

### AGENDA

### Town of Hooksett Town Council Wednesday, March 13, 2024 at 6:00 PM

A meeting of the Town Council will be held Wednesday, March 13, 2024 in the Hooksett Municipal Building commencing at **6:00 PM**.

			5 -	
1.	CALL	TO ORDER		
2.	PROC	PROOF OF POSTING		
3.	ROLL	ROLL CALL		
4.	PLED	PLEDGE OF ALLEGIANCE		
5.	AGEN	AGENDA OVERVIEW		
6.	PUBLIC HEARINGS			
	6.1.	Public Hearing to enter into a PILOT Agreement with Central Rivers Hydro Power as allowed under RSA 72:74 (see 9.1) <u>Staff Report - SR-24-040 - Pdf</u>	3 - 10	
7.	SPEC			
	7.1.	Hooksett Municipal Employee - New Hire		
8.	PUBL	IC INPUT - 15 MINUTES		
9.	SCHE	DULED APPOINTMENTS		
	9.1.	Matt Serge, Town Attorney and Brian Fogg, Utility Consultant - To enter into a PILOT Agreement with Central Rivers Hydro Power as allowed under RSA 72:74 (see 6.1) Staff Report - SR-24-046 - Pdf	11	
10.	CONS	SENT AGENDA		
11.	NOMINATIONS AND APPOINTMENTS			
12.	BRIEF RECESS			
13.	OLD BUSINESS			
14.	NEW BUSINESS			
	14.1.	Town Administrator Recommendations to comply with the reduced Operating Budget FY2024-2025 of \$23,657,820 as voted on at the Deliberative Session held on 2/3/2024. Staff Report - SR-24-042 - Pdf	13 - 19	
	14.2	Motion to approve the purchase of a new tanker from Alexis Fire Apparatus in	21 - 95	
	17.2.	the amount of \$786,300.00 using the HGAC purchasing consortium, using insurance proceeds and to approve the Town Administrator or his designee to sign the purchasing contract/agreement(s).	21-33	
		Staff Report - SR-24-039 - Pdf		
		Anyone requesting auxiliary aids or services is asked to contact the Administration Department five business days prior to the meeting.		

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### 15. APPROVAL OF MINUTES

- 15.1. Public: February 28, 2024 <u>Town Council - 28 Feb 2024</u>
- 16. TOWN ADMINISTRATOR'S REPORT
- 17. TOWN COUNCIL FUTURE AGENDA ITEMS
- 18. INFORMATIONAL ITEMS AND CORRESPONDENCE
- **19. SUB-COMMITTEE REPORTS**
- 20. PUBLIC INPUT
- 21. NON-PUBLIC SESSION NH RSA 91-A:3 II

### 22. ADJOURNMENT

### **PUBLIC INPUT**

- 1. Two 15-minute Public Input sessions will be allowed during each Council Meeting. Time will be divided equally among those wishing to speak, however, no person will be allowed to speak for more than 5 minutes.
- No person may address the council more than twice on any issue in any meeting. Comments must be addressed to the Chair and must not be personal or derogatory about any other person.
- 3. Any questions must be directly related to the topic being discussed and must be addressed to the Chair only, who after consultation with Council and Town Administrator, will determine if the question can be answered at that time. Questions cannot be directed to an individual Councilor and must not be personal in nature. Issues raised during Public Input, which cannot be resolved or answered at that time, or which require additional discussion or research, will be noted by the Town Administrator who will be responsible for researching and responding to the comment directly during normal work hours or by bringing to the Council for discussion at a subsequent meeting. The Chair reserves the right to end questioning if the questions depart from clarification to deliberation.
- 4. Council members may request a comment be added to New Business at a subsequent meeting.
- 5. No one may speak during Public Input except the person acknowledged by the Chair. Direct questions or comments from the audience are not permitted during Public Input.

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### Town Council STAFF REPORT



To:Town CouncilTitle:Public Hearing to enter into a PILOT Agreement with Central Rivers Hydro Power<br/>as allowed under RSA 72:74Meeting:Town Council - 13 Mar 2024Department:AssessingStaff Contact:Jon Duhamel, Town Assessor

### **BACKGROUND INFORMATION:**

Enter into a PILOT agreement with Central Rivers Hydro Power. CRP LLC operates a hydroelectric generating facility with a 1.6 Mega Watt capacity on the property. This would be advantageous for the Town of Hooksett as it would eliminate the yearly abatement requests from the taxpayer. That would not only result in savings from refunds, but also the cost of Legal fees and Utility expert fees. Additionally, the proposed agreement is for payment of \$60,000/year (\$30,000 each bill); at the current assessment and tax rate they pay roughly \$35,000/year.

Central Rivers Power will pay to the Town of Hooksett, in each Tax year during the term of this agreement, voluntary payments in lieu of taxes pursuant to New Hampshire RSA 72-74.

Central Rivers Power will pay \$60,000 per year on an annual basis for the Contract Year that ends of December 31 of each Tax Year. Payments shall be made in two equal installments of \$30,000 each and said payments are due by June 1st and December 1st of each Contract Tear. For Tax year 2023 only, the December payment will be in the amount of \$40,172 as \$19,828 has already been paid for the first half

property taxes for the year.

This will be a five (5) year agreement, renewable at the option of the Parties.

### **RECOMMENDATION:**

To Enter into a PILOT agreement with Central Rivers Hydro Power as allowed under RSA 72:74.

### SUGGESTED MOTION:

To Enter into a PILOT agreement with Central Rivers Hydro Power as allowed under RSA 72:74.

### TOWN ADMINISTRATOR'S RECOMMENDATION:

Listen to the details of the proposed agreement and recommendation by Town legal counsel, consultant and Town Assessor.

### ATTACHMENTS:

Central Rivers PILOT RSA 72-74

Agenda Item #6.1.

### TOWN OF HOOKSETT PAYMENT IN LIEU OF TAXATION AGREEMENT

This Payment in Lieu of Taxation Agreement (hereinafter "PILOT" or "Agreement") is entered into by and between the Town of Hooksett, a New Hampshire municipal corporation, of Merrimack County, Hooksett, New Hampshire, 03106 (hereinafter referred to as the "Town") and CRP NH Hooksett, LLC, a New Hampshire LLC with offices at 670 N. Commercial Street, Suite 204, Manchester, New Hampshire, 03101 (hereinafter "CRP Hooksett" or the "Taxpayer"). The Town and Taxpayer, individually, are each referred to as a "Party" and are collectively referred to as the "Parties". In resolution of any and all tax disputes that may exist now, in the past or during the term of this Agreement, the Parties agree hereto as follows:

WHEREAS CRP Hooksett owns real and personal property located at 73 Merrimack Street, Hooksett, and further identified in the Town's records as Map 5 Lot 42 and Map 5 Lot 41 (hereinafter the "Property") that is operated as the Hooksett Development, a Hydroelectric generating plant, which is licensed under FERC License P-1893; and

**WHEREAS** CRP Hooksett operates a hydroelectric generating facility with a 1.6 Mega Watt capacity on the Property; and

**WHEREAS** the Town intends that a PILOT entered into pursuant to RSA 72:74 shall apply only to a non-utility owned Renewable Generation Facility, as defined under RSA 72:73; and

**WHEREAS** it is in the best interests of the Town to encourage renewable energy generation;

**NOW THEREFORE**, for good and valuable consideration, the sufficiency of which is hereby acknowledged, the Town and CRP Hooksett agree to enter into a voluntary PILOT Agreement pursuant to RSA 72:74 as follows:

### I. DEFINITIONS

"Agreement" shall mean this Agreement, which is also referred to as the PILOT or PILOT Agreement.

"Contract Year" shall mean the period beginning on January 1 and ending on December 31 of each year during the term of this Agreement.

"Payment in Lieu of Taxes" ("PILOT") shall mean all payments made by CRP Hooksett to the Town under this Agreement in lieu of any and all taxes that would otherwise be assessed by the Town against CRP Hooksett.

"Project" shall mean Hooksett Development's Hydroelectric power generation facility, located on the Property. The Project shall also include any and all real and personal property owned by CRP Hooksett and used in the production of electric power at the Project, including the land, all rights, easements and other interests thereto, including transmission lines from such facility, and all dams, buildings, structures and other improvements situated thereon which are necessary or incidental to the production of power at the Project.

"Tax Year" shall mean the period beginning on April 1<sup>st</sup> of a given year and ending on the following March 31st.

"Taxpayer" shall mean CRP Hooksett.

### II. PAYMENTS IN LIEU OF TAXES

A. CRP Hooksett shall pay to the Town, in each Tax Year during the term of this Agreement, voluntary payments in lieu of taxes pursuant to New Hampshire RSA 72-74.

B. CRP Hooksett agrees to pay \$60,000 on an annual basis, for the Contract Year that ends on December 31 of each Tax Year. Payments shall be made in two equal installments of \$30,000 each and said payments are due by June 1st and December 1st of each Contract Year. For tax year 2023 only, the December payment will be in the amount of \$40,172 as \$19,828 has already been paid for the first half property taxes for the year.

C. Said PILOT payments shall constitute payment for any sums due to or collected by the Town for the taxable value of real and personal property interests as they exist as of the date of execution of this Agreement.

### III. TERM

A. This Agreement shall be effective upon the date of execution of this agreement and remain in full force and effect for the period of five (5) years. This Agreement may be renewed at the option of the Parties, subject to the provisions of RSA 72:74 and any other requirements imposed by law or regulation. However, neither party shall be obligated to renew or extend this Agreement upon its termination.

### IV. PAYMENT, ENFORCEMENT

A. Payments by CRP Hooksett to the Town shall be made under this Agreement no later than June 1<sup>st</sup> and December 1<sup>st</sup> each Contract Year. Failure to pay any portion of the PILOT by the due date may be deemed a breach of this Agreement. In the event that CRP Hooksett fails to make any payments as required herein, the Town shall be entitled to all rights

and remedies available to it in the collection of property taxes as contained in New Hampshire RSA Chapter 80, as amended, and such failure shall be subject to statutory interest lien process. CRP Hooksett hereby waives any remedies and/or tax exemptions that may be applicable during the effective period of this Agreement.

B. Notwithstanding the above, at the end of this Agreement, whether by expiration of the Term or otherwise, the final PILOT payment shall be due and payable on or before June 1st following the fifth (5th) Contract Year of this Agreement. If any portion of the final PILOT payment is not remitted by the due date, interest shall accrue on the PILOT amount due at the rate of 12% per annum beginning on the date of payment if before the date of lien; if the unpaid PILOT goes to lien, the interest rate will increase to the statutory 18% in addition to any statutory fees incurred under RSA Chapter 80 if the Town is required to exercise any rights or remedies to collect the payment, as if it was a tax, provided by law under RSA Chapter 80.

### V. CHANGES IN USE OF THE PROPERTY

A. In the event that the Project owned and operated by CRP Hooksett no longer qualifies as a "Renewable Generation Facility" under RSA 72:73, this PILOT Agreement shall no longer apply to the Property as of the date of the change in use.

B. In the event that any portion of the real estate currently owned by CRP Hooksett at the Project site is used, occupied, leased, transferred, or sold to a third party that is not engaged in generating and selling electricity at the Project, this Agreement shall no longer apply to that portion of the real estate where a change in use has occurred.

C. In both cases, said real estate that is no longer used to generate and sell electricity at the specified Project shall be subject to ad valorem taxation as of the date of the change in use of the Project and taxes shall become due to the Town for the remainder of the tax year on a proportional basis, based on the number of months then remaining in the tax year.

### VI. MISCELLANEOUS

A. This Agreement does not include real or personal property, ad valorum or other taxes, fees, charges, assessments or payments for other property interests, if any, owned now or in the future by Taxpayer in the Town.

B. This Agreement shall bind and inure to the benefit of the Parties hereto and their respective heirs, successors, transferees and assigns. The Parties hereto intend that the provisions hereof shall benefit only the Parties hereto and do not intend this Agreement to benefit any person or entity that is not a party to this Agreement other than the Parties' respective heirs, successors, transferees and assigns.

C. Upon execution, this Agreement and the terms herein shall satisfy the annual property tax burden of each Tax Year beginning with Tax Year 2023. Any property taxes assessed during that Tax Year shall be abated, and any amount of taxes paid in the tax year by CRP Hooksett shall be refunded or credited to reflect the Tax Year 2023 payment.

D. This Agreement and the performance hereof shall be governed by and construed in accordance with the laws of the State of New Hampshire.

E. All notices, requests, and other communications hereunder shall be in writing and shall be deemed to have been when delivered in hand to such party or mailed by certified mail, postage prepaid, return receipt requested, addressed:

If to Taxpayer: CRP NH Hooksett, LLC 670 N. Commercial Street, Suite 204 Manchester, NH 03101

If to the Town: Town of Hooksett Andre Garron, Town Administrator 35 Main Street Hooksett, NH 03106

F. The Section headings herein are for reference and convenience only and shall not affect the interpretation hereof.

G. This Agreement may be executed in any number of counterparts, each of which when so executed shall be an original, but all of the counterparts together shall constitute one and the same instrument.

H. If any terms of this Agreement or the application thereof to any person or circumstances shall, to any extent, be invalid, or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and enforced to the extent permitted by law.

I. The Town represents and warrants that it has all the requisite statutory power and authority to enter into this Agreement and the signatories hereto represent and warrant that they have all the requisite power and authority to bind the respective Parties to the terms of this Agreement.

IN WITNESS WHEREOF the parties have executed this instrument as of \_\_\_\_\_\_, 2024.

### **CRP HOOKSETT NH, LLC**

By: Upendra PraJapati, SVP of Tax Duly Authorized

AND

### **TOWN OF HOOKSETT**

By: \_\_\_\_\_\_Andre Garron, Town Administrator Duly authorized

TITLE V TAXATION

## CHAPTER 72 PERSONS AND PROPERTY LIABLE TO TAXATION

# **Payment in Lieu of Taxes for Renewable Generation Facilities**

### Section 72:74

72:74 Payment in Lieu of laxes.

public hearing, enter into a voluntary agreement to make a payment in lieu of taxes. A lessec of a renewable generation facility which is responsible I. The owner of a renewable generation facility and the governing body of the municipality in which the facility is located may, after a duly noticed payment in lieu of taxes, provided the lessee shall send by certified mail to the lessor written notice which shall state that the property of the lessor for the payment of taxes on the facility may also enter into a voluntary agreement with the municipality in which the facility is located to make a may be subject to RSA 80 should the lessee fail to make the payments required by the agreement. A copy of such notice shall be provided to the municipality in which the facility is located.

III. If a municipality that contains more than one school district receives a payment in lieu of taxes under this section, the proceeds shall be prorated to governing the utility property tax under RSA 83-F. Payments made pursuant to such agreement shall satisfy any tax liability relative to the renewable generation facility that otherwise exists under RSA 72. The payment in lieu of taxes shall be equalized under RSA 21-J:3, XIII in the same manner as the districts in the same manner as local taxes are prorated to the districts, or in the case of a cooperative school district between the city or town and II. A renewable generation facility subject to a voluntary agreement to make a payment in lieu of taxes under this section shall be subject to the laws RSA 76.8, I(a). In the absence of a payment in lieu of taxes agreement, the renewable generation facility shall be subject to taxation under RSA 72. other payments in lieu of taxes, but shall be excluded from the tax base used to determine the statewide education property tax in accordance with pre-existing school district

IV. The collection procedures in RSA 80 shall be used to enforce a voluntary agreement to make a payment in licu of taxes authorized by this section. renewable generation facility, the municipality, upon the request of the owner, or a lessee responsible for payment of taxes, of any other renewable VI. Except as provided in paragraph VII, no voluntary agreement entered into under this section shall be valid for more than 5 years, however, any V. If a numicipality enters into a voluntary payment in lieu of taxes agreement with an owner, or a lessee responsible for payment of taxes, of a generation facility located within the municipality, shall offer a comparable agreement to the owner or lessee of such facility such agreement may be renewed or amended and restated for any number of consecutive periods of 5 years or less.

exceeding 5 years if such term is necessary for the financing of the project or is otherwise advantageous to both parties and both parties agree to such VII. The owner of a renewable generation facility and the governing body of the municipality in which the facility is located may agree to a term

### Town Council STAFF REPORT



To:Town CouncilTitle:To enter into a PILOT Agreement with Central Rivers Hydro Power as allowed<br/>under RSA 72:74Meeting:Town Council - 13 Mar 2024Department:AssessingStaff Contact:Jon Duhamel, Town Assessor

### **BACKGROUND INFORMATION:**

Enter into a PILOT agreement with Central Rivers Hydro Power. CRP LLC operates a hydroelectric generating facility with a 1.6 Mega Watt capacity on the property. This would be advantageous for the Town of Hooksett as it would eliminate the yearly abatement requests from the taxpayer. That would not only result in savings from refunds, but also the cost of Legal fees and Utility expert fees. Additionally, the proposed agreement is for payment of \$60,000/year (\$30,000 each bill); at the current assessment and tax rate they pay roughly \$35,000/year. Central Rivers Power will pay to the Town of Hooksett, in each Tax year during the term of this agreement, voluntary payments in lieu of taxes pursuant to New Hampshire RSA 72-74. Central Rivers Power will pay \$60,000 per year on an annual basis for the Contract Year that ends of December 31 of each Tax Year. Payments shall be made in two equal installments of \$30,000 each and said payments are due by June 1st and December 1st of each Contract Tear. For Tax year 2023 only, the December payment will be in the amount of \$40,172 as \$19,828 has already been paid for the first half property taxes for the year. This will be a five (5) year agreement, renewable at the option of the Parties.

### **RECOMMENDATION:**

To Enter into a PILOT agreement with Central Rivers Hydro Power as allowed under RSA 72:74.

### SUGGESTED MOTION:

To Enter into a PILOT agreement with Central Rivers Hydro Power as allowed under RSA 72:74.

### TOWN ADMINISTRATOR'S RECOMMENDATION:

Town Council will need to decide on the merits of entering into this PILOT with Central River Hydro Power versus moving forward with normal taxation. Town Assessor, Atty. Matt Serge and, Utility consultant, Brian Fogg, are all recommending this course of action. The proposal is a 5-year agreement at \$60,000/yr.

### Town Council STAFF REPORT



То:	Town Council
Title:	Town Administrator Recommendations to comply with the reduced Operating Budget FY2024-2025 of \$23,657,820 as voted on at the Deliberative Session held on 2/3/2024.
Meeting:	Town Council - 13 Mar 2024
Department:	Administration
Staff Contact:	Geraldine Ciardelli, Executive Assistant

### **BACKGROUND INFORMATION:**

Deliberative Session attendees/voters reduced the Operating Budget to the 2023/2024 level of \$23,657,820. This is the initial look at areas that could be reduced. This will be used as our template. Attached is where the cuts were made and there will also be a PowerPoint presentation to focus on key reductions in each department.

