab section):

There shall be one (1) vertical handrail at rear of the body one each side of the rear compartment.

There shall be two (2) handrails mounted horizontally, above the pump panel, one (1) on each side as large as possible.

RUB RAILS

The body shall be equipped with anodized aluminum channel style rub rails at the sides. Rub rails shall be spaced away from the body by 1/2" polymer spacers. The rub rails shall be polished to a bright finish.

ALUMINUM TREADPLATE

All load bearing aluminum treadplate running boards shall be .155 thick bright-annealed finish. Running boards and rear step edges shall be flanged down for added strength. Running boards shall also be flanged up to form kick plates. All non-load bearing aluminum shall be .125" thick bright annealed finish. In areas where aluminum treadplate shall function as a load-bearing surface, there shall be a heavy steel sub-structure. This structure shall consist of 3" channel and 1-1/2" angle welded support. This shall assure that there shall be no flexing or cracking of running boards. The aluminum shall be insulated from the steel by closed cell foam body barrier material.

Treadplate locations:
1. Skirting around front bumper.
2. The step at the cab entrance.
3. The jump seat steps.
4. The body header.
5. The running boards.
6. The rear step.
7. The top of the compartments.
8. The rear of the apparatus.

SCBA CYLINDER COMPARTMENTS

There shall be four (4) spare breathing air cylinder compartments recessed in the rear fender wells, two (2) left and two (2) right. The interior compartment shall be constructed of a high-density polyethylene plastic.

DOOR FINISH

The single or double SCBA compartments shall have a brushed stainless door equipped with a weather resistant flush fitting thumb latch. The interior of the door shall incorporate a rubber seal to keep the compartment free of road debris and moisture.

FENDER PANELS

The rear side fenders shall be removable aluminum treadplate panels. The wheel liners shall be constructed of pre-formed material to provide a maintenance free, damage resistant surface.

GROUND LADDERS

The apparatus shall be equipped with heavy duty, box type "I" beam rail, ground ladders. The ladders shall meet the requirements of NFPA 1931 to ensure proper design and that sufficient strength is available for the service intended. The ground ladders shall be constructed of aluminum with non-welded, field replaceable

rung to rail connections to simplify field repairs and removable plated steel butt spurs for added strength. A full 1/2", non-rotting, poly rope shall be provided for easy ladder operation.

One (1) Alco-Lite PEL-24 24 ft. two-section aluminum extension ladder.
One (1) Alco-Lite PRL-14 14 ft. aluminum roof ladder.
One (1) Alco-Lite FL-10' 10 ft. folding ladder.

The ladders shall have lifetime Warranty against manufacturing defects.

LADDER CHUTE

There shall be a ladder chute installed in a section of the upper hatch compartment. The upper hatch compartments width shall be modified to accommodate customer specified ladders. The ladder chute shall have drains provided into the walkway. The top of the ladder chute shall have a vinyl cover to assist keeping water and other debris out of the chute.

LADDER CHUTE DOOR

A smooth aluminum door shall enclose the ladders at the rear.

RECEIVER (Sides)

A 2" receiver shall be provided and mounted directly to the apparatus chassis, extending out of the rear sides of the body. The receiver shall be 2" x 2" heavy wall tube and solidly re-enforced. The receiver shall be rated with a maximum capacity of 16,000 lbs. The receiver shall be designed for a 2-1 straight pull capacity (8,000 lbs).

RECEIVER (Rear)

A 2" receiver shall be provided and mounted directly to the apparatus chassis, under the body sub frame. Receivers that mount to the body subframe shall not be acceptable. The receiver shall be 2" x 2" heavy wall tube and solidly re-enforced. The receiver shall be rated with a maximum capacity of 16,000 lbs. The receiver shall be designed for a 2-1 straight pull capacity (8,000 lbs).

WIRING

Sufficient power shall be provided at the receiver for the intent of powering a winch.

LICENSE PLATE BRACKET

A Cast Products LP0013 cast aluminum license plate bracket with LED light shall be provided at the rear of the apparatus.

BODY ELECTRIC SYSTEM

All body electrical wiring in the chassis will be XLP cross link-insulated type. Wiring is to be color-coded and include function codes every three (3) inches. Wiring harnesses will be routed in protective, heat resistant loom, securely and neatly installed. Two power distribution centers will be provided in central locations for greater accessibility. The power distribution centers contain automatic thermal self-resetting breakers, power control relays, flashers, diode modules, daytime driving light module, and engine and transmission data links. All breakers and relays are utilized in circuits which amp loads are substantially lower than the respective component rating thus ensuring long component life. Power distribution centers will be composed of a system of interlocking plastic modules for ease in custom construction. The power distribution centers are function oriented. The first is to control major truck function and the second controls overhead switching and interior operations. Each module is single function coded and labeled to aid in troubleshooting. The centers also have accessory breakers and relays for future installations. All harnesses and power distribution centers will be electrically tested prior to installation to ensure the highest system reliability.

All external harness interfaces will be of a triple seal type connection to ensure a proper connection. The cab/chassis and the chassis/body connection points will be mounted in accessible locations. Complete chassis wiring schematics will be supplied with the apparatus.