### FINANCIAL IMPACT:

Deliberative Session attendees/voters reduced the Operating Budget to the 2023/2024 level of \$23,657,820. This is the first run of looking at areas that could be reduced. This will be used as our template. Attached is where the cuts were made and there will also be a Powerpoint presentation to focus on key reductions in each department.

### **RECOMMENDATION:**

Town Council reviews the proposed budget deductions and makes recommendations/decisions regarding final numbers.

### SUGGESTED MOTION:

Town Council reviews the proposed budget deductions and makes recommendations/decisions regarding final numbers.

### TOWN ADMINISTRATOR'S RECOMMENDATION:

The information provided is an initial look at reductions to the proposed FY 24/25 budget, reduced to the level approved at the February 3, 2024 Deliberative session of \$23, 657,820 (from \$24,475,753 Budget Committee approved budget). I recommend that Town Council listen to the Town Administrator's draft reductions. The Town Administrator and staff will address any questions that you may have in regard to the proposed reductions. As you will see, the proposed reductions are greater that the amount required by \$174,434. I suggest that Town Council take the time between the March 13 meeting and the March 27 meeting to decide what areas of the proposed budget that could be restored with the \$174,434 "surplus reductions".

### ATTACHMENTS:

Agenda Item #14.1.

FY 2024-25 Amended Budget

### Budget changes by department

### Administration- Budget Committee recommended \$1,675,072 Amended to \$1,618,732

\$3,365	Training and Dues –	
\$3,500	Employment testing	
\$1,300	Advertising	
\$404	Printing	
\$340	Postage	
\$200	Office Supplies	
\$1,000	Public Relations	
\$1,000	New Equipment	
\$2,500	Volunteer and Employee Appreciation Night	
\$999	Economic Development dues	
\$10,000	Comp Software & Programs (Town Hall Security Project)	
\$8,292	Comp New Equipment (delayed PC replacement)	
\$2,944	Removed Memorial Day	
\$2,999	Removed Hooksettites	
\$999	Removed Historical Society	
\$10,499	Removed Old Home Day	
<u>\$5,999</u>	Removed Heritage Commission	
\$56,340 decrease		

### Assessing- Budget Committee recommended \$250,396 Amended to \$228,938

\$809	Training and Dues	
\$20,000	Professional Services (delay cyclicals)	
\$50	Property Record Maintenance	
\$400	Postage	
\$50	Office Supplies	
\$149	New Equipment	
\$21,458 decrease		

### Community Development- Budget Committee recommended \$597,852 Amended to \$565,108

\$500	CD Overtime
\$115	CD FICA
\$58	CD NH Retirement
\$1,500	CD Training and Dues
\$24,500	CD Professional Services (impact fee study)
\$250	CD Property Record Maintenance
\$200	CD Vehicle Maintenance
\$200	CD Office Supplies
\$400	CD New Equipment
\$553	CD Southern NH Planning Comm Dues
\$500	PB Postage
\$1,000	CEO Overtime

\$77	CEO FICA	
\$115	CEO NH Retirement	
\$500	CEO Training & Dues	
\$1,000	CEO Vehicle Maintenance	
\$196	CEO Telephone	
\$630	CEO Fuel	
\$200	ZBA Advertising	
<u>\$250</u>	ZBA Postage	
\$32,744 decrease		

### Family Services - Budget Committee recommended \$169,718 Amended to \$156,985

\$182	Training and Dues	
\$100	Postage	
\$50	Office Supplies	
\$5 <i>,</i> 000	Town Welfare	
\$7,401	Vising Nurses	
\$12,733 decrease		

### Finance - Budget Committee recommended \$278,789 Amended to \$277,299

Overtime		
FICA Taxes		
NH Retirement		
Training and Dues		
Printing		
Postage		
Office Supplies		
New Equipment		
\$1,490 decrease		

### Fire Rescue - Budget Committee recommended \$5,088,495 Amended to \$5,020,999

\$18,100	Overtime
\$262	FICA Taxes
\$5,493	NH Retirement
\$7,000	Uniforms
\$3,000	Training and Dues
\$2,200	Employment Testing
\$3,500	Software and programs
\$1,000	Equipment maintenance
\$10,000	Vehicle maintenance
\$1,000	Forest Fires
+\$619	Telephones
\$2,500	Fire Prevention
\$7,740	Fuel
\$3,300	New Equipment
\$1,000	Operating Supplies
+\$480	EM Telephone

### <u>\$2,500</u> EM New Equipment **\$67,496 decrease**

### Police - Budget Committee recommended \$5,877,170 Amended to \$5,679,902

\$45,317	Full-time wages (based on current staffing)	
\$660	FICA Taxes	
\$14,175	NH Retirement	
\$5 <i>,</i> 309	Training and dues	
\$3,055	Selection Process	
\$155	Professional Services	
\$865	Software and Programs	
\$2,160	Telephone	
\$700	Office Supplies	
\$1,500	Public Relations	
\$572	Meals and Food	
\$1,800	New equipment (RAD Suit)	
\$1,000	Police equipment (Camera)	
<u>\$120,000</u>	Vehicle and Related Purchases	
\$197,268 decrease		

### Public Works - Budget Committee recommended \$5,812,067 Amended to \$5,349,757 Highway

\$1,700	DPW ADMIN Training and Dues	
\$600	DPW ADMIN Telephone	
\$100	DPW ADMIN Office Supplies	
\$400	DPW ADMIN Safety Supplies	
\$250	DPW ADMIN Meals and food	
\$13,184	RD MNT Overtime	
\$1,009	RD MNT FICA Taxes	
\$1,784	RD MNT NH Retirement	
\$12,180	RD MNT Professional Services	
\$5,000	RD MNT NPDES Stormwater	
\$20,000	RD MNT Road Salt & Sand	
\$5,925	RD MNT Fuel	
\$300,000	RD MNT Resurfacing	
\$1,500	ST Lights Professional Service	
\$2,000	FLEET Overtime	
\$153	FLEET FICA taxes	
\$271	FLEET NH Retirement	
\$5 <i>,</i> 500	TB Heating	
\$27,000	TB Building Maintenance (removed new safety center sign)	
\$500	Courthouse Custodial Supplies	
<u>\$15,000</u>	Courthouse ADA front door replacement	
\$414,056 decrease		

### Parks, Recreation and Cemeteries

\$5,482 Part-time Employees# (reduce 1 to 0)

\$419	FICA Taxes
\$5,000	Ground Maintenance
\$1,500	Rental and Leases
\$150	Office Supplies
\$200	Safety Supplies
+\$7000	Electric (Petersbook -concession stand and scoreboard – Donait Lou Goodwin
	concession stand
\$4,690	Fuel
\$400	Meals and Food
\$16,000	New equipment remove mower.
<u>\$20,000</u>	Paving at Head Cemetery
\$46,841 dec	rease

### **Recycling and Transfer**

\$600	R&T Training and Dues	
\$99	R&T Equipment Maintenance	
\$10,000	R&T COLL Fuel	
\$8,908	R&T Part-time Employees (reduce 4 to 2)	
\$682	R&T FICA Taxes	
+\$25,876	R&T Tipping fees	
\$7,000	R&T Fuel	
\$1,413 decrease		

### \$462,310 decrease Public Works

### Tax Collection - Budget Committee recommended \$323,786 Amended to \$320,681

\$2,000	Overtime (reduced customer face time)	
\$153	FICA Taxes	
\$271	NH Retirement	
\$700	Training and Dues	
\$200	Professional Services	
\$100	Property Record Maintenance	
+\$650	Equipment Maintenance	
\$160	Rental & Leases	
<u>\$171</u>	Office Supplies	
\$3,105 decrease		

### Town Clerk - Budget Committee recommended \$107,556 Amended to \$111,881

\$675	Training and Dues	
\$1,000	Postage	
<u>+\$6,000</u>	Town Deliberative & Election (video service)	
+\$4,325 Increase		

### Budget Committee - Budget Committee recommended \$8,407 Amended to \$7,860

\$462	Part-time employees
\$35	FICA Taxes
<u>\$50</u>	Advertising

### \$547 decrease

Cemetery Commission - Budget Committee recommended \$1,770 Amended to \$1,240

\$60	Training and dues
\$450	Professional services
<u>\$20</u>	Ground Maintenance
\$530 decrease	

Conservation Commission - Budget Committee recommended \$1,430 Amended to \$1,095

\$300 Printing <u>35</u> Postage **\$335 decrease** 

Library - Budget Committee recommended \$1,148,229 Amended to \$1,108,422

\$39,807 decrease

Wastewater - Budget Committee recommended \$2,747,677 Amended to \$2,647,148

\$100,529 decrease

### Town Council STAFF REPORT



To:Town CouncilTitle:Motion to approve the purchase of a new tanker from Alexis Fire Apparatus in the<br/>amount of \$786,300.00 using the HGAC purchasing consortium, using insurance<br/>proceeds and to approve the Town Administrator or his designee to sign the<br/>purchasing contract/agreement(s).Meeting:Town Council - 13 Mar 2024Department:Fire and RescueStaff Contact:Steve Colburn, Fire Chief/EMS Director

### **BACKGROUND INFORMATION:**

Tanker 1 was involved in an accident on November 22, 2023 on Hackett Hill Rd where a pickup truck ran the stop sign at the side toll entrance. Using dash cam footage it was determined the driver of the pickup truck was at fault. Tanker 1 sustained significant damage to the chassis. After review by the Primex adjuster, the plan was to remount the pump, body and tank on a new chassis. After obtaining an estimate, Primex had a second and more specialized adjuster review the truck and after that review Primex has decided to total the vehicle. Hooksett Fire has been working with Lakes Region Fire Apparatus (who sold the current tanker to Hooksett) to build a replacement tanker from Alexis Fire Apparatus. The specifications are the same as our current tanker with a few safety upgrades and a few minor changes to make operations more efficient. The new truck will have a single galvanized frame rail and stainless steel body to limit corrosion issues experienced with past apparatus. The life expectancy of the new vehicle will be 25-30 years. Expected build time for the truck is 24-28 months due to chassis delivery times. Alexis Fire Apparatus will start body production early and have the body ready to be mounted on the chassis once the chassis arrives from International. This should save us approx 2-3 months time.

Primex has reviewed the quotes and specifications and has provided a letter indicating the payout to the Town of Hooksett, the funds will be sent to the Finance Department.

### FINANCIAL IMPACT:

\$786,300.00 will be expended from the Apparatus Capital Reserve less \$1,000.00 deductible, this amount will be reimbursed by Primex for the loss of the vehicle. If Primex is successful on subligating the loss they will reimburse the town at a later date for the deductible. The first payment \$166,582.00 will be due upon the delivery of the chassis/start of body construction which is expected to be spring/summer of 2025. This payment is to cover the cost of the chassis and eliminate additional finance charges for the chassis. The remaining balance will be due upon delivery of the vehicle to the Town of Hooksett.

The check from Primex will show as revenue in the current budget and the payments will show as expenses in the budget the year the payment(s) are made. The \$1,000.00 deductible will come from the Fire Department Apparatus Maintenance line.

### **POLICY IMPLICATIONS:**

None

### **RECOMMENDATION:**

Motion to approve the purchase of a new tanker from Alexis Fire Apparatus in the amount of \$786,300.00 using the HGAC purchasing consortium, using insurance proceeds and to approve the Town Administrator or his designee to sign the purchasing contract/agreement(s).

### SUGGESTED MOTION:

Motion to approve the purchase of a new tanker from Alexis Fire Apparatus in the amount of \$786,300.00 using the HGAC purchasing consortium, using insurance proceeds and to approve the Town Administrator or his designee to sign the purchasing contract/agreement(s).

### TOWN ADMINISTRATOR'S RECOMMENDATION:

I concur with the suggested motion

### ATTACHMENTS:

Primex Total Loss Letter Fire Dept Hooksett 2-16-24 specs HOOKSET Chassis 02-15-24 Hookset P-AB56 D



Town of Hooksett 35 Main Street Hooksett, NH 03106

RE: Member: Town of Hooksett Date of Loss: 11/22/2023 Claim No.: AU20233028140 Location: Other - Town of Hooksett

Dear Chief Colburn:

This letter is to confirm our multiple conversations regarding the damage to the 2013 HME Tank vehicle as a result of the above captioned loss.

To confirm, the vehicle with VIN# 1HTGSSJT5DJ154669 has been determined to be a total loss.

Per the documentation, you have provided us to rebuild or replace this vehicle, we will be paying \$786,300.00 less the \$1,000 deductible to the Town of Hooksett.

Typically, we have the totaled vehicle moved to our salvage yard. We also typically, have you sent the signed Certificate of Title to the salvage yard. Once the title is received, we issue payment to the town.

We can discuss this futher.

Should you have any questions or wish to discuss this matter further, I can be reached at (800) 698-2364 x150.

Sincerely,

Lori Provencal

Lori Provencal Claims Representative Iprovencal@nhprimex.org

Trust. Excellence. Service.

PO Box 23, Hooksett, NH 03106-9716 (603) 225-2841 • (800) 698-2364 • www.nhprimex.org

We hereby propose to furnish, after your acceptance, approval, and proper execution of the accompanying contract, the fire apparatus as follows:

One (1) Alexis

As per specifications attached herewith.

HGAC TOTAL FOR THIS APPARATUS.....\$ 786,300.00

\* Does not include any applicable taxes. Any local or state tax, if applicable, must be added to the above price.

Shipment of completed apparatus shall be made within 550 calendar days after our approval of properly signed contract, subject to causes beyond our control. This proposal is made subject to your acceptance within thirty (30) days from date of same. If acceptance is delayed beyond that period, we will, upon request, advise you of any increase in said amount which may be occasioned by causes beyond our control.

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Respectfully submitted, ALEXIS FIRE EQUIPMENT COMPANY

By: \_\_\_\_\_

"QUALITY HAS NO SUBSTITUTE"

### PAYMENT TERMS

The chassis payment of shall be made within ten (10) days of invoicing.

A progress payment of \$ 166,582.00 shall be made within ten (10) days of invoicing, upon the initial construction of the apparatus body.

The balance of the contract plus any contract alterations shall be payable upon the delivery of the finished unit.

Upon payment, the Alexis Fire Equipment Company shall furnish the purchaser a "Statement of Origin" or the necessary validated documents required for title application.

Additional payment terms available upon request.

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### **ISO 9001:**

Alexis Fire Equipment Company operates a Quality Management System under the requirements of ISO 9001. These standards, sponsored by the "International Organization for Standardization (ISO)," specify the quality systems that shall be established by the manufacturer for design, manufacture, installation and service.

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### **INSPECTION TRIP(S):**

One (1) inspection trip(s) shall be made by two representatives of the Hooksett Fire Department. Inspection trip(s) shall be made during phases of the manufacturing process. All travel and living expenses shall be included in the front page price.

Alexis Fire Equipment Company is located approximately 1140\_Miles from the Hooksett Fire Department/Fire Protection District. Members of the Hooksett Fire Department are welcome to visit Alexis Fire Equipment Company at any time during the manufacture of their pumper tanker

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### **PRECONSTRUCTION CONFERENCE:**

There shall be a preconstruction conference held at the Hooksett Fire Station prior to any construction on the apparatus. A factory direct representative of Alexis Fire Equipment Company shall review the specifications for the apparatus with representatives of the Hooksett Fire Department. Revised approval drawings shall be supplied to the purchasing authority reflecting any changes that are the result of the preconstruction conference.

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### **SERVICE CENTER:**

The Alexis Priority-One service team is staffed with factory trained mechanics ready to meet your service requirements. Our staff is continually working on maintaining updated EVT and ASE certification.

The Alexis Service Team is available 24 hours a day, 7 days a week for your service emergencies. We use the latest paging system for fast, efficient and reliable service.

Our service facility covers an area of approximately 14,000 square feet.

The Alexis Service Team can assist you in fire apparatus service, ambulance service, aerial device maintenance, generator and rescue tool maintenance and service, and air pack inspections. Our staff can provide our customers with a complete apparatus training program, meeting the latest training requirements.

Alexis is a single source warranty center for the following manufacturers: Spartan Motors, Darley, Hale, and Waterous.

Our service team has over 50 years of cumulative experience in the fire service industry. In addition, they are backed by our fabrication, electrical, and paint and finish departments. This combination of training and hands-on experience offers true reliability and dependability.

Alexis keeps detailed documentation of all repair, maintenance, and inspection performed by our personnel. With time and manpower at such a premium among many fire departments, why not allow the Alexis Service Team to set up and maintain records for your fleet?

The Alexis Service Team is committed to providing prompt and courteous service, quality products and fair pricing.

Business: <u>Alexis Fire Equipment Company</u> Location: <u>109 East Broadway Alexis, IL 61412</u> Phone: <u>800-322-2284</u>

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### **REGIONAL SERVICE CENTER:**

### The following Alexis Authorized service center is available in Eastern New York, New Hampshire, Massachusetts, Maine, and Vermont

Lakes Region Fire Apparatus Inc. (lakes,) founded its business in 1991 on service and employs only EVT and ASE Certified technicians. Lakes operates out of a modern 9000 sq ft facility located at 688 Ossipee Mtn Hwy in Tamworth NH 03886. We are pleased to offer service options at both our facility and yours. Pictures of our service facility & service fleet are available upon request. The Lakes Fire apparatus service center is available to you 24 hours a day every day of the year by calling the main office phone line 603.323.7117. During regular business hours you will be greeted by our receptionist who will forward you to our Service manager. After hours and on Holidays you will be requested to follow the prompts to be contacted by the on call technician as our phones have an automated paging system built in. We pride ourselves on answering that call within 30 minutes of your initial call.

Should your apparatus end up in our facility we ensure that while here it will always be repaired by certified techs, and will be overseen by a master level EVT tech. Your equipment will always be stored inside our facility which is protected from Fire, Theft, and freeze alarms for times when the operations have ceased for the day.

Lakes Region Fire Apparatus is a factory trained sole source warranty service center for most if not all major apparatus component suppliers including to name a few, Hale, Waterous, Darley, Class -1, Foam pro, Akron, FRC, HME, RK aerials, Meritor, etc. Our cumulative service experience is in excess of 80 years.

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### **DELIVERY:**

The finished apparatus shall be picked up by the dealer organization at the plant site of the Alexis Fire Equipment Company in Alexis, Illinois.

To ensure proper break-in of all drive train components while under warranty, the finished apparatus shall be delivered to the purchaser under its own power.

The apparatus shall be covered by comprehensive and liability insurance during the delivery period. The purchaser shall assume the insurance obligation on acceptance, and at that time shall present to the manufacturer's agent a certificate of verification, showing liability, comprehensive and collision insurance coverage.

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### **GENERAL INFORMATION:**

### **LOCATION**

The Alexis Fire Equipment facilities are located at 109 East Broadway, Alexis, Illinois 61412. We maintain a complete stock of parts and services available around-the-clock. We also propose to maintain parts and service for a minimum period of twenty (20) years on all apparatus which is manufactured.

### **NOTATION**

To further assure the customer of our ability to manufacture quality fire apparatus, we are proud of the fact that Alexis Fire Equipment Company is family-owned and has been in the fire apparatus business since 1947. All apparatus manufactured by Alexis Fire Equipment are designed and built to meet the requirements of the latest edition of NFPA 1901.

### PERSONNEL CAPACITIES

To meet the spirit of N.F.P.A. 1500 paragraph 6.3.1, this apparatus has been designed to transport not more than two (2) people.

6.3 Riding in Fire Apparatus

6.3.1 All persons riding in fire apparatus shall be seated and belted securely to the vehicle by seat belts in approved riding positions and at any time the vehicle is in motion. Standing or riding on tailsteps, sidesteps, running boards or in any other exposed position shall be specifically prohibited.

### MAXIMUM TOP SPEED:

To meet the intent of NFPA 1901 4.15.3, the top speed of the vehicle shall not exceed 60 MPH or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

### **INFORMATION TO BE PROVIDED:**

Alexis Fire Equipment Company shall supply, at the time of delivery, the following documents:

A) The manufacturer's record of apparatus construction details, including the following information:

- 1. Owner's name and address
- 2. Apparatus manufacturer, model, and serial number.
- 3. Chassis make, model, and serial number.
- 4. GAWR of front and rear axles.
- 5. Front tire size and total rated capacity in pounds.
- 6. Rear tire size and total rated capacity in pounds.

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- 7. Chassis weight distribution in pounds with water and manufacturer mounted equipment.
- 8. Engine make, model, serial number, number of cylinders, bore, stroke, displacement and compression ratio, rated horsepower and related speed, and no-load governed speed.
- 9. Type of fuel and fuel tank capacity.
- 10. Electrical system voltage and alternator output in amps.
- 11. Battery make and model, capacity in CCA.
- 12. Transmission make, model, and type.
- 13. Pump to drive through the transmission (yes or no)
- 14. Engine to pump gear ratio used
- 15. Pump make, model, rated capacity in g.p.m., serial number, number of stages, and impeller diameter in inches.
- 16. Pump transmission make, model, and serial number.
- 17. Priming device type.
- 18. Type of pump pressure control system.
- 19. Auxiliary pump make, model, rated capacity in g.p.m., serial number, number of stages, and impeller diameter in inches.
- 20. Water tank certified capacity in gallons.
- 21. Aerial device type, rated vertical height in feet, rated horizontal reach in feet, and rated capacity in pounds.
- 22. Paint numbers
- 23. Company name and signature of responsible company executive.
- B) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability.
- C) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications.
- D) If the apparatus has a fire pump, the engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum no-load governed speed.
- E) If the apparatus has a fire pump, the pump manufacturer's certification of hydrostatic test.
- F) If the apparatus has a fire pump, the certification of inspection and test for the fire pump.
- G) If the apparatus has an aerial device, the certification of inspection and test for the aerial device.
- H) If the apparatus has an aerial device, all the technical information required for inspections to comply with NFPA.
- Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall vehicle (with the water tank full but without personnel, equipment, and hose) - shall be supplied with the completed vehicle.
- J) Written load analysis and results of the electrical system performance tests.
- K) If the apparatus is equipped with a water tank, the certification of water tank capacity.
- L) If the apparatus has a fire pump, two (2) copies of the pump operation and maintenance manual.
- M) Two (2) destination effective wiring diagrams.
- N) Copies of electrical and mechanical component manuals for equipment purchased on or with the apparatus.
- O) A sketch of the booster tank indicating all dimensions and baffle locations.
- P) If the apparatus has a pump, one (1) certification of third party test

### WARRANTY:

Alexis Fire Equipment Co., Inc. warrants each new piece of Alexis fire and rescue apparatus to be free from defects in material and workmanship under normal use and service. Our obligation under this warranty is limited to repairing or replacing, as the company may elect, any part or parts thereof which shall be returned to us with transportation charges prepaid, and as to which examination shall disclose to the company's satisfaction to have been defective, provided that such part, or parts shall be returned to us not later than two years after delivery of such vehicle. Such defective part or parts will be repaired or replaced free of charge and without charge for installation to the original purchaser. All water tanks will be warranted as stated herein and may have extended warranty as explained elsewhere in the Alexis Fire Equipment Co. Proposal.

This warranty will not apply:

- 24. To normal maintenance service or adjustments.
- 25. To any vehicle which shall have been repaired or altered outside of our factory, in any way so as, in our judgement, to affect its stability, nor which has been subject to misuse, negligence, or accident, nor to any vehicle made by us which shall have been operated at a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.
- 26. To the chassis and associated equipment furnished with chassis, signaling device, generators, batteries or other trade accessories. These are usually warranted separately by their respective manufacturers.
- 27. To work performed by an outside service without prior authorization obtained from Alexis Fire Equipment.
- 28. To costs incurred from an outside service for non-warranty related items.

This warranty is in lieu of all other warranties, expressed or implied, and all other representations to the original purchaser and all other obligations or liabilities, including liability for incidental or consequential damages on the part of the company. We neither assume or authorize any other person to give or assume any other warranty or liability o the company's behalf unless made or assumed in writing by the company.

Surety Bond, if required, will cover standard two-year warranty period only and will not cover any extended warranties allowed by Alexis Fire Equipment co. or other component manufacturers.

### **LENGTH AND/OR HEIGHT LIMITATIONS:**

### **OVERALL HEIGHT:**

There shall be no overall height restrictions.

### **OVERALL LENGTH:**

The OAL of the unit shall not exceed 33'-10"

### **CHASSIS MODIFICATIONS:**

### **STEP ASSEMBLIES:**

The step assemblies on the left and right side of the chassis shall remain as specified in the chassis specifications.

### **MUD FLAPS:**

Each rear fender shall be extended with a black rubber mud flap, thus preventing splash and road debris from damaging the apparatus body.

### **CHASSIS SUPPLIED WHEELS:**

The wheel finish on the apparatus shall remain as specified in the chassis specifications.

### **LABELS:**

A permanent plate in the driving compartment shall specify the quantity and type of the following fluids used in the vehicle:

- --Engine Oil
- --Engine Coolant
- --Chassis Transmission Fluid
- --Pump Transmission Lubrication Fluid
- --Pump Primer Fluid (if applicable)
- --Drive Axle(s) Lubrication Fluid
- --Air-Conditioning Refrigerant
- --Air-Conditioning Lubrication Oil
- --Power Steering Fluid
- --Cab Tilt Mechanism Fluid
- --Transfer Case Fluid
- --Equipment Rack Fluid
- --CAFS Air Compressor System Lubricant

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- --Generator System Lubricant
- --Front Tire Cold Pressure
- --Rear Tire Cold Pressure
- --Maximum Tire Speed Ratings

A final manufacturer's certification of the GVWR or GCWR along with a certification of each GAWR, shall be supplied on a label affixed to the vehicle.

A sign that reads "Occupants Must Be Seated and Belted When Apparatus Is in Motion" shall be provided. The sign shall be visible from each seated position.

A label that states the number of personnel the vehicle is designed to carry shall be located in an area visible to the driver.

A sign stating the overall height of the vehicle in feet and inches, the overall length of the vehicle in feet and inches, and the GVWR in tons shall be provided and mounted. The sign shall be visible to the driver of the vehicle while seated.

A label stating "Do Not Wear Helmet While Seated" shall be visible from each seating position.

A label stating "All Equipment Stored in the cab shall be properly secured" shall be visible from each seating position.

A "Do Not Ride" label shall be visible near all stepping and standing surfaces

### TREADPLATE ON BACK OF CAB:

The exterior rear wall of the commercial chassis cab shall be covered with .125 aluminum treadplate up to the bottom of the rear window. The perimeter of the treadplate shall be silicone sealed.

### **EXHAUST SYSTEM - PLYMOVENT SYSTEM:**

The exhaust system shall be modified to accept the Plymovent Exhaust System. The tailpipe shall terminate ahead of the rear wheels on the right side of the apparatus. The tailpipe shall terminate 90° to the body approximately 4" below the body with no turn down. A stop plate shall be positioned on the tailpipe per Plymovent specifications.

### **ON SPOT CHAINS:**

On Spot automatic tire chains shall be installed on the apparatus. The chains will be activated by a virtual switch on the Vista Display screen. The switch shall activate an electric/air solenoid which, when activated, will pressurize the chain hub diaphragm pushing the chain wheels into the moving wheel. A spring shall return the chain hub to its original position when deactivated. When wired correctly, the switch will glow white in the

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"OFF" position and change to red when in the "ON" position.

### AIR LIMITER:

A limiter valve shall be installed on the chassis air reserve tank, eliminating the use of all air accessories when the chassis air pressure is under 100 psi, thus reserving all available air for braking effort.

### **HELMET STORAGE:**

To meet the intent of NFPA 14.1.8.4.1, the helmet for each occupant shall be stored in an exterior compartment.

#### **PUMP AND PIPING:**

#### MIDSHIP PUMP:

MANUFACTURER: Hale Fire Pump Co. MODEL: QMAX-XS 150

CAPACITY: 1500 gpm. @ 150 psi. SUCTION SIZE: 6" NST

#### PUMP ASSEMBLY

The pump shall be of a size and design to mount on the chassis rails of commercial and custom truck chassis, and have the capacity of 1500 gallons per minute (U.S. GPM), NFPA-1901 rated performance.

The entire pump shall be assembled and tested at the pump manufacturer's factory.

The pump shall be driven by a driveline from the truck transmission. The engine shall provide sufficient horsepower and RPM to enable pump to meet and exceed its rated performance.

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 psi. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA Pamphlet No. 1901. Pump shall be free from objectionable pulsation and vibration.

The pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 psi. (2069 bar.) All metal moving parts in contact with water shall be of high quality bronze or stainless steel. Pump utilizing castings made of lower tensile strength cast iron not acceptable.

Pump body shall be horizontally split, on a single plane in two sections for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump in chassis.

The pump body shall extend as one (1) piece across the truck chassis from side mounting to side mounting and

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incorporate the discharge manifolding system with a minimum of two (2) 4" ports and seven (7) 3" ports.

The pump shall have one double suction impeller. The pump body shall have two opposed discharge volute cutwaters to eliminate radial unbalance. (No exceptions)

Pump shaft to be rigidly supported by three bearings for minimum deflection. One (1) high lead bronze sleeve bearing to be located immediately adjacent to the impeller (on side opposite the gearbox.) The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure balanced to exclude foreign material. (No exceptions.) The remaining bearings shall be heavy-duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

Pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machined and individually balanced. The vanes of the impeller intake eyes shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wraparound double labyrinth design for maximum efficiency. (No exceptions.)

The pump shaft shall be heat-treated, electric furnace, corrosion resistant stainless steel to be super-finished under packing with galvanic corrosion (zinc foil separators in packing) protection for longer shaft life. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of gearbox.

### **GEARBOX**

Pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of drive through torque of the engine system. The drive unit shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

The gearbox drive shafts shall be of heat-treated chrome nickel steel and at least  $2\frac{3}{4}$ " in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine.

All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated and hardened, to give an extremely accurate gear for long life, smooth, quiet running, and higher load carrying capability. An accurately cut spur design shall be provided to eliminate all possible end thrust. (No exceptions.)

The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.

### PUMP ANODES:

Sacrificial anodes shall be provided in the pump housing, one (1) for the discharge side of the pump and one (1) for the intake side of the pump.

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## **PRIMING PUMP:**

The priming pump shall be a Trident Emergency Products compressed air-powered, high efficiency, multistage, venturi based AirPrime<sup>™</sup> System. All wetted metallic parts of the priming system are to be of brass and stainless steel construction. A single panel mounted control will activate the priming pump and open the priming valve to the pump. The priming system shall have a five year warranty.

The priming pump shall be controlled from the pump operator's panel.

#### **DRIVELINES:**

The chassis drivelines shall be modified to accept the pump drivelines. The pumping system drivelines shall be manufactured by the apparatus manufacturer. The drivelines shall be professionally balanced by the apparatus manufacturer to ensure complete system balance.

#### **<u>6'' SUCTION:</u>**

One (1) 6" NST suction shall be located on each side of the apparatus body. The suctions shall be open and not gated. An inlet screen and a 6" handle cap shall be included.

#### **STEAMER GATES:**

Two (2) Hale Master intake valve(s) shall be installed in the specified suction inlet(s) of the pump. Each valve shall be located behind the body panel and remote controlled from the pump panel with an electric actuator. Each electric valve shall include a panel mounted manual override handwheel. An air bleeder valve assembly shall be included with each valve assembly.

A warning label stating "Warning: serious injury or death could occur if inlet is supplied by a pressurized source when the valve is closed" shall be supplied and mounted.

#### LOCATION: One (1) Each Side

### **PUMP DRAINS:**

The entire pump and its controls shall be drainable with a master drain piped to the lowest points of the pump and its control piping. The master drain shall be of a threaded design that will seal all drain points without allowing recycle.

### HALE MECHANICAL SEAL:

The mechanical seal must be 2" in diameter and shall be spring loaded, maintenance free and self-adjusting. Mechanical seal construction shall be a carbon sealing ring, stainless steel coil spring, Viton rubber cup, and a tungsten carbide seat with Teflon backup seal.

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## AIR PUMP SHIFT:

The shifting mechanism shall be a heat-treated, hard anodized aluminum power cylinder, with stainless steel shaft. The assembly shall be plumbed utilizing a 3/8" air line for maximum performance. An in-cab control for rapid shift shall be provided that locks in road or pump.

For automatic transmissions, three green warning lights shall be provided to indicate to the operator(s) when the pump has completed the shift from Road to Pump position. Two green lights to be located in the truck driving compartment and one green light on pump operators panel adjacent to the throttle control. For manual transmissions, one green warning light will be provided for the driving compartment. All lights shall have appropriate identification/instruction plates.

#### INTAKE PRESSURE RELIEF VALVE

One (1) Task Force Tips model #A1860 pressure relief valve shall be provided. The valve shall have an easy to read adjustment range from 90 to 300 PSI with easy to read 90, 125, 150, 200, 250, 300 psi settings and an "OFF" position. Pressure adjustment can be made utilizing a ¼" hex key, 9/16" socket or 14mm socket. For corrosion resistance the cast aluminum valve shall be hardcoat anodized with a powder coat interior and exterior finish. The valve shall be configured for either a Waterous or Hale pump, and have a 2-1/2" male NH threaded discharge outlet and a "DO NOT CAP" label near discharge outlet. The valve shall meet NFPA 1901 requirements for pump inlet relief valve. The unit shall be covered by a five-year warranty.

The relief valve shall be set at 125 PSI

#### **HEATED PUMP ENCLOSURE:**

The pump compartment shall be completely enclosed and shall incorporate a removable slide-out bottom to facilitate pump service. The compartment shall be heated with a 50,000 BTU hot water heater. The heater fan shall be switched via a thermostat & from the pump panel.

#### **REQUIRED PUMP TESTING:**

If the fire pump has a rated capacity of 750 gpm or greater capacity, the pump shall be tested after the pump and all its associated piping and equipment have been installed on the apparatus. The tests shall be conducted at the Alexis facility and certified by an EVT Certified pump operator. The certification shall include (at least) the following tests: the pumping test, the pumping engine overload test, the pressure control system test, the priming device tests, and the vacuum test. If the apparatus is equipped with a water tank, the water tank to pump flow test shall be included.

A test plate shall be provided at the pump operator's position that gives the following information: the rated discharges and pressures, the speed of the engine determined by the certification test for each unit, the position of the parallel/series pump as used, and the no-load governed speed of the engine stated by the engine manufacturer on a certified brake horsepower curve. The plate shall be completely stamped with all

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information at the factory and attached to the vehicle prior to shipping.

## **PUMP CERTIFICATION:**

Upon final apparatus delivery, the original copy of the certificate of inspection by an independent third party shall be furnished.

The pumping system shall be capable of delivering:

100 % of rated capacity at 150 psi. net pump pressure 70 % of rated capacity at 200 psi. net pump pressure 50 % of rated capacity at 250 psi. net pump pressure

### **PUMP MODULE - SIDE CONTROL:**

A free standing pump module shall be located between the chassis cab and the body.

The pump module shall be a self-supported structure mounted to the frame separate from the cab and body. Pump module design beginning with a formed framework assemblies that are precision manufactured from corrosion free heavy 7 gauge stainless steel forms. This framework mounts to the truck frame through a mounting design complimented with four (4) VIBRA mount elastomer cushions. The result shall be a mounting system that allows for the twisting movement of the truck frame without undue stress loading of the pump module.

The pump operator's panel shall be located on the left side of the apparatus, and the suction/discharge panels shall be located on the left and right sides of the apparatus.

An automotive rubber seal shall be adhered to the pump panel to reduce vibration that may occur during pump operation or road application. The panel shall be attached to the framing with 3/16" pin, 1" knuckle, continuous stainless steel hinges. The hinges shall be attached with stainless steel fasteners.

Each panel shall be secured with latches at the top and bottom of the door opening.

The top left operator's panel shall be hinged for access to the individual gauges and the electrical components. No exceptions.

Once the module is designed, the valve control placements on a control module shall result in a neat and orderly layout. Open the access door on a side control module and peer inside. The horizontal control rods appear neat and orderly.

### PUMP CONTROLS:

The pump panel shall incorporate push pull controls for each discharge, the tank fill recycle, and the tank to pump valve (if applicable.)

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### **PUMP OPERATOR'S PANEL:**

The pump operator's panel shall include the following:

## **PUMP PANEL SWITCHES**

There shall be provided eight (8) switches to control the following

Brow light Left scene Right scene Air Horn (red) (also included in the air horn option) Pump house heater Two (2) spares

### PRESSURE GOVERNOR, MONITORING, and MASTER PRESSURE DISPLAY

One (1) Fire Research InControl series TGA401-D00 pressure governor and monitoring display kit shall be installed. The kit shall include a control module, intake pressure sensor, discharge pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 5 1/2" high by 10 1/2" wide by 2" deep. The control knob shall be 2" in diameter with no mechanical stops, have a serrated grip, and a red idle push button in the center. It shall not extend more than 1 3/4" from the front of the control module. Inputs for monitored information shall be from a J1939 databus or independent sensors. Outputs for engine control shall be on the J1939 databus or engine specific wiring.

The following continuous displays shall be provided:

Pump discharge; shown with four daylight bright LED digits more than 1/2" high

Pump Intake; shown with four daylight bright LED digits more than 1/2" high

Pump discharge and intake pressure gauge shall have an accuracy of  $\pm 3$  percent over the full scale.

Pressure / RPM setting; shown on a dot matrix message display

Pressure and RPM operating mode LEDs

Throttle ready LED

Engine RPM; shown with four daylight bright LED digits more than 1/2" high

Check engine and stop engine warning LEDs

Oil pressure; shown on a dual color (green/red) LED bar graph display

Engine coolant temperature; shown on a dual color (green/red) LED bar graph display

Transmission Temperature: shown on a dual color (green/red) LED bar graph display

Battery voltage; shown on a dual color (green/red) LED bar graph display.

The dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. All LED intensity shall be automatically adjusted for day and night time operation.

The program shall store the accumulated operating hours for the pump and engine to be displayed with the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

High Battery Voltage Low Battery Voltage (Engine Off) Low Battery Voltage (Engine Running) High Transmission Temperature Low Engine Oil Pressure High Engine Coolant Temperature Out of Water (visual alarm only) No Engine Response (visual alarm only).

The program features shall be accessed via push buttons and a control knob located on the front of the control panel. There shall be a USB port located at the rear of the control module to upload future firmware enhancements.

Inputs to the control panel from the pump discharge and intake pressure sensors shall be electrical. The discharge pressure display shall show pressures from 0 to 600 psi. The intake pressure display shall show pressures from -30 in. Hg to 600 psi.

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

The pressure governor, monitoring and master pressure display shall be programmed to interface with a Cummins engine.

### MASTER GAUGES:

One (1)  $4\frac{1}{2}$ " compound gauge with a range of 30-0-400 PSI.

One (1) 4<sup>1</sup>/<sub>2</sub>" pressure gauge with a range of 0-400 PSI

### WHELEN LED STRIP-LITE TANK GAUGE:

The apparatus shall be equipped with surface mounted Whelen PSTANK2 LED strip-lite tank status lights. The strips will feature four color LEDs, full tank - green,  $\frac{3}{4}$  tank - blue,  $\frac{1}{2}$  tank amber and  $\frac{1}{4}$  tank red, and measure 1" wide x 11 $\frac{1}{2}$ " high x 1 3/8" thick.

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Three (3) strips will be located on the apparatus; one (1) each side, and one (1) at the rear.

In addition to the LED strip-lite display, a FRC TankVision level gauge will be located on the pump operator's panel.

### TANK INDICATOR REMOTE LIGHT DRIVER

One (1) Fire Research TankVision model WLA290-A00 remote light driver shall be installed. The driver shall provide four (4) separate outputs to control remote lights. The lights shall show 1/4, 1/2, 3/4, and full tank. When power is applied the driver shall run a test and cycle each remote light on and off. When the tank is less than 1/4 full the 1/4 tank light shall blink.

The remote light driver shall receive input information over a single wire from a Fire Research TankVision primary indicator.

Each strip light shall be mounted utilizing a chrome plated flange.

### **CLASS A FOAM TANK INDICATOR**

One (1) Fire Research TankVision Pro model WLA360-A00 tank indicator kit shall be installed. The kit shall include an electronic indicator module, a pressure sensor, a 10' sensor cable and a tank vent. The indicator shall show the volume of Class A foam concentrate in the tank on nine (9) easy to see super bright RGB LEDs. A wide view lens over the LEDs shall provide for a viewing angle of 180 degrees. The indicator case shall be waterproof, manufactured of Polycarbonate/Nylon material, and have a distinctive green label.

The program features shall be accessed from the front of the indicator module. The program shall support selfdiagnostics capabilities, self-calibration, six (6) programmable colored light patterns to display tank volume, adjustable brightness control levels and a datalink to connect remote indicators. Low water warnings shall include flashing LEDs at 1/4 tank, down chasing LEDs when the tank is almost empty, and an output for an audio alarm.

The indicator shall receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the foam tank near the bottom. No probe shall be placed on the interior of the tank. Wiring shall be weather resistant and have automotive type plug-in connectors.

#### The Class A Foam Tank Indicator shall be located on the pump operator's panel.

#### LINE READING GAUGES:

One (1) line reading gauge supplied for each discharge. The gauge shall have a  $2\frac{1}{2}$  diameter face with a graduated output scale of 0-400 PSI with black print on a bright white background. The gauge shall be constructed with a Zytel housing, acrylic lens and polished stainless steel bezel. The Zytel nylon case shall be

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temperature compensated with an internal breathing diaphragm to permit a fully filled case and to allow for a rigid lens with a distortion free viewing area.

A 1/4" brass male NPT fitting shall be centrally located on the rear of the housing and feature the Kem-X socket and freeze protection system that isolates the gauge from contaminants. The gauge utilizes a phosphor bronze Bourdon tube filled with a freeze proof liquid isolated by a diaphragm. The gauge shall be filled with low temperature glycerin for an operating range of -40 to +150 degrees Fahrenheit, which prevents bouncing of the readout needle and provides for an accuracy rating of plus or minus 1% across the entire scale of the gauge.

### **COLOR CODED TAGS:**

Color coded tags with chrome plated bezels shall be provided. Unless otherwise specified all tags shall be color coded to NFPA recommendations and shall be located at the control location, intake/discharge location, and at the drain port location.

A FAMA 25 label stating "Trained Personnel Only" shall be provided on the pump operator's panel.

Alexis Standard Tags:

Front Bumper Jump Line	Orange
Preconnect #1	Red
Preconnect #2	Yellow
Preconnect #3	Seafoam
Discharge #1	White
Discharge #2	Blue
Discharge #3	Black
Discharge #4	Green
Discharge #5/Water tower	Purple
Deluge/deck gun	Silver
Large-diameter hose	Yellow with white border
Foam line(s)	Red with white border
Booster reel(s)	Gray
Inlets	Burgundy

### **TEST PORTS:**

Vacuum and pressure test ports shall be provided on the pump operator's panel for connection of the pump test gauges.

### PUSH BUTTON ON PUMP PANEL FOR AIR HORNS:

There shall be a push button provided on the pump panel to activate the air horns.

#### **RUNNING BOARDS**

The running boards shall be constructed of 12 gauge star punched stainless steel material. The material meets NFPA standard 13-7.3: all exterior surfaces have a minimum slip resistance of .68.

### **RUB RAILS - RUNNING BOARDS:**

Bolt on aluminum rub rails shall be installed one (1) each side on the running boards. Said rub rails will be fabricated of a polished "C" channel aluminum, mounted to the running board utilizing <sup>1</sup>/<sub>4</sub>" plastic spacers.

The rub rails shall incorporate the LED ground lights. Each light strip shall run the full length of each rub rail.

The channel designed rub rail shall incorporate a highly reflective red and fluorescent yellow green reflective stripe to aid in apparatus protection.

#### **STAINLESS STEEL PUMP MODULE:**

The area above the side discharge panels on each side shall be manufactured of 14 gauge brushed stainless steel material.

#### **STAINLESS STEEL PUMP PANELS:**

The pump operator's panel and discharge panels shall be manufactured of 12-gauge stainless steel and shall include a full width light hood with one (1) E45 Series LED light strip

The side discharge panel on the passenger side of the apparatus shall be manufactured of 12-gauge stainless steel and shall include a full width light hood with one (1) E45 Series LED light strip

The lights shall be activated by a switch located on the pump operator's panel.

### **PUMP MODULE TOP:**

### MATTYDALE PRECONNECTS:

Three (3) Mattydale preconnects shall be located across the top of the apparatus body. Two (2) of the preconnects shall measure  $1\frac{1}{2}$ ", and one (1) of the preconnects shall measure  $2\frac{1}{2}$ ".

The  $1\frac{1}{2}$ " preconnects shall incorporate a  $1\frac{1}{2}$ " 180° swivel adapted to  $1\frac{1}{2}$ " fire hose thread. The water ways shall be 2" i.d. and shall include a 2" full flow quarter turn ball valve that is remote controlled from the operator's panel.

The  $2\frac{1}{2}$ " preconnect shall incorporate a  $2\frac{1}{2}$ " swivel adapted to  $2\frac{1}{2}$ " fire hose thread. The water way shall measure 3" i.d. and include a  $2\frac{1}{2}$ " full flow quarter turn ball valve that is remote controlled from the operator's panel.

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The  $1\frac{1}{2}$ " preconnects shall have the capacity to contain a minimum of 200 ft. of  $1\frac{3}{4}$ " hose, and the  $2\frac{1}{2}$ " preconnect shall have the capacity to contain a minimum of 150 ft. of  $2\frac{1}{2}$ " hose. The Mattydale preconnects shall be designed to allow the extension of hose to the right or left side of the apparatus body. The preconnect openings shall incorporate aluminum abrasion plates to protect the body finish from the hose and its couplings during extension or relay.

Each above valve shall be manually controlled.

### MATTYDALE PRECONNECT COVER:

The Mattydale preconnect area shall be covered with a polished aluminum treadplate cover. It is to be hinged at the front or rear with a stainless steel continuous design hinge and retained with two (2) single point latches.

The aluminum treadplate cover shall incorporate hypalon end flaps on each side.

The hypalon cover shall be black in color.

### <u>2 <sup>1</sup>/<sub>2</sub>'' DISCHARGE PIPING:</u>

Two (2) 2  $\frac{1}{2}$ " discharge(s) shall be located on the left side of the apparatus. Each discharge valve shall be located behind the body panel and controlled from the side control pump operator's panel. Each discharge shall include a self-locking  $\frac{2}{2}$ " quarter-turn ball valve, a  $\frac{2}{2}$ " chrome cap with chain, and a sweep elbow of at least 30 degrees downward.

Each above valve shall be manually controlled.

### <u>2 <sup>1</sup>/2" DISCHARGE PIPING:</u>

One (1)  $2\frac{1}{2}$ " discharge(s) shall be located on the right side of the apparatus. Each discharge valve shall be located behind the body panel and shall be controlled from the side control pump operator's panel. Each shall include a self-locking  $2\frac{1}{2}$ " quarter-turn ball valve, a  $2\frac{1}{2}$ " chrome cap with chain, and a sweep elbow of at least 30 degrees downward.

Each above valve shall be manually controlled.

### 4" DISCHARGE:

One (1) 4" discharge shall be located at the rear of the apparatus with the valve behind the pump panel. The valve shall be a 4" Akron 8830 valve with a 12V electric Akron Servo Control and a momentary switch. The discharge shall be remote controlled with a Navigator Controller from the pump panel. The control shall meet NFPA close requirements.

The rear discharge shall be adapted from 4" TIPT to 4" NST.

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## **DISCHARGE ADAPTER:**

The 4" discharge shall incorporate one (1) 4" NST LHF x 5" Storz 30 degree elbow with blind cap.

## 4" DISCHARGE:

One (1) 4" discharge shall be located on the right side of the apparatus with the valve behind the body panel. The valve shall be a 4" full flow valve with an Akron 9333 Navigator Valve Controller. The discharge shall be controlled from the pump panel and the control shall include NFPA close requirements.

#### **DISCHARGE ADAPTER:**

The 4" discharge shall incorporate one (1) 4" NST LHF x 5" Storz 30 degree elbow with blind cap.

### TANK TO PUMP LINE:

Two (2) 3" tank to pump line shall be installed into the tank to the suction side of the pump. It shall have 4" piping and valved with a 3" full flow valve. Each valve shall be controlled from the pump operator's panel. Each tank line shall incorporate a check valve in the line to meet NFPA 1901.

### **LINE DRAINS FOR DISCHARGES:**

The drain valves shall be Innovative Controls <sup>3</sup>/<sub>4</sub>" ball brass drain valves with chrome-plated lift lever handles and ergonomic grips. Each lift handle grip shall feature built-in color-coding labels and a verbiage tag identifying each valve, also supplied by Innovative Controls. The color labels shall also include valve open and close verbiage.

### **VENTED DISCHARGE CAPS:**

Each discharge shall incorporate a vented cap designed to relieve stored pressure in the line when disconnected.

### **GATED SUCTION, LEFT SIDE:**

One (1)  $2\frac{1}{2}$ " gated suction shall be located on the left side of the apparatus. It shall be piped  $2\frac{1}{2}$ " i.d. including a  $2\frac{1}{2}$ " Akron full flow quarter turn value and a  $2\frac{1}{2}$ " NST female swivel with plug and chain. It shall be remote controlled from the suction location.

Each above valve shall be manually controlled.

### **SUCTION LINE DRAINS:**

Each  $2\frac{1}{2}$ " gated suction and those of larger sizes shall incorporate a  $\frac{3}{4}$ " quarter turn drain hosed to ground. The drain shall be located behind the body panel, remote controlled from the suction location.

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## FOAMLOGIX 2.1-A FOAM CONCENTRATE PROPORTIONING SYSTEM

The apparatus shall be equipped with a FoamLogix automatic electronically controlled, direct injection, discharge side foam proportioning system. Foam proportioning operation shall be based on direct measurement of water flow, and remain consistent within the specified flows and pressures.

A DC powered variable-speed electronic direct-injection foam-concentrate proportioning system with a 2.1gpm-foam concentrate pump shall be integrated into the apparatus to provide foam proportioning. The pump shall be capable of handling Class A foam concentrate only and be operated by a full-function panel mounted digital display.

## LABELS FOR FOAM SYSTEM:

An instruction plate shall be provided for the foam proportioning system that includes, at a minimum, a piping schematic of the system and basic operating instructions.

A nameplate that is marked clearly with the identification and function shall be provided for each control, gauge, and indicator related to the foam proportioning system.

A label shall be provided on the pump operator's panel that identifies the type(s) of foam concentrate(s) that the foam proportioning system is designed to use. It shall also state the minimum/maximum foam proportioning rate(s) at the minimum/maximum rated system flow and pressure.

Two (2) copies of an operations and maintenance manual shall be provided. They shall include a complete diagram of the system together with operating instructions and details outlining all recommended maintenance procedures.

### FOAM PROPORTIONING SYSTEM ACCURACY:

The accuracy of the foam proportioning system shall be tested by the apparatus manufacturer prior to delivery of the apparatus. If the manufacturer's rated proportioning ratio is below 3%, the foam system shall proportion foam concentrate within -0 percent / +40 percent of the manufacturer's rated proportioning ratio across the manufacturer's stated range of water flow and pressure. If the manufacturer's rated proportioning ratio is at or above 3%, the foam system shall proportion foam concentrate within -0 percent of the manufacturer's rated proportioning ratio is at or above 3%, the foam system shall proportion foam concentrate within -0 percent / +40 percent of the manufacturer's rated proportioning ratio or 1 percentage point, whichever is less, across the manufacturer's stated range of water flow and pressure.

### FOAM CAPABLE DISCHARGES:

The following discharges shall be foam capable: 2ea 1.5" crosslay 1ea 2..5" crosslay

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## FOAM TANK:

A 20 gallon foam tank shall be incorporated within the booster tank of the apparatus. It shall be baffled and constructed of polypropylene. The fill shall be installed and vented to allow filling without a foaming reaction from the foam concentrate. Two valves shall be incorporated with the foam tank, one for the foam induction system and one for a drain hosed to the ground.

### HALE EZ-FOAM TANK REFILL

The apparatus shall be equipped with a Hale Products, Inc. EZ-Fill<sup>™</sup> fixed-mount foam tank refill pump system. The unit shall include a 12-volt electric motor that drives a 5-gpm foam concentrate pump used to refill the foam apparatus reservoir(s), a panel mounted smart-switch operator control and a wand suction hose connection.

The EZ-Fill system shall incorporate push-button smart-switch technology and be designed so that with a momentary press of the EZ-Fill control panel "Fill" or "Flush" buttons, the unit will automatically cycle respectively filling the foam concentrate reservoir or running itself through a flush cycle.

The system shall be configured to handle refilling \_\_\_\_ 1) a single, or \_\_\_\_ 2) dual foam concentrate tank apparatus reservoir system.

The EZ Fill shall be equipped with a clear wand suction hose having a cam-lock fitting designed for 5-gallon pail drafting operations. The suction hose shall be equipped with integral strainer to prevent intake of unwanted debris. The cam-lock foam suction inlet connection shall be equipped with a cap for stowage. The wand shall attach to a cam-lock fitting receptacle on the pump operators panel during the refill process. Once the clear suction wand is connected via the cam-lock fitting, and the wand end is placed in a 5-gallon bucket of foam concentrate, with one push of the "Fill" button the unit shall self-prime and fill the apparatus foam concentrate reservoir. The EZ-Fill system shall then automatically shut itself off either after a 60-second run duration or when the foam concentrate reservoir is full. The EZ-Fill system shall contain a foam pump "Flush" feature via a three-way integral valve mounted inside the pump-house.

The EZ-Fill pump panel smart-switch control shall be designed to override automatic re-fill operation by allowing the pump operator to hold down the "Fill" or "Flush" buttons, which allows for continuous foam pump refill or flush action. The foam concentrate reservoir(s) shall be equipped with a "high level tank switch" to prevent foam reservoir overfill during automatic operation. The EZ-Fill shall include a factory supplied wiring harness configured for power and ground leads and an installation and operation manual.

Note: the wand connection shall be located on the officers side

### **FIXED MONITOR PIPING:**

One (1) 3" discharge shall be located on the deck over the pump compartment. The discharge shall be flanged to adapt to a permanent mounted deck pipe. The piping shall be reinforced to allow rated deck pipe flow

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without piping distortion. The discharge valve shall be a quarter turn 3" full flow valve located in the pump compartment. It shall be controlled from the pump panel. The deluge and its control shall be positioned so the pump operator shall have complete control. The valve shall be a slow close valve per NFPA requirements.

Each above valve shall be manually controlled.

#### TWO (2)PRECONNECTS, 2 <sup>1</sup>/<sub>2</sub>" FRONT OF HOSE BED:

Two (2)  $2\frac{1}{2}$ " preconnects shall be located at the front of the apparatus hose bed. The preconnects shall include  $2\frac{1}{2}$ " full flow waterways and a  $2\frac{1}{2}$ " quarter turn full flow ball valve that is remote controlled from the operator's panel.

Each above valve shall be manually controlled.

LOCATION: One (1) Each Side

#### **BOOSTER REEL:**

One (1) Hannay Model EF16.5-30-31 booster reel with electric rewind shall be installed in the pump module dunnage area. The reel plumbing shall be  $1\frac{1}{2}$ " with a  $1\frac{1}{2}$ " full flow quarter turn ball valve, controlled at the pump operator's panel. The piping shall reduce to 1" at the reel.

The reel shall include a stainless steel roller assembly and chrome plated spools. The reel rewind switch shall be located on the respective pump panel.

The reel shall contain 150' of 1" lightweight booster hose coupled 1".

LOCATION: <u>Right Side</u>

### TANK FILL RECYCLE:

One (1) 2" waterway shall be incorporated from the pressure side of the pump to the tank. The line shall be controlled from the pump panel and valved with a 2" ball valve to allow a pump cooling recycle or tank fill when pumping from draft. When fully opened, it shall have the capacity to refill the tank at 750 gpm when pumping at 100 psi.

#### VALVING:

Each and every apparatus valve must be an Akron Stainless Steel Ball Valve, per the following specifications.

An Akron Brass Generation II Swing-Out<sup>TM</sup> Valve, shall be provided. The valve shall have an all brass body with flow optimizing stainless steel ball and dual polymer seats. The valve body shall be of universal design and accept multiple actuators. The valve shall be capable of dual directional flow while incorporating a self-locking ball feature using an automatic friction lock design and specially designed flow optimizing stainless steel ball.