The wiring harness contained on the chassis shall be designed to utilize wires of stranded copper or copper alloy of a gauge rated to carry 125% of maximum current for which the circuit is protected without exceeding 10% voltage drop across the circuit. The wiring shall be uniquely identified by color code or circuit function code, labeled at a minimum of every three (3) inches. The identification of the wiring shall be referenced on a wiring diagram. All wires conform to SAEJ1127 (Battery Cable), SAEJ1128 (Low Tension Primary Cable), SAEJ1560 (Low Tension Thin Wall Primary Cable).

All harnesses shall be covered with moisture resistant loom with a minimum rating of 300 Degrees Fahrenheit and a flammability rating of VW-1 as defined in UL62. The covering of jacketed cable has a minimum rating of 289 degree Fahrenheit.

All harnesses are securely installed in areas protected against heat, liquid contaminants and damage. The harness connections and terminations use a method that provides a positive mechanical and electrical

connection and are in accordance to the device manufacturer's instructions. No connections within the harness utilize wire nut, insulation displacement, or insulation piercing.

All circuits conform to SAE1292. All circuits are provided with low voltage over current protective devices. These devices are readily accessible and protected against heat in excess of component rating, mechanical damage, and water spray. Star washers are not used for ground connections.

BACK-UP ALARM

An Ecco model SA917 automatic self-adjusting electronic back-up alarm producing 87-112 db shall be installed at the rear between the frame rails. It shall operate whenever the transmission's reverse gear is selected.

STOP/TAIL/TURN/REVERSE LIGHTS

The rear stop/tail/turn/reverse lights shall be Whelen M9 series lights individually installed each side on the rear of the apparatus body. The stop/tail lights shall be LED model M6BTT located in the top position of the cluster. The amber arrow turn signals shall be LED model M9T located below the stop/tail lights. The reverse lights shall be LED model M9BUW located below the turn signals.

LED ICC/MARKER LIGHTS

LED type ICC/marker lights shall be provided to meet D.O.T. requirements.

STEP LIGHTS

LED strip lighting or individually mounted lights shall be provided at the rear of the body to illuminate all stepping surfaces and walkway.

GROUND LIGHTING

The apparatus shall be equipped with lighting capable of illumination to meet NFPA requirements. Lighting shall be provided at areas under the driver and crew riding area exits and shall be automatically activated when the exit doors are opened. The ground lights shall be Amdor Lumabar H20 LED. Lighting required in other areas such as work areas, steps and walkways shall be activated when the parking brake is applied, provided the ICC lights are on.

Eight (8) additional Amdor Lumabar H20 ground lights shall be provided. The exact locations TBD at the pre-construction conference.

OPTICAL WARNING SYSTEM

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

A momentary rocker switch shall be provided near the driver and labeled Master Emergency to energize all of the optical warning devices provided. A secondary momentary rocker switch shall be provided near the officer. All lights shall operate at not less than the minimum flash rate per minute as specified by NFPA.

UPPER LEVEL WARNING DEVICES

The upper level shall be divided into zones A (front), B (officer's side), C (rear) and D (driver's side).

Zone A (front) shall have one (1) Whelen Freedom IV 81" Model F4N1QLED light bar, with twenty (20) LED modules. The light bar shall have two (2) end red LED modules, four (4) corner red LED modules, twelve (12) forward-facing red LED modules and two (2) forward-facing white LED modules. The light bar shall have all clear outer lenses. The light bar shall be installed on the cab roof as far forward as possible with two (2) MK8H 5" cast aluminum risers.

Zone B (officer's side) shall be covered by the module from the light bar and the side-facing warning light.

Zone C (rear) shall have four (4) Whelen M9 series model M9* LED warning lights installed on the upper rear of the apparatus. The lights shall be installed one (1) each side on the upper rear surface of the body (rear-facing) and one (1) each side on the driver and officer sides of the body in the upper rear corners (side-facing).

Zone D (driver's side) shall be covered by the module from the light bar and the side-facing warning light.

LOWER LEVEL WARNING DEVICES

The lower level shall be divided into zones A (front), B (officer's side), C (rear) and D (driver's side).

Zone A (front) shall have four (4) Whelen M6 series model M6* Super LED warning lights.

The lights shall be installed two (2) each side on the front of the cab in the warning light housings.

Zone B (officer's side) shall have two (2) Whelen M6 series model M6* Super LED warning lights and one (1) Whelen ION T-Series TLI* Super LED warning light.

The lights shall be installed one (1) near the front corner of the apparatus, one (1) near the rear axle, and one (1) near the rear corner of the apparatus.

Zone C (rear) shall have two (2) Whelen M6 Series model M6* Super LED warning lights installed one (1) each side on the lower rear of the apparatus.

Zone D (driver's side) shall have two (2) Whelen M6 series model M6* Super LED warning lights and one (1) Whelen ION T-Series TLI* Super LED warning light.

The lights shall be installed one (1) near the front corner of the apparatus, one (1) near the rear axle, and one (1) near the rear corner of the apparatus.

ADDITIONAL WARNING LIGHT BARS

There shall be (2) additional Whelen Freedom IV 21"" LED light bars, Model F4MINI, each with five (5) LED modules. Each light bar shall have one (1) end red LED module, two (2) corner red LED modules, and two (2) forward-facing white LED modules. The light bars shall have all clear outer lenses. The light bars shall be installed on the cab roof each with two (2) MK8H 5"" cast aluminum risers.