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The stainless steel ball shall have HydroMax<sup>™</sup> technology. All stainless steel parts must be 316 grade for increased resistance to corrosion. The valve shall not require lubrication of seats or any other internal waterway parts, and must be capable of swinging out of the waterway for maintenance by the removal of six bolts. The valve shall be compatible with a slow closing devise. This valve shall be actuated using a manual handle. The handle shall be quickly adjustable to one of eight handle positions and require only 90° travel. The valve shall be manufactured and assembled in the United States. Product must carry a 10 year manufacturer's warranty.

## WARRANTY, AKRON BRASS BALL VALVE:

We warrant Akron Brass Swing-Out Valves for a period of ten (10) years after purchase against defects in material or workmanship. Akron Brass will repair or replace any Swing-Out Valve which fails to satisfy this warranty. Repair or replacement shall be at the discretion of Akron Brass. Electrical Components shall carry our standard five (5) year warranty. We will not be responsible for: Wear and tear; and by improper installation use, maintenance; negligence of the owner or user; repair or modification after delivery; failure to follow our instructions or recommendations; or anything else beyond our control. WE MAKE NO WARRANTIES EXPRESS OR IMPLIED, OTHER THAN THOSE INCLUDED IN THIS WARRANTY STATEMENT, AND WE DISCLAIM ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE. Further we will not be responsible for any consequential, incidental, or indirect damages (including, but not limited to, any loss of profits) from any cause whatsoever. No person has authority to change this warranty.

### PIPING:

All waterways described herein shall be of schedule 40 threaded stainless steel pipe, schedule 10 welded stainless steel, or "aeroquip" hose. Each shall be installed with the proper couplings to allow apparatus twisting, flexing, and complete removal for service or replacement.

## **PLUMBING WARRANTY:**

The stainless steel plumbing components and ancillary brass fittings used in the construction of the water/foam plumbing system shall be warranted for a period of ten (10) years or 100,000 miles. This covers structural failures caused by defective design or workmanship, or perforation caused by corrosion, provided the apparatus is used in a normal and reasonable manner. This warranty is extended only to the original purchaser for a period of ten (10) years or 100,000 miles from the date of delivery.

## **PIPING CERTIFICATION:**

Upon final apparatus delivery, a certification sheet shall accompany the unit stating that all piping and the pump have been hydrostatically tested to 250 psi.

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## **BODY:**

## **BODY WARRANTY:**

Alexis Fire Equipment Company hereby extends its standard two-year fire and rescue apparatus warranty to include defects in materials and workmanship of the body as well as structural defects which, in the sole opinion of the company, substantially affect the total integrity of the body. This warranty is extended only to the original user-purchaser.

Alexis Fire Equipment warrants the 12 gauge stainless steel bodies, fabricated by Alexis Fire Equipment, under normal use and with reasonable maintenance, shall remain structurally sound for the lifetime of the apparatus per NFPA recommendations or 100,000 miles as long as the design of the apparatus complies with Alexis engineering practices.

The Company reserves the right to require any such repairs to be made either at Alexis Fire Equipment Company, Inc. or another approved service facility, at the option of Alexis Fire Equipment. Transportation cost to and from the servicing location is the responsibility of the user-purchaser.

The warranty shall be null and void if, upon inspection by the Company, the alleged defect is determined to have been caused by abuse, modification, accident, neglect, or lack of proper maintenance.

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

Alexis Fire Equipment will be given a reasonable opportunity to investigate all claims. The purchaser must commence any action arising out of, based upon or relating to agreement or the breach hereof, within twelve (12) months from the date the cause of the action occurred.

Alexis Fire Equipment makes no other warranty, expressed or implied, with respect to the apparatus body and all implied warranties of merchantability and fitness for a particular purpose are hereby disclaimed.

## **BODY SUB FRAME – STAINLESS STEEL:**

The body sub frame system shall be designed for the emergency service application. The sub frame shall be independent of the chassis frame and is to be constructed of heavy structural material to provide the maximum strength and body support necessary for units utilized in emergency service. The system not only is used for total support designed to carry the total load of the apparatus; the system also allows the unit to be a complete lift off transferable apparatus once completed.

The system is designed to carry the emergency apparatus on the chassis main frame in a European style method. This method allows the apparatus body to float independently from the chassis frame ahead of the rear wheels and shall be rigidly attached behind the rear axle area.

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The sub frame system shall be isolated from the chassis frame with a custom full length rubber extrusion that totally locks onto each chassis frame rail. This system isolates the body from the frame while also acting as a cushion between the two units.

The sub frame system shall be manufactured completely of 304L stainless steel material. The stainless steel sub frame shall incorporate  $6 \times 3 \times .375$  304L stainless steel angle which shall run the full length of each chassis frame rail from the back of the cab to the end of the frame. The angle provides heavy duty stability to each outrigger installed on the unit. The system is designed to keep the outriggers from deflecting once the unit is loaded.

Each outrigger shall consist of a 4 x 2 x 7 gauge 304L stainless steel rectangular tubing vertical downrigger to continue the total sub frame support. Each horizontal under compartment outrigger shall be manufactured of a custom 7 gauge 304L stainless material which is formed in a channel design for maximum support. The horizontal outriggers shall include a minimum of two (2) custom designed **VibraCenters** installed on each outrigger to support the load of the body. This system also supports the compartment load and allows it to absorb the road energy and prevent premature wear of the customer's equipment which is loaded in the apparatus. Each **VibraCenter** is designed to carry the load of the apparatus per NFPA guidelines and to absorb shock loads in excess of 10 g's.

If the apparatus incorporates a rear drop sleeper design the sleeper system shall incorporate the 4 x 2 x 7 gauge rectangular tubing 304L stainless sleeper system for maximum body support.

The tank cradle shall be incorporated within the sub frame system to allow for a lower vertical center of gravity and to allow the water load weight to be supported by the sub frame system. The tank cradle shall incorporate the heavy sub frame and 7 gauge 304L stainless steel channel placed in accordance with the poly tank manufacturer's recommendations. Each channel is covered with a custom extruded rubber channel to prevent the water tank from chaffing with the stainless steel sub frame.

All welds where butt welded together shall be reinforced with a 7 gauge 304 L stainless steel web plate for maximum strength and additional weld purchase. It is important to note all welds on the sub frame system shall be welded in methods that are sanctioned by ASME and SAE standards as to allow complete structural integrity as stipulated and shall also follow the guidelines set forth by the Alexis Standards.

### TANDEM AXLE BODY:

The sub-frame, body panels, and wheel well housing shall be modified for a tandem axle chassis. The same manufacturing process will be utilized for the single axle bodies to prevent sacrificing the structural integrity.

### **APPARATUS FRONT PANEL:**

The vertical surfaces at the front of body shall be manufactured of 14 gauge 304 stainless steel material.

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## STAINLESS STEEL SIDE BODY PANELS:

The apparatus side body panels shall be full height and independent of the tank's sides. The body panels shall be constructed of 14 gauge #4 304 stainless steel material.

## **APPARATUS REAR PANELS:**

The vertical surfaces at the rear, from the tailstep walkway to the hose bed, shall be manufactured of smooth stainless steel, in preparation for Chevron striping.

### FLAT BACK TRUCK DESIGN:

The apparatus shall be of a flat back design so as to allow for ease of access to the hosebed.

## WHEEL HOUSING, PAINTED SMOOTH STAINLESS STEEL:

The rear wheel housing shall be constructed of painted stainless steel and shall incorporate a polished stainless steel fenderette. The circular interliner shall be manufactured of 3/16" Tivar 1000 polymer material.

The polymer material is a chemical and corrosion resistant material, thereby preventing excess wear and corrosion from occurring due to wintertime road chemicals. The polymer material shall be held in place by the use of polymer retainers or bolts for ease of repair and access to the wheel well area.

### HOSE MAT:

The hose mat shall be constructed of 5052 aluminum and shall be of a slatted design to provide proper drainage of hose bed.

### TAIL STEP:

The tail step shall be constructed of 12 gauge star punched stainless steel material. The material meets NFPA standard 13-7.3: all exterior surfaces have a minimum slip resistance of .68.

The tail step shall incorporate 45° tapered corners.

The tail step shall be 12" deep

### **REAR TOW EYES:**

Two (2)  $\frac{3}{4}$ " thick steel tow eyes shall be provided, one (1) on each side below the body at the rear. Each tow eye shall be manufactured of the same material as the body subframe

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## AIR BOTTLE COMPARTMENT:

Two (2) Model 101252-1X air bottle storage compartment(s) shall be located in the apparatus wheel well assemblies. For ease of access, each bottle shall be stored within an individual storage tube manufactured of poly material. The compartment shall incorporate a vertically hinged stainless steel door with a black push button latch. Each compartment shall have the capacity to carry one (1) air bottle.

#### LOCATION: One (1) Each Side Behind the Rear Wheels

### FIRE EXTINGUISHER COMPARTMENT(S):

One (1) fire extinguisher storage compartment(s) shall be located in the apparatus wheel well assemblies as specified. Each compartment shall incorporate a vertically hinged stainless steel door with a black push button latch. Each compartment shall have the capacity to carry two (2) fire extinguishers.

#### LOCATION: Right Side Ahead of the Rear Wheels

## **DUAL BOTTLE AIR BOTTLE COMPARTMENT(S):**

One (1) Model 101400-1X air bottle storage compartment(s) shall be located in the apparatus wheel well assemblies. For ease of access, each bottle shall be stored within an individual storage tube manufactured of poly material. The compartment shall incorporate a vertically hinged stainless steel door with a black push button latch. Each compartment shall have the capacity to carry two (2) air bottles.

#### LOCATION: Left Side between the Rear Wheels

### HOSE BED:

The hose bed shall be located over the booster tank, and must be accessible from the tail step and from its open top. The hose bed compartment shall have a minimum capacity of 55 cu. ft. and a minimum width of 71".

### **HOSE BED CAPACITY:**

The hose bed shall have the capacity to carry the following hose from left to right:

Eight (8) 50' sections of 13/4" Double Jacket Hose

Six (6) 50' sections of 21/2" Double Jacket Hose

Fifteen (15) 100' sections of 5" LDH Hose

### **HOSE BED DIVIDERS:**

Two (2) dividers shall be located in the hose bed. They shall be constructed of 3/16" aluminum plate. The dividers shall be designed for future adjustability with locking blocks in aluminum channels at the front and the rear of the hose bed.

Each hose bed divider shall incorporate hand hold cutouts to assist in accessing the hose bed.

### **SELF SUPPORTING HOSE BED COVER:**

One (1) 2-piece aluminum treadplate cover shall be located above the apparatus main hose bed. The cover shall be hinged length-wise down each side of the body and shall be self supporting without the use of a hose bed divider. The cover shall incorporate positive open stops and gas shock assists. The bed cover shall be tapered to allow for water run-off.

Latitudinal crossbars shall be provided below the cover. Each crossbar shall be manufactured of aluminum tubular material providing structural support to carry man power without damage. Each crossbar shall incorporate sleeves and quick release pins to allow removal for ease of loading of the hose.

The aluminum treadplate hosebed cover shall incorporate hypalon end flaps at the rear of the cover.

The hypalon cover shall be black in color.

### **ELECTRIC HOSEBED COVER ACTIVATION:**

The aluminum treadplate hosebed cover shall be electrically activated by a switch located at the rear of the apparatus. The switch shall energize two (2) hydraulic linear actuators located at the front of the hosebed, one (1) each side.

### **COMPARTMENTATION:**

### **COMPARTMENT DESIGN:**

The compartmentation shall be fabricated of bolted 14 gauge 304 stainless steel walls and 12 gauge 304 stainless steel floors. The compartmentation is designed to be an intricate part of the body and subframe for maximum compartment support. The compartment tops shall be fabricated of smooth stainless steel material and shall meet the intent of the latest edition of NFPA 15.7 regarding stepping, standing, and walking surfaces. The material shall be formed over each compartment top to act as drip protection over each compartment opening. The compartment flooring will be sweep out design. The front and rear face the compartments shall be painted smooth stainless steel.

The specified lighting in each compartment shall be switched automatically with the doors. The lighting shall meet the requirements of NFPA 13.10.5

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The front and rear body post on each side shall be 6" wide.

## **BEVELED LAP/BOX STYLE DOOR CONSTRUCTION:**

The side compartment doors shall be manufactured in a lap design. The perimeter of each outer door panel one each door opening shall be of a beveled design to assure a tight seal.

The compartment door shall be a double pan door. The outer surface shall be manufactured of .190" smooth aluminum and the inner pan shall be manufactured of .125" smooth aluminum. The door assembly shall be designed to prevent condensation buildup within the door interior. Insulation shall be installed as necessary between the inner and outer pans of each door.

Each door shall be supported with stainless steel piano hinges. Each hinge shall be bolted to the door perimeter and door casement with stainless steel bolts, thereby facilitating door replacement. The door openings shall have closed cell automotive type seals to prevent water and dirt entry.

There shall be a seal applied to the outer and inner perimeter of the door to allow for a double seal design.

The rear compartment (if applicable) shall have a Roll-up Shutter Door with a satin (**non painted**) finish. The door shall be made of an anodized aluminum slat incorporating an exclusive seal that prohibits water intrusion, absorbs shock, eliminates clatter, and provides quiet, vibration-free performance.

### **COMPARTMENT DOOR LATCHING:**

The tall vertical compartment doors shall be secured by a two-point latching system and the short vertical and horizontal compartment doors shall be secured with a single point latching system. The door handle shall consist of a stainless steel rotary D-ring latch. Each latch shall connect with a pair of strikers.

### **DOOR RETAINERS-DOUBLE SPRING SLIDE TYPE:**

Each vertically hinged side compartment door shall be retained with stainless steel double spring slide type retainers (Hansen 5 EZ style). The retainers shall be designed to hold the door in the open position.

### **SWING UP DOOR RETAINERS-GAS SHOCKS:**

Each swing up side compartment door shall be retained with Gas shocks that are designed to hold the door in the open position.

#### COMPARTMENT VENTS:

One (1) interior vent shall be installed in each compartment. The vent shall be constructed of stainless steel and shall incorporate four (4) 5" x  $\frac{3}{4}$ " louvers.

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## **LEFT SIDE BODY SHALL BE AS FOLLOWS:**

## <u>L1</u>

A double door compartment with a door opening of 32" wide x 34" high x 12" deep shall be incorporated on the apparatus left side ahead of the rear wheels.

The compartment shall include the following:

Unistrut Tracking

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

## <u>L2</u>

A double door compartment assembly with a door opening of 58" wide x 34" high x 25" deep shall be incorporated on the apparatus left side ahead of the rear wheels.

The compartment shall include the following:

Unistrut Tracking

One (1) full depth adjustable shelf (ves)

One (1) additional full depth adjustable shelf

One (1) up to 25" Deep 250 # Roll Out Tray(s)

Each above roll out tray shall be stationary.

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

## <u>L3</u>

A single door compartment assembly with a door opening of 24" wide x 34" high x 25" deep shall be provided behind the rear wheels on the left side.

The compartment shall include the following:

#### Unistrut Tracking

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

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## **<u>RIGHT SIDE BODY SHALL BE AS FOLLOWS:</u>**

## <u>R1</u>

A double door compartment assembly with a door opening of 58" wide x 67" high x 12" deep in the upper area and 25" deep in the lower area shall be incorporated on the apparatus right side ahead of the rear wheels.

The compartment shall include the following:

Unistrut Tracking

PAC TRAC tool mounting system mounted on the upper rear wall

There shall be no PAC brackets supplied with the apparatus.

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

## <u>R2</u>

A lift-up door compartment assembly with a door opening of 56" wide x 30" high x 12" deep shall be provided over the rear wheels on the right side.

The compartment shall include the following:

Unistrut Tracking

One (1) hinged PACTRAC tool board.

PAC TRAC tool mounting system mounted on the rear wall

There shall be no PAC brackets supplied with the apparatus.

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

## <u>R3</u>

A lift-up door compartment assembly with a door opening of 56" wide x 30" high x 12" deep shall be provided over the rear wheels on the right side.

The compartment shall include the following:

Unistrut Tracking

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PAC TRAC tool mounting system mounted on the rear wall

There shall be no PAC brackets supplied with the apparatus.

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

### <u>R4</u>

A single door compartment assembly with a door opening of 24" wide x 67" high x 12" deep in the upper area and 25" deep in the lower area shall be incorporated on the apparatus right side behind the rear wheels.

The R4 compartment shall extend to the rear body panel.

The compartment shall include the following:

Unistrut Tracking

One (1) full depth adjustable shelf (ves)

One (1) up to 25" Deep 250 # Roll Out Tray(s)

Each above roll out tray shall be adjustable within the unistrut tracking.

PAC TRAC tool mounting system mounted on the upper rear wall

There shall be no PAC brackets supplied with the apparatus.

E45 Series LED strip lights to illuminate the entire area. The lights shall run the entire height of the compartment on each side of the door opening.

### FOLDING TANK BRACKET:

One (1) Ziamatic hydraulic hinged fol-da-tank bracket(s,) model PTS-HA, shall be mounted on the exterior of the apparatus in the specified location. Each assembly shall include one (1) control located adjacent to each folding tank rack location.

Flashing lights shall be provided on the front and rear of each bracket. Each flashing light shall operate when the rack is in the down position. In addition, red and white retro reflective conspicuity tape shall be applied on the outward ends of the rack that protrude beyond the body of the apparatus to indicate a hazard or obstruction.

The bracket shall be interlocked with the park brake to prevent activation unless the park brake has been activated. In addition, the bracket shall be tied to the "Do Not Move the Apparatus" light in the chassis cab to alert the driver when the park brake has been released and the bracket is not in the stowed position.

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The bracket will be constructed of 1/8" (.125") smooth aluminum and shall be painted to match the body.

Each bracket shall have the capacity for a 3000 gallon fol-da-tank.

## **SUCTION HOSE STORAGE:**

Storage for one (1) section(s) of suction hose shall be provided on the Fol-Da-Tank rack.

### LOCATION: Left Side

#### HARD SUCTION HOSE STORAGE- RIGHT SIDE:

One (1) hard suction hose storage compartment shall be designed into the Right upper compartment area. The suction hose shall be accessible from the rear of the apparatus through a drop down door with a single point latch. The door shall be manufactured of the same material as the rear body panel and finished to match (treadplate, painted, chevron, etc.) The suction hose compartment shall be an integral part of the compartment area.

The compartment shall have the capacity to carry two (2) lengths of suction hose.

### **PIKE POLE TUBE:**

Three (3) pike pole tube(s) shall be installed on the apparatus.

#### LOCATION: Left Side

### **LADDER STORAGE:**

The ladders shall be stored in a compartment located under the apparatus hose bed, between the rear wall of the right side compartments and the sidewall of the tank. The ladders shall be stored on "beam" edge and the compartment shall incorporate individual poly slides for ease of removal of the ladders. The ladders shall be accessible from the rear of the apparatus through a vertically hinged door with single point latch. The door shall be manufactured of the same material as the rear body panel and finished to match (treadplate, painted, chevron, etc.)