ADDITIONAL WARNING LIGHTS

There shall be (6) additional Whelen M6 Series model M6* Super LED warning lights installed on the apparatus.

(2) Front of the truck, (1) ea side of the grill below headlights mounted directly to the cab (reference Dalton Fleet)
(1) ea side of the cab, centered above front wheels
(2) rear of the body, (1) each side mounted mid-height

ADDITIONAL WARNING LIGHTS

There shall be (6) additional Whelen ION T-Series TLI* LED warning lights installed on the apparatus.

(1) ea side of the body in the front corners of the rub rails
(1) ea side of the body mid-ship of the body in rub-rails
(2) rear of the truck, (1) ea side, inboard of tail lights

ADDITIONAL WARNING LIGHTS

There shall be two (2) additional Whelen M9 series model M9* LED warning lights installed on the apparatus at the front corners of the body

TRAFFIC ADVISOR

One (1) Whelen TAL85 22" 2-piece LED traffic advisor shall be installed at the rear of the apparatus. The advisor shall have eight (8) amber LED light heads. The TACTL5 control head shall be mounted in a location specified by the fire department.

BROW MOUNTED LED SCENE LIGHT

A Whelen Pioneer PFH2 brow mounted LED scene light shall be provided. The lamp head shall operate at 12 volts DC, draw 12.5 amps, and generate 16,000 lumens of light. The light shall be mounted at the front brow of the cab and shall be controlled from a switch in the cab.

SCENE LIGHTS

Four (4) pairs of Whelen M9 LED scene lights shall be installed.

(1) ea side of the cab above fixed window
(1) ea side of body, front corner
(1) ea side of body, rear corner
(2) rear of body, (1) ea side as high as possible (Below M9 Warning Lights)

ADDITIONAL 3-WAY SWITCH

Four (4) additional 3-way switch shall be provided and mounted above the officers seat for the control of the following circuits:

Front Scene
Left Scene

Right Scene
Rear Scene

The switches shall be three-way momentary switches to allow the circuit to be turned on from either the driver or officers seat position.

GENERATOR

The apparatus shall be equipped with a complete electrical power generation system.
A Harrison hydraulic 10.0 KW generator model MAS – 16R/5A shall be provided and installed. The generator and wiring shall conform to present National Electric Codes as outlined in the National Fire Protection Association Standards.
The output of the generator shall be controlled by an internal hydraulic system. An electrical instrument gauge panel shall be provided for the operator to monitor and control all electrical operations and output.
The generator shall be powered by a transmission power take off unit, through a hydraulic pump and motor.
The generator shall be operable anytime that the apparatus engine is running and meeting the minimum range of 900 RPM's.
Height 14"
Width 24"
Depth 18"
Weight 273
Max kW 10.0
AMPS@120V 80
AMPS@240V 40
HP Required 20
Torque Required 82.9
Maximum Pressure 2800 psi

BREAKER BOX

A circuit breaker box shall be provided with eight (8) spaces for breakers which shall be provided as needed. All wiring shall be installed in liquid tight conduit.

BREAKER PANEL

The breaker panel shall be located in the L1 Compartment and shall meet all requirements set forth by the National Electrical Code and NFPA guidelines.

AUTOMATIC TRANSFER SWITCH

A Progressive Dynamics PD5100 30 amp automatic transfer switch shall be installed to automatically switch on board loads from shoreline power to generator power.

CORD REEL

There shall be a Hannay Model ECR1614-17-18 electric rewind cable reel furnished and mounted in a compartment. The reel shall come complete with 200 feet of 10/3 Seoprene Water-resistant (SOW) yellow jacketed cable. A Hannay Type "C" roller assembly and HS-3 cable stop ball shall be provided.

REEL MOUNTING

The reel shall be mounted in the upper hatch body compartments. The cord shall be accessible through the floor of the compartment. The access hole shall be outfitted with roller assembly to prevent abrasion to the cord with additional rollers to permit access to the outside of the truck.

REEL MOUNTING

The reel shall be mounted in the upper hatch body compartments. The cord shall be accessible through the floor of the compartment. The access hole shall be outfitted with roller assembly to prevent abrasion to the cord with additional rollers to permit access to the outside of the truck.

CL802A-W4 LIGHT TOWER

A Command Light, manufactured by Command Light, part number CL802A-W4, light tower shall be provided for installation on the apparatus. The location of the light tower and its controls shall be installed according to instructions given by the customer and the requirements of the light tower manufacturer.

The light tower shall extend 131" above the mounting surface and shall extend to full upright position in less than 15 seconds. The overall size of nested light tower shall be approximately 43" wide x 74" long x 12" high and weigh approximately 300 pounds.

Light Tower Construction and Design

The light tower assembly shall be of aluminum construction, with stainless steel shafts and bronze bushings for long life and low maintenance.

The electrically controlled unit shall not require usage of the vehicle's air supply for operation, thereby eliminating the chance for air leaks in the vehicle braking system. Hydraulic or pneumatic type floodlights are not acceptable alternatives to the specified all electric light tower.

The light tower shall be tested to in wind conditions of 90 mph (150 kph) minimum. Other type floodlights that have not been tested to these conditions are not acceptable.