### ATTIC LADDER BRACKET:

One (1) attic ladder bracket shall be provided on the left side.

The ladder storage shall have the capacity to contain the following:

One (1) 28' 2-Section Ladder

One (1) 16' Roof Ladder with Hooks

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## **RUB RAILS:**

Bolt on aluminum rub rails shall be installed, below the compartment doors. Said rub rails will be fabricated of a polished "C" channel aluminum, mounted to the body surface utilizing <sup>1</sup>/<sub>4</sub>" plastic spacers.

The rub rails shall incorporate the LED ground lights and LED lower warning lights. Each light strip shall run the full length of each rub rail.

The channel designed rub rail shall incorporate a highly reflective red and fluorescent yellow green reflective stripe to aid in apparatus protection.

#### STAINLESS STEEL TOP ACCESS LADDER:

One (1) Sure-Grip Stainless steel access ladder shall be provided at the rear of the apparatus. Sure-Grip is a collapsible, self-retracting ladder that provides safety and security while ascending or descending. The ladder stores in a low profile position parallel to the truck body. To use, the bottom section simply flips down and the ladder pulls out to a comfortable climbing angle. When finished, the bottom section flips up and locks in place.

The Sure-Grip Ladder is constructed of stainless steel and uses stainless hardware to provide dependable use in all environments. The ladder side rails are powder coated grey and each star punched stainless steel step shall remain natural #4 finish. Sure-Grip Ladder is designed to meet all NFPA standards.

Integrated hand holes are provided on each rail to assure safe climbing.

#### LOCATION: Left Side

## **DURATILE TILE MATTING:**

The floor of each main body compartment shall be covered with black Duratile Tile.

The shelves and/or trays in each compartment shall be covered with black Duratile Tile.

### TANK:

### **BOOSTER TANK:**

The tank shall have a capacity of 3000 US gallons complete with a lifetime warranty.

The tank shall be constructed of  $\frac{1}{2}$ " thick PT2E polypropylene sheet stock. This material shall be non-corrosive stress relieved thermo-plastic and U.V. stabilized for maximum protection.

The booster tank shall be of a specific configuration and so designed to be completely independent of the body and compartments. All joints and seams shall be nitrogen welded and tested for maximum strength and

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integrity. The transverse swash partitions shall be manufactured of 3/8" PT2E polypropylene (natural in color) and extend from approximately 4" off the floor to just under the cover. The longitudinal swash partitions shall be constructed of 3/8" PT2E polypropylene (natural in color) and extend from the floor of the tank through the cover to allow for positive welding and maximum integrity. All partitions shall be designed to provide maximum water flow. All swash partitions interlock with one another and are welded to each other as well as to the walls of the tank.

#### FILL TOWER AND COVER

The tank will have a combination vent and manual fill tower. The fill tower will be constructed of  $\frac{1}{2}$ " PT2E polypropylene and shall be a minimum dimension of 8" x 8" outer perimeter. The tower will be located in the left front corner of the tank. The tower will have a  $\frac{1}{4}$ " thick removable polypropylene screen and a PT2E polypropylene hinged type cover. Inside the fill tower, approximately 4" down from the top, shall be fastened a combination vent overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of 4" that is designed to run through the tank and shall be piped behind the rear wheels.

The tank cover is constructed of  $\frac{1}{2}$ " thick PT2E polypropylene and UV stabilized, to incorporate a multi threepiece design which allows for individual removal and inspection if necessary. The tank cover will be recessed  $\frac{3}{8}$ " from the top of the tank and shall be welded to both sides and longitudinal partitions for maximum integrity. Each one of the three covers will have hold-downs consisting of 2" polypropylene dowels spaced a maximum of 30" apart. These dowels will extend through the covers and be welded to the transverse partitions. This will assist in keeping the cover rigid under fast filling conditions. A minimum of two (2) lifting dowels shall be drilled and tapped  $\frac{1}{2}$ " x 13" to accommodate the lifting eyes.

#### SUMP

There will be one (1) sump standard per tank. The sump shall be constructed of <sup>1</sup>/<sub>2</sub>" PT2E polypropylene and be located in the left front quarter of the tank. The sump will have a minimum 3" NPT threaded outlet on the bottom for a drain plug. This shall be used as a combination cleanout and drain. All tanks shall have an anti-swirl plate located approximately 2" above the sump.

### **OUTLETS**

There will be two (2) standard tank outlets: one for the tank to pump suction line which will be a minimum of a 3" NPT coupling and one for a tank fill line which will be a minimum of a 2" NPT coupling. All tank fill couplings will be backed with flow deflectors to break up the stream of water entering the tank, and be capable of withstanding sustained fill rates of up to 1000 GPM. All auxiliary outlets and inlets must meet all NFPA guidelines in effect at the time of manufacture.

## MOUNTING

The tank shall rest on the body cross members with an unsupported area not to exceed 530 sq. inches on tanks

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up to 40" in height. On tanks over 40" in height, an unsupported area of not more than 400 sq. inches must be maintained. All tanks shall be isolated from the cross members through the use of hard rubber strips with, a minimum thickness and width dimension of .250 x 2" and a minimum Rockwell hardness of 60 durometer. Additionally, the tank must be supported around the entire bottom outside perimeter and captured both front and rear as well as side to side to prevent the tank from shifting during vehicle operation. A picture frame type cradle mount shall be utilized with a minimum of 2" x 2" x .250 structural material.

Although the tank is designed on the free-floating suspension principle, it shall be required that the tank have hold down restraints half way between the front and the rear of the tank. These restraints shall be made of  $3" \times 3" \times 1/4"$  angle approximately 6" long. The restraints shall be mounted to the side walls of the hose bed and extend down so that they rest approximately 1/2" above the top of the tank. The tank shall be completely removable without disturbing or dismantling the apparatus structure.

Upon final apparatus delivery, proper evidence and certifications shall be presented indicating the tank has the capacity of flow to the pump 80% of its rated capacity at a flow rate of 2500 GPM.

## TANK FILLS - 2<sup>1</sup>/2":

Two (2)  $2\frac{1}{2}$ " NH tank fill connections shall be located at the rear of the apparatus. The assembly shall include a FirePrograms 4" Stainless Steel Fill Valve, Model 5001751, four-inch inside diameter internal check valve with appropriately sized hose connection. The assembly shall also include a  $\frac{3}{4}$ " quarter turn line drain. The tank fill shall incorporate a 4" x  $\frac{2\frac{1}{2}}{2}$ " chrome adapter

The FirePrograms 4" Fill Valve is an internally mounted check-type fill valve, capable of flowing at a rate up to 1,000 GPM. The Fill Valve is available in a 4" Victaulic connection or 4" male NPT pipe thread connection for ease of installation. The Fill Valve is self-deflecting, requiring no additional diffusion device. The Fill Valve is constructed of 100% stainless steel avoiding the use of dissimilar metals. The spring actuated piston-type sealing mechanism minimizes seal wear and provides positive sealing of the valve after shutting off the valve at the feed source. The device is designed to be self-cleaning utilizing a replaceable EPDM rubber gasket. Less than 6psi is required to open the valve.

Utilizing two stainless steel internal tank mounting plates, the 4-bolt Fill Valve mechanism is attached directly through the tank wall. The valve design is suitable for simple retrofit installation into existing water tanks.

### LOCATION: Rear, One (1) Each Side

### TANK DUMP(S):

One (1) 10" x 10" square stainless steel Newton dump(s), each with a flip up gate valve, shall be installed. Each valve shall be bolted to the tank with stainless steel bolts.

Each dump shall be electrically controlled by a switch located at the specified location.

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Two (2) dump valve switches for the rear dump shall be located at the rear of the apparatus one (1) on each side.

#### **DUMP EXTENSION:**

One (1) Newton 36" manually controlled stainless steel extension, model 4036-34, shall be installed on each dump.

The dump shall be located at the rear of the apparatus.

#### TANK DUMP(S):

Two (2) 10" round stainless steel dump shall be installed. Each valve shall be bolted to the tank with stainless steel bolts.

Each dump shall be operated by air, and controlled by a switch located on the pump panel on the respective side.

#### **ADDITIONAL DUMP CONTROLS:**

The specified air dump(s) shall also be individually controlled by switches located in the chassis cab. Each switch shall operate both the respective dump valve and dump chute.

#### **DUMP EXTENSION:**

One (1) 12" air operated stainless steel extension shall be installed on each 10" round dump. The extension shall be operated at the dump control location.

The dumps hall be located one (1) on the left side in the rear wheel well area and one (1) on the right side in the rear wheel well area.

### **<u>12 VOLT ELECTRICAL:</u>**

### **ELECTRICAL WARRANTY:**

Alexis Fire Equipment Co., Inc. warrants each new piece of Alexis fire and rescue apparatus to be free from defects in material and workmanship under normal use and service. Our obligation under this warranty is limited to repairing or replacing, as the company may elect, any part or parts thereof which shall be returned to us with transportation charges prepaid, and as to which examination shall disclose to the company's satisfaction to have been defective, provided that such part, or parts shall be returned to us within seven (7) years or 50,000 miles after delivery of such vehicle. Such defective part or parts will be repaired or replaced free of charge and without charge for installation to the original purchaser.

Items specifically covered are:

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- Electrical harnesses and harness installation
- Printed circuit board
- Switches, circuit breakers and relays

Items excluded are:

- Chassis electrical systems and components installed by chassis manufacturer
- Separately manufactured items installed by Alexis Fire Equipment including, but not limited to; batteries, sirens, battery chargers, inverters, lightbars and similar equipment. (These are covered by warranties supplied by the manufacturer of the components).
- Periodic tightening and cleaning of connection terminals as this is considered routine maintenance
- Normal wear, abuse, accident, negligence or un-approved alteration of original parts.

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

Alexis Fire Equipment reserves the un-restricted right at any time to make changes in design of and/or improvements on its products without thereby imposing any obligation on itself to make corresponding changes or improvements in or on its products theretofore manufactured.

## **12 VOLT ELECTRICAL SYSTEM:**

Our electrical system is engineered to provide many years of dependable, trouble free service.

The 12 volt apparatus wiring shall be completely independent of the chassis electrical system. The system shall incorporate a state-of-the-art electrical distribution center. The center shall include a microprocessor, automatic reset circuit breakers, and switching relays.

The microprocessors are housed in a weather resistant enclosure. All processors are fully tested, and modern production processes guarantee long-term reliability in the most rigorous environments. The microprocessors handle the numerous switching functions without the excessive use of relays and the need for excess wiring.

The system can be expanded by adding additional processors and required components to meet desired specifications.

The weather tight modular service center shall be placed in a water-tight compartment in the apparatus body. The service center housing shall be manufactured of aluminum and shall incorporate an access door. Since the microprocessor is of weather resistant design and enclosed in the service center, the electrical system has redundant protection against moisture and corrosion. Redundant protection from the elements dramatically improves reliability and durability.

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Wiring harnesses shall be custom made for each truck. Each harness shall be encased in a split barrel, nylon type loom which will be moisture resistant and flame resistant to a minimum of 280° F. Loop outs shall be made at the harness factory utilizing sealed sonic weld technology instead of open-ended butt splicing. The harnesses shall feature Deutsch heavy duty all metal connectors.

Unlike terminal strips, binding post and other open-wiring systems, the Deutsch HD series is a completely sealed unit. The elimination of open wiring systems does away with contamination from moisture, dust, lubricating oils, road salt, and other environmental hazards encountered in heavy duty use. The connector shall provide a multiple keying system that positively prevents mis-mating and makes plug/receptacle coupling quick and easy. The modular harness system will allow for quick and efficient complete body transfer if needed.

An independent switching station shall be centrally located in the apparatus cab. The switches shall be of a rocker type illuminating design. Each switch shall be color coded, and include a description indicating its intended use. Each switch shall be removable for service and replacement. Each switch shall be rated at 10 amp at 250 volts AC and shall act as inputs for the microprocessor.

All electrical circuit feeder wiring supplied and installed by the apparatus manufacturer shall be stranded copper alloy conductors of a gauge rated to carry 125% of the maximum current for which the circuit if protected. Insulation shall be in accordance with SAE J1128, low tension primary cable, type SXL or GXL, and wired to SAE J1292, automobile, truck, truck-tractor, trailer and motor coach wiring, for such loading at the potential employed. Voltage drops in all wiring from the power source to the using device shall not exceed 10%. Overall covering of conductors shall be 280° F (143° C) minimum flame retardant, moisture resistant loom or braid. All connections shall be made with lugs or terminals mechanically secured to the conductors. Wiring shall be thoroughly secured in place and suitably protected against heat, oil, and physical damage. Wiring shall be color coded and printed with a circuit function code over each conductor's entire length.

Circuits shall be provided with properly rated low voltage over-current protective devices. Such devices shall be readily accessible and protected against excessive heat, physical damage and water spray, switches relays, terminals, and connectors shall have a direct current rating of 125% of maximum current for which the circuit is protected.

Wiring Diagrams: Two (2) destination effective wiring diagrams shall be furnished with the apparatus. The wiring diagrams shall incorporate notations to assist an individual with limited electrical experience in the service of the apparatus electrical system.

NOTE: All wiring and components shall meet or exceed current N.F.P.A. codes.

### **LOAD MANAGEMENT:**

The 12 volt load management functions shall be incorporated within the microprocessor based 12 Volt electrical system without the need for a separate load manager.

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## **<u>12 VOLT DISTRIBUTION CENTER:</u>**

The 12 Volt distribution center shall be located in the L1 compartment on the front wall, behind an access panel. The access panel shall incorporate a laminated wiring diagram for ease of maintenance of the electrical system.

A 12 volt fan shall be provided in the distribution center to enhance the air flow around the electrical equipment. The fan shall be switched with the master switch.

## VISTA DISPLAY:

The electrical system shall include a Weldon Vista IV display which shall be located on the center console. The Vista IV shall feature a full color LCD display screen which includes a message bar displaying the time of day and important messages requiring acknowledgement by the user which shall all be displayed on the top of the screen in the order they are received. There shall be eight (8) push button virtual controls, four (4) on each side of the display for the on-board diagnostics. The display screen shall be video ready for back-up cameras, thermal cameras, and DVD.

The Vista IV display shall offer varying fonts and background colors. The display shall be fully programmable to the needs of the customer and shall offer virtually infinite flexibility for screen configuration options.

The Vista display shall control the body 12 volt systems, excluding those functions controlled by the Whelen Cencom System.

Chassis related 12 volt systems shall function as provided by the chassis OEM and as such will not be available on the Vista Display.

### **ELECTRICAL SYSTEM PERFORMANCE TESTS:**

The apparatus low voltage electrical system shall be tested and certified per the current NFPA standard. The certification shall be delivered to the purchaser with the apparatus.

#### **DOCUMENTATION:**

At the time of delivery, the manufacturer shall provide the following:

- (a) Documentation of the electrical system performance tests;
- (b) A written load analysis, including:
  - 1. The nameplate rating of the alternator;
  - 2. The alternator rating;
  - 3. Each component load comprising the minimum continuous load;
  - 4. Additional loads that, when added to the minimum continuous load, determine the total connected

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load;

5. Each individual intermittent load.

## **ON BOARD BATTERY CHARGER:**

One (1) Progressive Dynamics PD2140 battery charger shall be installed on the vehicle. The unit shall be located in the L1 compartment.

The PD2140 is a 40-amp Electronic Marine Converter/Charger capable of charging up to three separate banks of batteries at the same time. It incorporates a microprocessor that constantly monitors battery voltage, then automatically selects one of four operating modes to ensure safe, rapid recharging cycles. The Storage Mode and the Equalize Mode of operation ensures minimum battery gassing and water loss while preventing battery stratification and sulfation. All Inteli-Power chargers are designed to meet the stringent requirements of the Marine environment and are UL listed for safety. A digital meter displays current, voltage, operation mode, blown fuse indication, and battery type.

### **KUSSMAUL SUPER AUTO EJECT - 120V:**

One (1) Kussmaul Super Auto Eject Model 091-55-20-120 shall be installed on the apparatus. The super auto eject is a completely sealed automatic power line disconnect.

The Kussmaul mating connector supplied with the Auto Eject shall be shipped loose with the apparatus.

The Kussmaul Super Auto Eject shall incorporate a yellow weatherproof cover

The shoreline connection shall be located in the left front body post ahead of the L1 compartment.

### MASTER SWITCH:

A 12 Volt Cole-Hersee Rotary switch shall be installed on the side of the floor mounted console. When in the OFF position, the master switch system shall isolate all electrical power from the apparatus. It shall not interrupt any primary battery/starter wiring originally furnished by the chassis manufacturer.

### **EMERGENCY WARNING SWITCH:**

There shall be an emergency warning switch installed on the unit. The entire warning system shall be activated by a single switch.

## FLOOR MOUNTED CONSOLE FOR VISTA SCREEN:

One (1) 12 volt floor mounted console shall be installed in the apparatus. The console shall be manufactured of black textured composite material. The console shall incorporate the vista screen and two (2) slots, one (1) for the electronic siren and one (1) slot for the radio.

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## MAP/BINDER STORAGE:

There shall be a stainless steel map/binder storage area incorporated into the console at the rear. The storage area shall incorporate one (1) divider, providing two (2) slots for map/binder storage.

## RADIO PROVISIONS:

One (1) customer supplied single head radio provision shall be provided in the chassis cab. The cutout shall accommodate the radio make and model specified and shall include a bezel specific to the radio specified.

#### **RADIO WIRING:**

Radio wiring shall be provided for the customer supplied and installed radio. The wiring shall include power and ground leads, battery direct and master switched.

#### ANTENNA:

Three (3) Alexis Fire Equipment supplied antenna base, for use with an NMO type antenna, shall be mounted on the cab roof. The antenna base shall be a Motorola base designed for either thick or thin roof material as appropriate for the application and shall include a custom length of RG58 A/U cable with no connector at the radio end of the cable. The cable shall terminate at the center console area.

The radio make and model shall be:

#### AIR EJECT:

One (1) Kussmaul air eject 091-28 shall be installed on the chassis. The air eject shall be plumbed to the chassis air system to maintain air pressure.

Locate Left side pump panel rearward

#### TIRE PRESSURE MONITORING DEVICE:

One (1) set of Real Wheels LED Air Guard tire pressure indicators shall be shipped loose with the completed apparatus. Features and benefits of the LED Air Guards include

- Safety Improper tire pressure has a detrimental effect on handling, braking and control.
- Longer Tire Life According to the D.O.T., 95% of all premature tire wear is caused by underinflation.
- Self-calibrating LED AirGuard Set & Go memorizes pressure when initially installed and can be easily recalibrated by simply removing and reinstalling.
- Improved Fuel Economy Proper tire inflation can save an estimated 3% to 5% in fuel costs.
- Battery Standby Time is 2 Years from the date stamped on the LED Air Guard

## **OPTICAL WARNING SYSTEM:**

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

### **EMERGENCY WARNING LIGHTS:**

For the purpose of defining and measuring the required optical performance, the apparatus shall be divided into four warning zones. The four zones shall be determined by drawing lines through the geometric center of the apparatus at 45° to a line lengthwise of the apparatus through the geometric center. The four zones shall be designated A, B, C, and D in a clockwise direction with zone A to the front of the apparatus. Each zone shall have an upper and lower warning level.

Effective coverage of all four zones, both upper and lower, as required by the latest NFPA Edition shall be provided.

### LED LIGHTBAR:

One (1) Whelen Model F4N2VLED 55" WCX Series LED lightbar shall be mounted on the cab roof. The lightbar shall be switched from the in cab switch panel. This lightbar fills the requirements of Zone A Upper, Zone B Upper, and Zone D Upper.

The light bar shall feature four (4) corner red LED modules, two (2) forward facing red LED modules, and two (2) forward facing clear LED Modules.

The clear modules shall extinguish when blocking the right of way per NFPA. A stinger switch shall also be provided for control of the white lights in inclement weather.

#### **GTT 795H EMITTER:**

There shall be one (1) GTT (Global Traffic Technologies) Opticom model 795H high priority traffic control optical emitter, mounted in the center on the front lightbar. The emitter shall be activated by a rocker switch and shall be deactivated when the parking brake is applied.

#### WARNING LIGHTS (FRONT):

Four (4) Whelen Model M6R red Super Linear LED lights shall be mounted on the front cab face, one (1) on each side. These lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone A Lower.

Each light shall be mounted utilizing a chrome plated flange.

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Each light shall incorporate a clear lens.

### WARNING LIGHTS (SIDE):

One (1) Whelen Model M6R red LED light shall be mounted on the right (officer's) side of the chassis cab. The light shall be switched from the in cab switch panel. The light fills the requirements of Zone B Lower.

One (1) Whelen Model M6R red LED lights shall be mounted on the left (driver's) side of the chassis cab. The light shall be switched from the in cab switch panel. The light fills the requirements of Zone D Lower.

The rub rails on each side of the body shall incorporate integral outward facing Red LED strip lights. In addition to the Red LED strip light, the rub rail on each side ahead of the rear wheels shall incorporate one (1) Whelen Model MCRNTR Red Micron LED light. These lights shall be switched from the in cab switch panel.

Each cab side light shall be mounted utilizing a chrome plated flange.

Each light shall incorporate a clear lens.

### WARNING LIGHTS (SIDE):

Two (2) Whelen Model M9R red LED lights shall be mounted on the right (officer's) side of the vehicle, in the upper area. These lights shall be switched from the in cab switch panel.

Two (2) Whelen Model M9R red LED lights shall be mounted on the left (driver's) side of the vehicle, in the upper area. These lights shall be switched from the in cab switch panel.

These lights fill the requirements of Zones B & D Upper.

Each light shall be mounted utilizing a chrome plated flange.

Each light shall incorporate a clear lens.

### WARNING LIGHTS (REAR UPPER):

One (1) Whelen Model M9R red and one (1) Whelen Model M9B blue LED lights shall be mounted on the rear of the vehicle, in the upper area. The lights shall be switched from the in cab switch panel. These lights fill the requirements of Zone C Upper.

Each light shall be mounted utilizing a chrome plated flange.

Each light shall incorporate a clear lens.

### WARNING LIGHTS (REAR):

Two (2) Whelen Model M6R red LED lights shall be mounted on the lower rear area of the vehicle. These lights fill the requirements of Zone C Lower.

Each light shall be mounted utilizing a chrome plated flange.

Each light shall incorporate a colored lens.

### **REAR DRIVING SIGNALS- WHELEN:**

The rear driving signals shall consist of six (6) lights; three (3) on each side of the apparatus. The signals shall be Whelen LED M6 Series M62BTT: Red-Brake/Tail, Whelen Series M62T: Amber Arrow-Turn. The back up light shall be Whelen **LED** Series M62BU. They shall be surface mounted in a 4-position housing with the lower level warning lights.

### **CENCOM CORE:**

One (1) Whelen CenCom Core amplifier shall be provided and mounted in the center console. The CenCom Core is an input/output interface module powered by WeCanX, CAN (Controller Area Network) based communication system. The CenCom Core shall include 17 total inputs and 23 outputs. The CenCom core can support up 99 WeCanX devices.

One (1) Whelen CCTL9 control head shall be provided in the cab console. The CCTL9 includes a 2-section control head and 8 push buttons with a 7-postion rotary knob, The control head shall also feature a microphone and microphone extension cable.

One (1) CEM1601 WeCanX Expansion Module shall be provided for the body warning lights on the left side of the body and one (1) CEM1602 WeCanX Expansion Module shall be provided for the warning lights on the right side of the body. Each expansion module features 16 outputs and 4 inputs.

### FEDERAL Q2B SIREN:

One (1) Federal Model Q2B 12 volt siren shall be recess mounted in the front bumper. The siren shall be activated from the left and right side by a Linemaster foot switch. The siren switch power shall be interlocked with the master warning switch.

There shall be a siren brake switch located on the console.

The Q2B siren shall be finished in standard Chrome.

### **SIREN SPEAKER:**

One (1) Whelen Model SA315 100 watt siren speaker shall be installed in the apparatus bumper.

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### AIR HORNS:

Two (2) Hadley air horns shall be mounted on the side of the hood, one (1) on each side. The air horns shall be powered from the chassis air brake reserve, and actuated with the steering wheel horn button on the left side and a Linemaster foot switch on the right side.

There shall be an air horn/electric horn button provided on the Vista display.

### **BACKUP ALARM:**

One (1) 12 volt electronic backup alarm shall be incorporated on the apparatus. The backup alarm shall be a minimum of 97db and switched with the backup light circuitry.

### **TURN SIGNALS-MIDSHIP:**

One (1) S34 Series amber LED midship turn light shall be mounted on each side of the apparatus ahead of the rear wheels.

### ICC LIGHTING:

Tecniq S34 Series LED Clearance lights shall be installed on the apparatus. They shall be hermetically sealed cartridge lights for ease of service and durability.

### **LED REAR LICENSE PLATE BRACKET:**

There shall be a Cast Products LED license plate bracket provided at the rear of the apparatus.

### **ENGINE COMPARTMENT LIGHT:**

The engine compartment shall incorporate one (1) E10 Series LED light. The light shall be switched with the pump panel lights.

### **PUMP COMPARTMENT LIGHT:**

One (1) 5" T44 Series LED light shall be installed in the pump compartment. The light shall be switched with pump panel lights.

### HAZARD LIGHT:

A red, LED flashing light located in the driving compartment shall be illuminated automatically whenever the apparatus parking brake is not fully engaged and any passenger or equipment compartment door is open, any ladder or equipment rack is not in the stowed position, a stabilizer system is deployed, a powered light tower is extended, or any other device is opened, extended, or deployed that creates a hazard or is likely to cause damage

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to the apparatus if the apparatus is moved. The light shall be marked "Do Not Move Apparatus When Light Is On".

### **LED COURTESY LIGHTS (UNDER CARRIAGE LIGHTING):**

One (1) 5" 12-volt T44 Series LED light shall be located under each cab door and one (1) shall be located below the rear tail step in the center. All ground area lighting shall be controlled by the master switch and shall be switched with the parking brake.

In addition to the 5" lights, clear LED strip lights shall be provided integral to the rub rails on each side. The strip lights shall face downward and be activated with the balance of the undercarriage lighting.

### **LED TAILBOARD COURTESY LIGHTS:**

Two (2) S34 Series LED courtesy lights shall be mounted one (1) each side low on the rear panel. The lights shall illuminate the rear tailboard. They shall be switched with the parking brake.

### **LED RUNNING BOARD COURTESY LIGHTS:**

One (1) S34 Series LED courtesy light shall be mounted on each side low on the front of the body. Each light shall illuminate the running board area. The lights shall be switched with the parking brake.

### HOSEBED STRIP LIGHTING - LED:

Two (2) E45 Series LED Strip lights shall be provided at the front of the apparatus hose bed. The lights shall be switched with the parking brake.

### **<u>12 VOLT SCENE LIGHT - LED:</u>**

Six (6) Whelen Dual Panel Pioneer LED model PFH2 light(s) shall be installed in the specified location(s). The lighthead shall be a 12 volt, 150 watt lighthead and shall generate 14,000 lumens. The lighthead shall measure 14" wide x  $4\frac{1}{4}$ " high x 2 7/8" deep. The lighthead shall be white in color.

Each light shall be recessed in one (1) Whelen Model PBA203 chrome trim ring set at a 15° downward angle

Each Whelen scene light shall be white in color.

### ADDITIONAL REAR SCENE LIGHT SWITCHING:

In addition to the in-cab switch for the rear scene lights, the lights shall be wired with the back-up light circuitry to illuminate whenever the apparatus is placed in "Reverse".

### ADDITIONAL SCENE LIGHT SWITCHING - PUMP PANEL:

In addition to the in-cab switch for the scene lights, there shall be a switches located on the pump operator's panel to activate the scene lights.

SIDE SCENE LIGHT LOCATION(S): Two (2) Each Side

### REAR SCENE LIGHT LOCATION(S): One (1) Each Side

### **<u>12 VOLT BROW LIGHT - LED:</u>**

One (1) Whelen Pioneer Summit model S58MB LED scene light shall be installed on the underside of the lightbar with a bracket locating it slightly forward of the light bar and as high as possible without obstructing the light bar.

The housing shall be powder coated black.

### **DUAL USB CHARGING PORT:**

Two (2) Blue Sea Systems Part # 1045 12-volt dual USB charging port with dust cover shall be located in the console with constant power for charging phones. The USB charging port shall feature intelligent device recognition to maximize the charge rate for phone, tablets, or other mobile devices. The USB charging port shall have a maximum output current of 4.8 amps DC and shall be wired battery direct.

### **12 VOLT POWER**

12-volt 100 amp power and ground studs shall be located in the console for customer supplied and installed components.

### FIRE RESEARCH 360 CAMERA SYSTEM

An FRC, powered by SEON, model SNB100-B00 inView<sup>TM</sup> 360 Video system kit shall include (4) four cameras, an Electronic Control Unit (ECU), required harnesses and a manual camera switch. The system kit shall provide split video feed with bird's-eye view and individual camera views. It shall be capable of integrating with an existing vehicle system for an automatic camera view, which seamlessly switches from front/left/right/rear views based on turn signal and reverse activation. It shall also feature a switch module that allows the operator to override the default camera view.

### **Operational Requirements:**

The camera (4 x cameras) shall have dimensions of 2.4" L X 2.0" H X 1.7" D. They shall have a 190-degree horizontal lens view angle, a relative aperture (F-stop) 2.0, shall have a resolution of 720 x 480 at 30 FPS (frames per second), shall output a NTSC signal and an input operating voltage 4V - 6V when connected to the ECU (Electronic Control Unit).

The ECU (Electronic Control Unit) shall feature NTSC video inputs, and also have NTSC, CVBS (SD) 2channel view output. The ECU shall have dimensions of 4.54" L x 6.24" H X 1.34" D. The system operating range shall be from 9 to 36 VDC, and shall consume no more than 15 watts of power when all 4 cameras are connected.

The systems shall support (8) eight different view modes per (2) two defined configuration groups; Normal (NT) Group shall support 6 different view and Separate Top (ST) View shall support (2) two different views.

Configure & customize set up shall be supported via monitor and IR remote control Shall support configurable on-screen parking markers Complete package shall weigh less than 8 lbs.

### **Environmental Requirements:**

Operating temperatures shall be between -22°F ( $-30^{\circ}$ C) and 158°F (70°C), and storage temperatures shall be between  $-40^{\circ}$ F ( $-40^{\circ}$ C) and 185°F (85°C), Relative Humidity: 0–85%, non-condensing. The indoor/outdoor camera housing shall be waterproof, rated to IP67.

### **CAMERA DISPLAY:**

There shall be a 7" monitor provided in the chassis cab.

The rear camera shall activate when the transmission is placed in reverse, the right camera shall activate with the right side turn signal and the left camera shall activate with the left side turn signal. All cameras shall also be activated by a button accessible to the driver.

### **BRACKETING:**

### **INTERMEDIATE REAR STEP:**

A 45" wide intermediate rear step constructed of 12 gauge star punch stainless steel material shall be located at the rear of the apparatus below the hose bed. The step shall be 12" deep.

The intermediate rear step shall incorporate a cutout in the center for backup camera mounting, if applicable.

### FOLDING STEPS:

Eight (8) IC dual LED lighted large folding step(s) shall be furnished on the apparatus. Each step shall feature a light for the stepping surface and a down facing light below the step. The step lights shall be switched with the park brake.

Location: Two (2) on the right side at the rear tail step area and four (4) on the right side at the front of the body.

Each folding step shall have a chrome finish

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### **GRAB HANDLE:**

One (1) 48" knurled bright stainless steel 1<sup>1</sup>/<sub>4</sub>" O.D. grab rail shall be installed vertically on the rear of the body.

Each grab handle shall have a natural stainless steel finish

### **GRAB HANDLES:**

Two (2) 12" knurled bright stainless steel 1<sup>1</sup>/<sub>4</sub>" O.D. grab handles shall be installed at the on the face of the rear intermediate step, outboard on each side

Each grab handle shall have a natural stainless steel finish

### **GRAB HANDLES:**

Two (2) 12" knurled bright stainless steel 1<sup>1</sup>/<sub>4</sub>" O.D. grab handles shall be installed on the top of the compartments at the rear of the apparatus, one (1) each side.

Each grab handle shall have a natural stainless steel finish

### **GRAB HANDLES:**

One (1) 1<sup>1</sup>/<sub>4</sub>" o.d. 12" knurled bright stainless steel grab handle(s) shall be provided.

Each grab handle shall have a natural stainless steel finish

LOCATION(S): Right side compartment top are, on pump module

### WHEEL CHOCKS:

One (1) pair of Worden Safety HWG Part # 1124001 one-piece aluminum wheel chocks shall be provided with the apparatus.

The chocks shall be mounted below the body on the left side ahead of the rear wheels utilizing a Worden P1808 Part # 31421808 pocket bracket.

### FINISH:

### **APPARATUS BODY FINISH:**

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

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### **PREPARATION:**

Since the removal of all contaminates and oxidation is essential to the final effect of a finish system, the apparatus shall be pre-cleaned with wax and grease remover and towel dried prior to evaporation.

A 10-step standard body preparation shall be completed.

When the substrate is prepared, the entire body shall be cleaned by washing again with wax and grease remover and towel dried.

### **PRETREAT AND PRIMERS:**

The pretreat and primer applications shall be made in two (2) independent steps. A application of a combined pretreat/primer product will not be allowed as a substitute.

The prepared substrate shall be pretreated with Acid Curing 2 Component Transparent Primer. This pretreat shall be designed to provide corrosion protection and to create an adhesive bond between the substrate and the surface applications.

To enhance adhesion and top coat gloss, a 2 component epoxy primer shall be applied.

All the primed surfaces shall be sanded smooth, thus removing all texture and surface imperfections and creating a finish base that will meet the rigid requirements of the fire and emergency services.

### **TOP COATS:**

Two (2) coats (0.5 - 2.0 mils) urethane base coat shall be applied in a professional manner. After the base coats have cured properly, two (2) coats of a high solids urethane clear coat shall be applied.

All surface imperfections shall be removed by buffing and polishing.

### PAINT WARRANTY:

The apparatus shall be covered by a ten -(10) year paint warranty. Following are the covered defects and exclusions.

Covered Defects shall include only the following list of defects:

- Peeling or delaminating of the topcoat and/or other layers of paint.
- Cracking or checking.
- Loss of gloss caused by cracking, checking or hazing.

Defects resulting from the following conditions are excluded from the Warranty:

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- Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavyduty pressure washing, or aggressive mechanical wash systems
- Rock chips are not covered under this warranty.
- Paint deteriorating caused by abuse, scratches, chips, gloss reduction, accidents, acid rain, chemical fallout or acts of nature
- Claims presented without proper Warranty documentation
- Failure on finishes performed by Non-PPG Commercial Certified Technicians
- Failures on finishes due to inadequate film builds
- Failures due to improper cleaning or surface preparation or failure to follow the product use instructions

The hose bed interior walls shall remain natural finish.

### **COMPARTMENT INTERIOR FINISH:**

The interior of the compartments shall be natural finish stainless steel

### **APPARATUS COLOR:**

The color of the apparatus shall be as follows:

### COLOR:

### CAB STEP FINISH - BLACK REFLEX:

The cab steps on each side shall be coated in black reflex material

### **CAB LETTERING:**

Vinyl lettering as described below shall be applied to the chassis cab door, one (1) each side. Each letter shall be  $2\frac{1}{2}$ " to  $3\frac{1}{2}$ " high and hand applied.

Vinyl letters/numbers shall be applied to the chassis cab fender area, one (1) each side. Each letter/number shall be  $2\frac{1}{2}$ " to  $3\frac{1}{2}$ " high and hand applied.

The lettering vinyl style shall be simulated gold leaf.

The lettering font style shall be Eurostile Bold.

The lettering font highlight type shall be shadow.

### **LAMINATION WARRANTY:**

The apparatus shall be covered by a three (3) year warranty against defects in material and workmanship with the graphics process

### **REFLECTIVE STRIPING:**

The finished apparatus shall be striped with 6" reflective Scotchlite striping.

The reflective striping shall be black in color.

### **REFLECTIVE STRIPING IN THE CAB:**

Two-inch red and white striped retro-reflective material shall be placed on the inside of each opening cab door. The material will be at least 96 square inches, meeting current NFPA standards.

### **DIAMOND GRADE CHEVRON STRIPING:**

The rear of the apparatus shall be striped with Diamond Grade retro-reflective striping. The striping shall be applied in a chevron pattern sloping downward and away from the centerline of the apparatus at a 45° angle. The striping shall be applied in the following locations: vertical surfaces between the body panels at the rear, from the tailstep walkway to the hose bed

The striping shall be single color alternating between red #3992 and fluorescent yellow-green #3983.

### **EQUIPMENT:**

One (1) bottle of touch up paint for each color on the apparatus

One (1) bag of hardware - nuts, bolts, drill, and tap.

One (1) Duo-Safety #10-585A aluminum folding 10' attic ladder(s).

One (1) Duo Safety #16-875, 16' Roof Ladder(s) with Hooks

One (1) Duo-Safety #28-1200A 28' 2 Section Ground Ladder(s).

Three (3) 10' Length(s) of 6" diameter hard suction hose, coupled 6" LHF x 6" RLM. (Not rated for hydrants)

### **NFPA EQUIPMENT CLARIFICATION:**

Any equipment specified in the "Minor Equipment" section (e.g. hose, nozzles, adapters, AED, traffic cones, traffic safety vests, etc.) of NFPA 1901 for each apparatus classification (see below) which is not specified in this proposal shall be considered to be customer supplied and installed.