The light tower shall be capable of overhanging the side or back of the vehicle to provide maximum illumination to the vicinity adjacent to the vehicle for the safety of emergency personnel in high traffic conditions. Any tower that is only capable of rotations at the top of a pole is not an acceptable alternative to the specified tower.

Light Tower Electrical System

The light tower shall be a two-stage articulating device with a lighting bank on top of the second stage capable of continuous 360 degree rotation. The light shall be elevated by electric linear actuators, one (1) actuator shall elevate the light bank and one (1) actuator shall adjust the light bank angle from 0 to 110 degrees. Power for the light bank shall be supplied through power collecting rings thus allowing continuous 360 degree rotation in either direction.

The tower base shall have a light that illuminates the envelope of motion during any movement of the light tower mast as required by NFPA1901.

Light Tower Controls

The light tower shall be controlled with a hand-held 15 foot umbilical line remote control. The storage station for the remote control unit shall be equipped with a button to activate the "Auto-Park" automatic nesting feature. The controls on the remote box shall be:

Two (2) buttons, one (1) for the upper light banks and one (1) for the lower light banks.
One (1) button for optional light bank rotation.
One (1) button for the optional strobe.
One (1) button for lamp tree rotation.
One (1) button for elevating lower stage.
One (1) button for elevating upper stage.
One (1) indicator light to indicate when light is out of roof nest position.
One (1) indicator light to indicate when light is rotated to proper nest position.

Light Tower Floodlights

The Command Light shall be equipped with the following bank of floodlights:

Floodlight manufacturer:Whelen Engineering
Number of lamp heads:Eight (8) Pioneer Plus PFP4 AC LED
Voltage:120 VAC
Watts of each lamp head:300 watts
Total watts of light tower:2,700 watts
Total Lumens of light tower: 327,072 lumens

Configuration:The light heads shall be mounted in four (4) on each side of the light tower, giving two (2) vertical lines of four (4) when the lights are in the upright position.

CORROSION REDUCTION POLICY

The manufacturer shall have in place a formal corrosion reduction program and assembly procedures designed for reducing and eliminating the possibility of corrosion. It is understood that fire apparatus will operate in harsh environments. At the time of the bid the apparatus manufacturer shall show proof of a corrosion policy. Failure to submit this information could be grounds for rejection. If a formal policy is not in place explain in your bid how your firm will take the necessary steps for corrosion reduction. There will be no exception to this requirement.

In addition to a formal program the manufacture shall show proof of testing corrosion reduction processes to ASTMB117. A copy of recent test shall be included in the bid.

Frame Rails
The chassis frame rails shall be coated with a high performance, two component, reinforced inorganic zinc rich primer with a proven cathodic protection makeup preferably Cathacoat 302HB. The surface shall be clean and free of all salts, chalk and oils prior to application. Where the primer has been broken during the frame assembly process the area shall be touched up to reestablish the seal. Prior to finish paint a second primer Devran 201 shall be applied. Once the assembly of the frame is complete and the second primer is applied the entire assembly shall be covered with high quality top coat paint preferably Imron 5000 or equal. The manufacturer shall submit with the bid a copy of the product brochure and or description of the primer to be used.

Electro Plating
Steel and Iron brackets such as the pump module bracket shall be Zinc plated to protect against corrosion. Plating shall be in accordance with ASTM B663. The apparatus manufacturer shall list all components with plating.

Fasteners
In any area that a stainless steel screw or bolt head is to come in contact with aluminum or steel, painted or non-painted, the fastener shall have the underside if the head pre-coated with nylon. The nylon coating shall act as a barrier between the fastener head and the metal or painted surface.

Screw or bolt taped into the metal shall be pre-coated with a Threadlocker type material pre-applied on the threads.

When bolting together stainless steel the manufacturer shall use a pan-head bolt with nylon coating under the head, a stainless washer with a rubber backing, and a Stover flange nut to secure the bolt.

When mounting aluminum components such as a step to the apparatus body. The manufacturer shall use stainless washers with rubber backing. All mounted components shall a barrier material between the two surfaces.

All rivet type fasteners shall be of the same material being secured.

Whenever possible, pre-drill and tap all holes for mounting components such as lights, steps and hand rails prior to the paint process to reduce the corrosion opportunity. If a hole must be drilled into a previously painted surface, re-establish the paint barrier around the hole and use a flange-type nutsert with a gasket under the flange.

Where possible, minimize the number of stainless trim screws in aluminum. Structural tape and or adhesive shall be used where possible for mounting trim to the body or cab.

If a pre-treated screw or bolt is not available, hand apply Dynatex Boltlocker or Theadlocker on the threads of the screw, bolt or nutsert. This will help seal threads from moisture and help prevent the fasteners from loosening.

If lubricant is used when tapping the hole, clean out the lubricant and the shavings before applying blue Threadlocker into the hole.

Barrier Tape

Barrier tape shall be used on the backsides of all lights, trim pieces, or other components when bolting them to the apparatus; also when attaching stainless steel over an aluminum surface or when attaching aluminum treadplate to the stainless steel. All instances of dis-similar metals contacting each other require the addition of barrier tape between the metals where contact is made.

Before applying the tape, be sure the metal surface is clean from oil or dirt by cleaning the surface with a 50/50 mix of alcohol and water pr similar solvent.

Gaskets

Gaskets shall be used under all snaps, loops and fasteners for such items as for hose bed covers. Reestablish paint seal around the mounting hole edges after drilling.

Mounting with Threadlocker coating shall be used.

Flat washers with rubber backing shall be used behind all lights that have stainless screws.

Rollup Doors
1 3/4" X 1/16” barrier tape shall be used on the frame opening to act as barrier between the aluminum door rail and the painted door opening surface.

Use a paint stick around the holes after drilling and tapping. In mounting the rails, use screws with the nylon under the head and Threadlocker on the threads for mounting the doorframes.

Install barrier tape to the painted surface where the trim is located on top of the door opening.

Hinged Doors
Barrier tape shall be applied to the painted surface of the body and on the painted hinge side of the door.

On the hinge side, mount tape out toward the edge to space over the barrel of the hinge, being sure to not touch the door.

Make sure the hinge fits into the extrusion frame with no corner weld beads interfering with the door fit. Do not put the hinge in a bind or cause the stainless steel hinge to touch the aluminum. Install the doors using a truss head bolt with the nylon coating under the head and Threadlocker on the threads.

Painting Steel
The manufacturer shall wipe any oil residue dry, remove any rust and remove weld slag or smoke. Clean the surface with solvent before painting. Prime with one even coat of black Color primer, and then spray a topcoat over the primer for the finish coat. After bolts are tightened to the proper torque, touch up the bolt area and ends of the bolts with primer or cold galvanizing coating.

Mounting Emergency Lights and Options
All emergency lights, accessory mountings, Kussmaul covers, and 110 outlet boxes mounted to the body should be mounted with pre-coated Threadlocker and nylon under the head screws or bolts to minimize corrosion between dissimilar metals.

Electrical Grounding
Grounding straps shall be installed consisting of a minimum 2-gauge strap bolted to the chassis frame.

A ground cable from the cab to the right side frame rail
From the alternator to the right side frame rail
From the pump module frame to the right side truck frame.
Aerials: from the hydraulic and pump module framework.
From the pump mount to the truck frame rail.
From the body module to the right side truck frame.

Proper grounding will help eliminate ground loop problems throughout the truck, reducing the possibility for electrolysis and corrosion to occur. Provide clean connection points on all ground connections, (remove paint where applicable), and spray or brush on electrical sealer as necessary.

When installing foam system pump wiring the power must come from a dedicated breaker to a power solenoid, and then to the power terminal provided by FoamLogix or FoamPro. Pay particular attention to the grounding detail for wire size and good grounding practice, including removing the paint at the point of ground attachment to the chassis. Keep the length of ground wire as short as practically possible.

SALT SPRAY TESTING

Salt spray test shall be used to confirm the relative resistance to corrosion of coated and uncoated metallic specimens, when exposed to a salt spray climate at an elevated temperature. Test specimens shall be placed in an enclosed chamber and exposed to a continuous indirect spray of neutral (pH 6.5 to 7.2) salt water solution, which falls-out on to the specimens at a rate of 1.0 to 2.0 ml/80cm²/hour, in a chamber temperature of +35C. This climate shall be maintained under constant steady state conditions.

Method

Salt fog testing shall be performed by placing samples in a test cabinet that has been designed in accordance with Paragraph 4 (Apparatus) of ASTM B117 and operated in accordance with Paragraph 10 (Conditions) of ASTM B117.

A 5% salt solution, prepared by dissolving sodium chloride into water that meets the requirements of ASTM D1193 Specification for Reagent Water, Type IV is supplied to the chamber. At the time the samples are placed into test, the cabinet should be pre-conditioned to the operating temperature of 35ºC and fogging a 5% salt solution at the specified rate. The fog collection rate is determined by placing a minimum of two 80 sq. cm. funnels inserted into measuring cylinders graduated in ml. inside the chamber. One collection device shall be located nearest the nozzle and one in the farthest corner.

Orientation

Unless otherwise agreed upon, the samples are placed at a 15-30 degree angle from vertical or tested in the “installed” position. This orientation allows the condensation to run down the specimens and minimizes condensation pooling. Overcrowding of samples within the cabinet should be avoided. An important aspect of the test is the utilization of a free-falling mist, which uniformly settles on the test samples. Samples should be placed in the chamber so that condensation does not drip from one to another.

Test durations

Test durations shall be 500 hours except for sample rotation and daily monitoring of collection rates, the cabinet should remain closed for the duration of the test.

PAINTING

All exposed metal surfaces not chrome plated, polished stainless steel or bright aluminum tread plate shall be thoroughly cleaned and prepared for painting. All irregularities in painted surfaces shall be rubbed down and all seams shall be caulked before the application of the finish coat.

All removable items such as brackets, compartment doors, door hinges, trim, etc. shall be removed and painted separately to insure finish paint behind all mounted items. Body assemblies that cannot be finish painted after assembly shall be finish painted before assembly. Both aluminum and steel surfaces to be painted shall be primed with a two (2)-component primer which is compatible with the finish coat. The apparatus shall be finish painted with a polyurethane base/clear system. “No Exception”

A barrier gasket/washer of "High Density Closed Cell Urethane Foam" shall be used behind all lights, handrails, door hardware and any miscellaneous items such as stainless steel snaps, hooks, washers and acorn nuts. The gaskets/washers shall be coated with pressure sensitive acrylic adhesive. All screws used to penetrate painted surfaces shall be pre-treated/coated under the head with nylon and the threads shall have pre-coat #80. This procedure shall be strictly adhered to for corrosion prevention and damage to the finish painted surfaces.

The following paint process shall be utilized:

Surface Preparation:
1. Wash surface thoroughly with mild detergent.
2. Clean and de-grease with Prep-Sol 3812S.
3. Sand and feather edge using 400 grit or finer on a dual action sander.
4. Remove sanding dust with a cleaner compatible with polyurethane base coat/clear coat final finish.

Substrate treatment:
1. Use a Metal Conditioner followed with a Conversion Coating product.

Priming:
1. Use a priming 615S pretreatment.
2. Use a self etching primer applied to achieve a 1.5 mil dft minimum.
3. Use Prime N Seal sealer compatible with polyurethane base coat.

Color Coat:
1. Apply polyurethane base coat 1-2 mil dft minimum.

Clear coat:
1. Apply polyurethane clear coat 2 mil dft minimum.

PAINT TWO TONE

The cab and body shall be two (2) colors. The placement of the paint break shall be determined at the pre-construction conference.

CAB PAINT BREAK LOCATION

The paint break line shall be at the bottom of the windshield.

BODY PAINT BREAK LOCATION

The paint break line shall be at the top of the compartments

PAINTED FRAME

The frame rails and body rear drop shall be painted glossy black.

AIR CONDITIONING CONDENSER

The air conditioning condenser shall be painted to match the cab roof, black

GRAPHICS PACKAGE, DALTON - GA

The graphics shall be identical to the current Dalton, GA graphics scheme. Pictures can be provided or a visit to Fire Station #1 if desired can be scheduled.

REFLECTIVE MATERIAL, CHEVRON STRIPING, INTERIOR CAB DOORS, ORAFOL REFLEXITE

The apparatus shall have reflective Orafol Reflexite Chevron striping affixed to the inside of each cab door. The striping shall be plainly visible to oncoming traffic when the doors are in the open position.

A 1/2" 22KT gold stripe with printed edges stripe shall be provided along the cab paint break.

STRIPING

A 6" Scotchlite stripe shall be provided across the front of the cab and along each side of the apparatus.

An additional 1" Scotchlite stripe shall be provided.

CHEVRON STRIPING, REAR BODY OUTBOARD, ORAFOL REFLEXITE

The apparatus shall have 6” red and yellow reflective Orafol Reflexite Chevron style striping affixed to the outboard rear body panels. The striping will be set in a manner to have the effect of an inverted “V” shape. The stripe will travel low to high from the outside to the inside.

CHEVRON STRIPING, LADDER CHUTE DOOR, ORAFOL REFLEXITE

The ladder chute door shall have 6” red and yellow reflective Reflexite Chevron style striping affixed to it. The striping will be set in a manner to have the effect of an inverted “V” shape. The stripe will travel low to high from the outside to the inside.

MISCELLANEOUS EQUIPMENT FURNISHED

1 pt. touch-up paint

A bag of stainless steel nuts and bolts, as used in the construction of the apparatus.

WHEEL CHOCKS

Two (2) Ziamatic #SAC-44 folding wheel chocks with SQCH-44H holders shall be provided. The wheel chocks shall be located in an area close to the rear axles easily accessible from the side of the apparatus.

OPERATION AND SERVICE MANUALS

Complete "Operation and Service" manuals shall be supplied on two (2) USB flash drives with the completed apparatus. Service manual instructions shall include service, maintenance and troubleshooting for major and minor components of the truck. The apparatus manufacturer shall supply part numbers for major

components (i.e. Engine, Axles, Transmission, Pump, etc.). A table of contents, hydraulic, air brake and overall apparatus wiring schematics shall be included.

A video demonstration on the operation of the truck shall be supplied on the flash drive.

DELIVERY

The completed apparatus shall be driven under it's own power to the fire department. An operational demonstration shall also be provided at the time of delivery.

DEALER PREP/INSPECTION

The apparatus dealer responsible for the sale of the apparatus shall perform a pre-delivery inspection of the apparatus prior to the customer taking possession of the vehicle. This inspection allows for the dealer to record all applicable part and serial numbers for the apparatus so that service and parts can be easily facilitated during the service life of the vehicle. This inspection also allows for a second quality control check, prior to the apparatus being placed in service.

WARRANTIES

The following warranties shall be supplied. See warranty documents for complete coverage details of each warranty provided.
The apparatus shall be warranted to be free from mechanical defects in workmanship for a period of one (1) year. The apparatus shall be covered for parts and labor costs associated with repairs for a period one (1) year.

Life-time warranty on the frame.

Ten (10) year cab structural warranty.

Ten (10) body structural warranty.

Ten (10) year warranty on paint.

The OEM warranties shall be applied for all major components.

MANUFACTURING & LOCATIONS

The apparatus will be manufactured in facilities wholly owned and operated by the company. A complete stock of service parts, and service shall be provided on a 24 hours around the clock basis. The company shall maintain parts and service for a minimum period of twenty (20) years on each apparatus model manufactured.

SHELVING & TRAY ALLOWANCE - $25,000

There shall be a $25,000 allowance for the utilization of adjustable shelves, slide-out trays, vertical toolboards, swing-out toolboards and turtle tile.

State the unit price of each item below:

(1) Adjustable Shelf -

(1) 600# 100% Slide-out Tray -

(1) 250# Slide-Out Toolboard -

(1) 250# Swing-Out Toolboard (Single) -

(1) 250# Swing-Out Toolboard (Double) -

Turtle Tile Per Surface -

CUSTOM EQUIPMENT MOUNTING ALLOWANCE - $25,000

There shall be a $25,000 allowance for the utilization of custom equipment mounting and fabrication of brackets, compartments, ectera. This includes

PAC Mounts
Straps of all lengths
Hydraulic Rescue Tool Brackets
Air-Bag Storage Compartment
RIT Equipment Storage Compartment
Paratech Storage Compartment

MOUNT OF CUSTOMER SUPPLIED KNOX BOX

The customer supplied Knox Box shall be mounted in the cab in customer desired location.

DALTON FIRE DEPARTMENT

Standard Operating Procedure

S.0.P.: ENF-1
Effective: 11/01/2000
Revised: 06/27/2017
Reviewed: 06/27/2023

_____ _____
Fire Chief Signature **DATE**

Title: Enforcement of Fire Lane Violations

Scope: All personnel

POLICY:

This policy was created to establish a procedure for enforcement actions directed to violators of City Ordinance, Article VI, 114-396 through 114-407 titled "Fire Lanes" and to establish guidance in all other enforcement actions by the City of Dalton Fire Department.

It will be the policy of the City of Dalton Fire Department to ensure the safety of our citizens in areas of congestion due to traffic and other means by effectively policing those areas to provide for at least the minimum ingress and egress required for emergency vehicles at all times. This will be accomplished by citation to Municipal Court, where necessary, by designated officials of the City of Dalton Fire Department or uniformed officers of Dalton Police Department. This action is in conjunction with the authority listed in 114-407.

The officer engaged in the enforcement of the minimum standards acceptable shall evaluate the circumstance and make a determination if the property in question is listed in the ordinance 114-397 (c) for designation as a fire lane. Then a decision will be made as to what form of enforcement shall be effective to render a more safe condition. The officer anticipating enforcement actions shall notify the dispatcher by radio of his/her location and reason for possible corrective actions anticipated.

The following personnel have authority designated by the Fire Chief to enter into enforcement actions where needed:

- On-duty Battalion Chiefs
- All personnel assigned to the Fire Prevention Division for the purpose of code enforcement
- Deputy Fire Chief
- Fire Chief

Verbal communication with the violator

Should contact be made with the operator of a vehicle, the officer will be professional in their approach and utilize a courteous manner. The officer shall identify themselves and the department he/she represents. The officer will then inquire if there is any justifiable reason for the violation committed. The officer will then notify the violator of the action to be taken. The officer will educate the violator as to why action will be taken and how to avoid future citations.

In the event a violator becomes confrontational, the officer shall remove himself/herself to a safe location (vehicle most likely) at the earliest possible time whereby he/she may summon assistance from uniformed police officers and/or supervisors with Dalton Fire Department. Officer safety is of utmost importance and should not be jeopardized under any circumstance.

Written Warnings

The City of Dalton Fire Department generated form(s) pursuant to 14-261 shall indicate in the appropriate location whether a warning or citation is issued. Warning stickers may be utilized separate from a Citation/Warning ticket at the officer's discretion. The department or the court does not require that a Citation/Warning ticket be completed in conjunction with the orange warning sticker.

Should there be any doubt as to what action to take, the officer will educate the operator of the vehicle and a warning sticker issued without a citation/warning being completed. Upon exiting, the officer will thank them for their attention to this matter.

Citations

Citations to Municipal Court as listed in 114-407 may be issued to the vehicle and it is not necessary for the driver/operator to be present. If the operator is not present, the citation may be left with the vehicle. In the event a citation to Municipal Court is issued, the vehicle shall be photographed and the photograph shall be printed and attached to the citation. The proper forms will be forwarded to an officer of the court for processing and disposition either by forfeiture or the fine amount listed during court hearing.

Issuance of citations is an adversarial situation and should be handled in a manner to promote officer safety at all times. In the event an unlicensed operator or an operator becomes hostile/belligerent, dispatch shall be notified via radio requesting Dalton Police Department who will take all necessary enforcement action upon their arrival.

DALTON FIRE DEPARTMENT

Standard Operating Procedure

S.0.P.: C- 2
Effective: 06-12-2017
Revised: 06-12-2017
Reviewed: 06-27-2023

_____ _____
Fire Chief Signature **DATE**

Policy: Radio Check

Scope: All Personnel

PROCEDURE:

1. Station Radios
    a. Station radios will be tested daily at 07:30. Dispatch will send the alert tones for each station and personnel from each station shall acknowledge the alert indicating receipt of the alert.
    b. Any station radio found inoperable or defective will be checked and turned in for repair immediately.
    c. After any repair or modification a check of the radio will be made by activating the station alert and confirming receipt of the alert.
2. Apparatus Radios
    a. All first out and reserve apparatus radios shall be tested every Friday with the testing of the station radios.
    b. Any apparatus radio found inoperable or defective will be checked and turned in for repair immediately.
    c. After any repair or modification a check of the radio will be made by requesting a clarity check from the dispatch center.

NOTE: Portables are the responsibility of the person assigned. They should be checked daily for operation and battery condition. An example would be turning the radio on and keying it up ensures that it will transmit and receive.

DALTON FIRE DEPARTMENT

Standard Operating Procedure

S.0.P.:	**ENF-2**
Effective:	**03/24/2003**
Revised:	**06/27/2023**
Reviewed:	**06/27/2023**

_____ _____

Fire Chief Signature **DATE**

Title: Enforcement of False/Nuisance Alarms

Scope: All personnel

POLICY:

This policy exists to govern fire alarm systems intended to summon fire department personnel by implementation of City Ordinance 46-30, allowing for assessment of fees for excessive false alarms and nuisance fire alarms, and providing for the severability of the parts hereof if declared invalid.

False/Nuisance alarms are defined as follows:

False Alarm The willful and knowing initiation or transmission of a signal, message, or other notification of an event of fire when no such danger exists.

Nuisance Alarm An alarm caused by mechanical failure, malfunction, improper installation or lack of proper maintenance, or an alarm activated by a cause that cannot be determined.

Examples of alarms that are enforceable within this policy:

- An alarm caused by improper installation or maintenance of the fire alarm system. This includes missing backup batteries, loose connections, smoke detectors mounted near air vents, or otherwise overly sensitive detectors
- An alarm caused by a power outage or storm, as long as there is no evidence that lightning hit the structure or traveled in on power or telephone lines
- An alarm caused by the alarm user or alarm company working on the system or testing the system
- A false alarm activated by the alarm user or an employee
- The occupant conducting a fire drill without notifying the fire alarm company

- An alarm caused by an employee of a business or a family member of a resident smoking near a detector

- An alarm caused by normal cooking where the alarm user could relocate a detector or provide better ventilation

- An alarm caused by dust from construction/demolition

- A burglar alarm reported by the alarm company

- An alarm for which there is no explanation. If a cause for the alarm cannot be identified, (no pull station was activated, smoke was not present, etc.), the alarm system will be assumed to have malfunctioned and the ordinance applies.

Examples of alarms that are <u>not</u> enforceable within this policy:

- An activation of the alarm caused by a fire, potential fire, or hazardous situation (e.g., smoke from an overheated stove producing a potential fire situation)

- A test by the fire department or other regulatory agency

- An alarm caused by someone who is not an employee of the alarm user smoking near a detector, unless the alarm user has not attempted to control smoking

- A malicious activation of a pull station by someone who is not an employee of the alarm user, unless management could relocate the pull station or provide protective covers to prevent easy activation

- An alarm caused by unauthorized tampering with an alarm system by someone other than an employee of a business or member of the family occupying a residence where the alarm activates

- A burglar alarm or elevator alarm that is reported as a fire alarm by an occupant. If an alarm company reports a burglar alarm as a fire alarm, the response qualifies under the policy

- A beeping smoke detector in a residence that the occupant wishes the fire department to check

Occupant Negligence

In cases where someone's negligence causes a fire alarm to activate, it is important to determine who caused the alarm and his/her relationship to the alarm user. If an alarm is caused by a fire alarm user or an agent or employee, the policy applies. These would include the property manager and his/her staff, employees of the business occupying the building, and persons using the building under contract with the business. Occupants of a residence where an alarm occurs also qualify. This policy does not apply if the alarm is caused by someone who is not the alarm user or an agent or an employee unless the alarm user could have taken reasonable measures to prevent the false alarm.

Incident Commander Responsibilities

This policy is intended to reduce the number of false alarm responses within city limits. Upon response to a false alarm, it will be the responsibility of the Incident Commander to determine (1) if the cause of the false alarm fits the definition of a false/nuisance alarm as defined above, (2) to see that the fire incident report is completed accurately with regard to the response so that proper warnings and/or citations can be issued, (3) to provide the Preventions Division with applicable incident reports for the calendar year (January 1 – December 31).

When deciding whether the policy applies to a false/nuisance alarm, the basic question to be answered is, "Could the alarm user (e.g., owner, occupant, or manager) have reasonably prevented the false alarm from occurring?" If the answer is yes, then the policy applies.

Reasonable prevention of false/nuisance alarms includes but is not limited to:

- having the system installed and maintained properly
- prohibiting smoking near detectors
- providing protective guards over pull stations that are prone to malicious alarms
- ensuring that smoke from normal cooking activities is ventilated
- ensuring that contractors working in a building take steps to prevent dust from setting off detectors
- notifying monitors of potential work/maintenance and instruction to disallow transmission of alarm notification until returned to active status when complete

Documenting False/Nuisance Alarms

When a false/nuisance alarm fits the definitions listed above, it must be recorded as such. The Incident Commander should provide a brief description of what appears to have caused the alarm in the narrative section of the incident report. To ensure proper identification of the person(s) responsible for the fire alarm and the correct location of the alarm activation, it is important to include the owner/occupant name(s) in the incident report. In cases where there are several buildings at the same address, the specific building and business name must also be identified in the report.

Review of Incident Reports

Incident reports will be reviewed regularly to identify recurring false alarms as defined by the code.