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Apparatus Type	NFPA Section
Pumper	5.8
Initial Attack	6.7
Mobile Water Supply	7.7
Aerial	8.8
Quint	9.8
Special Service	10.5
Mobile Foam	11.9

### PRECONSTRUCTION / ORDER CONFERENCE

There shall be a preconstruction conference held at the Purchasers facility. To ensure accuracy, performance, operability, & reliability of the apparatus, the preconstruction conference shall be conducted by the Dealer principal who shall also be The Sales & Service engineer. This person shall have the following minimum resume to discuss the complete apparatus and accurately describe the options included within.

EVT & ASE certified in the following:

- Maintenance, Inspection, & testing of fire apparatus
- Design & performance standards
- Fire Pumps & accessories
- Fire Apparatus Electrical systems
- Aerial fire Apparatus
- Allison Automatic transmissions
- Certified fire fighter with a minimum of thirty years of front line & management experience
- Is factory authorized to make major & minor decisions with regards to the manufacturing of this apparatus.

To ensure a full understanding of the apparatus, this preconstruction conference will include the following practices without exception.

- Complete page by page, line by line review of the specifications and item descriptions.
- The Sales engineer & purchaser shall initial each page as being reviewed. Changes or modifications shall be noted in the left margin and initialed. A change order if required shall be generated by the sales engineer after the meeting and approved by both prior to submission to the factory.
- Drawing review
- Paint codes will be confirmed and entered into the order
- Paint break location (for two tone paint) & designed will be reviewed
- Hose loads shall be confirmed and documented
- Lettering & stripe locations, fonts, etc shall be documented
- Shelves, trays, toolboard, locations shall be confirmed
- Electrical outlets if applicable shall be located and receptacle type confirmed
- Titling information shall be confirmed and recorded to ensure the apparatus is titled correctly
- Purchaser information such as points of contact, person/s authorized to make decisions and changes to the apparatus (both major & minor)
- Financial Points of contact
- Any open or remaining order or contractual documents if not previously completed shall be.

A shelving allowance of \$20,000.00 shall be included in the cost of the apparatus and shall be expended at the direction of the fire chief.

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### FACTORY INSPECTION

The dealer shall complete a final inspection of the completed apparatus at the factory prior to shipping to ensure the vehicle meets the productions specifications and is ready to ship.

#### SHIPPING OF COMPLETED APPARATUS

The completed apparatus shall be driven from the factory to the dealer's location by the dealer's staff driver.

#### **DEALER SUPPLIED RADIO**

There is included within the proposal price a \$21,000.00 radio allowance

#### APPARATUS PRE-DELIVERY

The Apparatus shall receive a predelivery check over & cleaning prior to final delivery to the department.

#### FINAL DELIVERY

The Apparatus once predelivery check & cleaning has been completed shall be delivered to the Fire Department.

#### **TEMPORARY REGISTRATION**

A temporary registration & NH inspection sticker shall be applied to the vehicle prior to delivery so as to ensure the department can start the driving portion of predelivery without waiting for title and registration documents to arrive. These items to be provided by the dealer, a registered & bonded NH auto dealer license # A-1741.

#### **APPARATUS FAMILIARIZATION**

Apparatus familiarization shall be provided at the designated fire station by a qualified representative in two formats.

The first portion shall be a class room power point presentation with pictures and instruction that shall describe the function and operation of all features of the apparatus. This presentation shall include identification and discussion of indicators, lights, switches, gauges, controls, engine , transmission maintenance and operation, emissions operations, Pump controls as well as other optional items included in the cab, body and Pump house. This training shall be truck specific. The use of general training films or videos will not be allowed, <u>No Exceptions</u>.

The second format will include outside pumping exercises that can include pressurized inlet operations, drafting and folding tank work, and foam system operation as needed for the options selected for the apparatus.

### **INTERNATIONAL®**

Prepared For: ALEXIS FIRE EQUIPMENT Stan Froelich 109 E Broadway Ave. Alexis, IL 61412-5041 (800)322 - 2284 Reference ID: HOOKSET February 15, 2024

Presented By: NORTH CENTRAL INTL LLC Brent J Simon 5791 STATE HIGHWAY 29 S ALEXANDRIA MN 56308 - 6029 (320)762-8126

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



#### Model Profile 2025 HV613 SBA (HV613)

AXLE CONFIG:	6X4
APPLICATION:	Fire/Pumper
MISSION:	Requested GVWR: 35000. Calc. GVWR: 66000. Calc. GCWR: 140000
	Calc. Start / Grade Ability: 38.66% / 6.41% @ 55 MPH
	Calc Geared Speed: 80.6 MPH
	Wheelbase 256.00 CA: 188.90 Ayle to Frame: 81.00
ENGINE DIESEL	(International A26) EPA 2021 475HP @ 1700 RPM 1700 lb-ft Torque @ 900 RPM 2100 RPM
	Governed Speed, 475 Peak HP (Max)
TRANSMISSION, AUTOMATIC:	{Allison 4000 EVS} 6th Generation Controls, Close Ratio, 5-Speed with Overdrive, with PTO
	Provision, Less Retarder, Includes Oil Level Sensor
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity
AXLE, REAR, TANDEM:	[Meritor RT-46-164EH] Single Reduction, Standard Width, 46,000-lb Capacity, Driver Controlled
	Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends Gear Ratio: 4.30
CAB:	Conventional, Day Cab
TIRE, FRONT:	(2) 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position
TIRE, REAR:	(8) 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
SUSPENSION, REAR, TANDEM:	{Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber
, ,	Springs, with Transverse Torque Rods, Rubber End Bushings
PAINT:	Cab schematic 208WN
	Location 1: 2811, E-One Red (Custom)
	Location 2: 0001, Canyon Black (Std)
	Chassis schematic N/A

INTERNATIONAL®	Vehicle Specifications 2025 HV613 SBA (HV613)	February 1	15, 2024
<u>Code</u>	Description	F/R Wt	Tot Wt
HV61300	Base Chassis, Model HV613 SBA with 256.00 Wheelbase, 188.90 CA, and 81.00 Axle to Frame.	(lbs) 8102/4132	(Ibs) 12234
1570	TOW HOOK, FRONT (2) Frame Mounted	8/0	8
1AND	AXLE CONFIGURATION {Navistar} 6x4	-69/-42	-111
	<u>Notes</u> : Pricing may change if axle configuration is changed.		
1CAJ	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.437" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL	349/647	996
1LEH	LICENSE PLATE HOLDER Single Plate, Swing Type, Mounted Below Front Bumper	3/0	3
1MDP	BUMPER, FRONT Contoured, Stainless Steel, Polished	-27/4	-23
1MEJ	FRAME DIMPLE Dimple on Left and Right Top Flange of Frame Rail to Reference Rear Axle Centerline	0/0	0
1WHR	WHEELBASE RANGE 250" (635cm) Through and Including 311" (790cm)	502/-502	0
2ARY	AXLE, FRONT NON-DRIVING {Meritor MFS-20-133A} Wide Track, I-Beam Type, 20,000-lb Capacity	186/0	186
3770	SPRINGS, FRONT AUXILIARY Rubber	10/0	10
3AGA	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 20,000-lb Capacity, with Shock Absorbers	57/0	57
4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications	0/0	0
	Includes : BRAKE LINES Color and Size Coded Nylon : DRAIN VALVE Twist-Type : GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel : PARKING BRAKE VALVE For Truck : QUICK RELEASE VALVE For Truck : QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4 : SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6		
4722	DRAIN VALVE {Bendix DV-2} Automatic, with Heater, for Air Tank	2/0	2
4AZY	AIR BRAKE ABS {Bendix AntiLock Brake System} 6-Channel (6 Sensor/6 Modulator) Electronic Stability Program, with Automatic Traction Control	-10/-3	-13
4EBD	AIR DRYER {Wabco System Saver 1200} with Heater	13/5	18
4GBM	BRAKE, PARKING Manual Push-Pull Pneumatic Parking Brake	1/0	1
4RUJ	AIR SUPPLY, AUXILIARY on Air Reservoir with Glad Hand Connector	2/1	3
4SPM	AIR COMPRESSOR {Bendix BA-921 Head Unload} 15.9 CFM	0/0	0
4VGN	AIR TANK Painted Aluminum, with Straight Thread O-Ring Ports	-22/-6	-28
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab	0/0	0
4WJH	DUST SHIELDS, FRONT BRAKE Pad, with Air Disc Brakes	2/0	2
4WJK	DUST SHIELDS, REAR BRAKE Pad, with Air Disc Brakes	0/4	4

INTERNATIONAL®	<u>Vehicle Specifications</u> 2025 HV613 SBA (HV613)	February 1	15, 2024
<u>Code</u>	Description	F/R Wt	<u>Tot Wt</u>
4WZJ	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail	(IDS) -13/25	(IDS) 12
4XCJ	BRAKES, FRONT {Bendix Spicer ADB22X} Air Disc Type, Extended Service, Size 22.5", 23,000-lb Capacity	0/0	0
4XCK	BRAKES, REAR {Bendix Spicer ADB22X} Air Disc Type, Extended Service, Size 22.5", 26,000-lb Capacity per Axle	0/0	0
4XDX	BRAKE CHAMBERS, FRONT AXLE 20 Sqln, for Air Disc Brakes	1/0	1
4XEA	BRAKE CHAMBERS, REAR AXLE 18/24 SqIn Spring Brake, Double Diaphragm, for Air Disc Brakes	0/0	0
4XEE	PARK BRAKE CHAMBERS, ADDITIONAL (2) Spring Brake Type	0/30	30
5710	STEERING COLUMN Tilting and Telescoping	15/4	19
5CAW	STEERING WHEEL 4-Spoke; 18" Dia., Black	0/0	0
5PTB	STEERING GEAR (2) {Sheppard M100/M80} Dual Power	102/-6	96
6DGU	DRIVELINE SYSTEM {Dana Spicer} SPL250 Main Driveline with SPL170 Interaxle Shaft, for 6x4	1/6	7
7BES	AFTERTREATMENT COVER Polished Aluminum	8/1	9
7BLV	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Short Horizontal Tail Pipe, Frame Mounted Right Side Back of Cab	0/0	0
7SDK	ENGINE COMPRESSION BRAKE by Jacobs; for N13/A26 Engines, with Selector Switch and On/Off Switch	0/0	0
7WDR	TAIL PIPE (1) Horizontal, Short	0/0	0
7WZX	SWITCH, FOR EXHAUST 3 Position, Momentary, Lighted Momentary, ON/ CANCEL, Center Stable, INHIBIT REGEN, Mounted in IP Inhibits Diesel Particulate Filter Regeneration When Switch is Moved to ON While Engine is Running, Resets When Ignition is Turned OFF	2/0	2
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment	0/0	0
	Includes : DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab : HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel : HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever : PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light : STARTER SWITCH Electric, Key Operated : STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector : TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature : WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever : WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted : WIRING, CHASSIS Color Coded and Continuously Numbered		
8518	CIGAR LIGHTER Includes Ash Cup	1/0	1
8541	HORN, ELECTRIC (2) Disc Style	0/0	0
8630	IGNITION SWITCH Keyless	2/0	2

2025 HV613 SBA (HV613)			
<u>Code</u>	Description	<u>F/R Wt</u>	Tot Wt
8GWY	ALTERNATOR {Leece-Neville 14931PAH} Brush Type, 12 Volt, 320 Amp Capacity, Pad Mount	(105) 14/-1	(105) 13
8HAB	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/ Turn	2/0	2
8MJU	BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 2850CCA Total, Top Threaded Stud	14/7	21
8REA	2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and 10' Coil Taped to Base Harness	2/0	2
8RMV	SPEAKERS (2) 6.5" Dual Cone Mounted in Doors	5/0	5
8RPR	ANTENNA for Increased Roof Clearance Applications	1/0	1
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input	3/0	3
8THB	BACK-UP ALARM Electric, 102 dBA	0/3	3
8ТКВ	STOP, TURN, TAIL & B/U LIGHTS {Truck Lite} Super 44, with LED Lights for Stop, Turn & Tail Lights, Truck Lite Super 40 for Backup Lights, with Power Module, "International" Termination and Less Junction Box, Includes Incandescent License Plate Light	0/5	5
8TPA	DATA RECORDER Includes Display Mounted in Overhead Console	2/0	2
8VZK	TURN SIGNALS, FRONT Dual Face, LED, Amber/Red, Mounted on Top of Fender, Used with Standard Flush Mounted Front Turn Signal, Side Marker Lamps, Parking Lights and Reflectors	0/0	0
8WBW	JUMP START STUD Remote Mounted	2/0	2
8WGL	WINDSHIELD WIPER SPD CONTROL Force Wipers to Slowest Intermittent Speed When Park Brake Set and Wipers Left on for a Predetermined Time	0/0	0
8WMA	SWITCH, TOGGLE, FOR WORK LIGHT Lighted; on Instrument Panel and Wiring Effects for Customer Furnished Back of Cab Light	2/1	3
8WPH	CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade	0/0	0
8WPZ	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights	0/0	0
8WRB	HEADLIGHTS ON W/WIPERS Headlights Will Automatically Turn On if Windshield Wipers are Turned On	0/0	0
8WXB	HEADLIGHT WARNING BUZZER Sounds When Head Light Switch is on and Ignition Switch is in "Off" Position	0/0	0
8WXD	ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, with Ignition "OFF" and any Door Opened	0/0	0
8WXG	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start	0/0	0
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses	0/0	0

Vehicle Specifications

INTERNATIONAL®	Vehicle Specifications 2025 HV613 SBA (HV613)	February <sup>2</sup>	15, 2024
Code	Description	<u>F/R Wt</u>	<u>Tot Wt</u>
8XBK	SWITCH, AUXILIARY Switch 40 amp Circuit for Customer Use; Includes Wiring Connection at Power Distribution Center (PDC) and Control in Cab	(IDS) 2/0	(IDS) 2
8XDU	BATTERY BOX Steel, with Aluminum Cover, 14" Wide, 2-3 Battery Capacity, Mounted Left Side Under Cab	20/-6	14
8XHN	HORN, AIR Single Trumpet, Black, with Lanyard Pull Cord	3/0	3
8XJH	FOG LIGHTS (2) Clear Lens, LED, Rectangular, with White Light Source	3/0	3
8XNY	HEADLIGHTS Halogen	0/0	0
8XPK	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB-A Port and USB-C Port, Located in the Instrument Panel	0/0	0
9585	FENDER EXTENSIONS Rubber	0/0	0
9AAB	LOGOS EXTERIOR Model Badges	0/0	0
9AAE	LOGOS EXTERIOR, ENGINE Badges	0/0	0
9HBM	GRILLE Stationary, Chrome	0/0	0
9HBN	INSULATION, SPLASH PANELS for Sound Abatement	3/0	3
9WBK	FRONT END Tilting, Fiberglass, with Three Piece Construction, Includes Long Hood	0/0	0
10028	CHASSIS COATING Extreme Corrosion Resistant Galvanized and Painted Finish, for Single Frame Rails	0/0	0
10208	PAINT SCHEMATIC, PT-1 Two Tone, Design 208.	0/0	0
10506	TOOL KIT Rim Wrench and Handle Only	13/0	13
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone	0/0	0
10771	PAINT CLASS Single Custom Color	0/0	0
10AGB	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Five Year Data Plan and International 360	0/0	0
10SLV	PROMOTIONAL PACKAGE Government Silver Package	0/0	0
10WPR	MUD FLAP HOLDER Spring Loaded, Painted Black, with Red and White Reflective Tape, Less Flaps	0/34	34
11001	CLUTCH Omit Item (Clutch & Control)	0/0	0
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection	0/0	0
12BEY	ENGINE, DIESEL {International A26} EPA 2021, 475HP @ 1700 RPM, 1700 lb-ft Torque @ 900 RPM, 2100 RPM Governed Speed, 475 Peak HP (Max)	0/0	0
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed	0/0	0
	Includes : FAN Nylon		
12VBG	AIR CLEANER Dual Element, with Integral Pre-Cleaner	12/0	12
12VGA	ENGINE CONTROL, REMOTE MOUNTED for PTO, for N13/A26/S13 Engines	0/0	0

<u>Code</u>	Description	<u>F/R Wt</u>	<u>Tot Wt</u>
12VJU	EMISSION, CALENDAR YEAR {International A26} EPA, OBD and GHG Certified for Calendar Year 2024	0/0	0
12WBR	FAN OVERRIDE Manual; with Electric Switch on Instrument Panel, (Fan On with Switch On)	0/0	0
12WEG	COLD STARTING EQUIPMENT Automatic; with Engine ECM Control	0/0	0
12WPZ	OIL PAN Stainless Steel, for N13/A26 Engines	53/3	56
12WTA	FAN DRIVE SPECIAL EFFECTS Fan Cooling Ring with Fan Shroud Effects, Engine Mounted	0/0	0
12WVG	EPA IDLE COMPLIANCE Low NOx Idle Engine, Complies with EPA Clean Air Regulations; Includes "Certified Clean Idle" Decal on Hood	0/0	0
12WYK	ENGINE WATER COOLER {Sen-Dure} Auxiliary, For Use with Fire Trucks	18/2	20
12WZE	CARB IDLE COMPLIANCE Does Not Comply with California Clean Air Idle Regulations	0/0	0
12XBD	RADIATOR Aluminum, Welded, Cross Flow, Front to Back System, 1292 SqIn, with 1008 SqIn Charge Air Cooler	0/0	0
	<u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber		
12XBR	BLOCK HEATER, ENGINE {Phillips} 120V/1150W	12/9	21
	Includes : BLOCK HEATER SOCKET Receptacle Type; Mounted below Drivers Door		
12XCS	CARB EMISSION WARR COMPLIANCE Does Not Comply with CARB Emission Warranty	0/0	0
13BEA	TRANSMISSION, AUTOMATIC {Allison 4000 EVS} 6th Generation Controls, Close Ratio, 5-Speed with Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor	308/91	399
13WAW	OIL COOLER, TRANSMISSION {Modine} Water to Oil Type	25/0	25
13WEH	AUTOMATIC NEUTRAL Allison Transmission Shifts to Neutral When Parking Brake is Engaged and Remains in Neutral When Parking Brake is Disengaged, without On/Off Switch	0/0	0
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission	1/0	1
13WGK	TRANSMISSION COOLER HOSES Stainless Steel	0/0	0
13WLM	TRANSMISSION OIL Synthetic; 63 thru 76 Pints	0/0	0
13WUZ	ALLISON SPARE INPUT/OUTPUT for Emergency Vehicle Series (EVS), Fire/ Pumper, Tank, Aerial/Ladder, Package Number 198, Includes J1939 Based Auto Neutral	0/0	0
13WYH	TRANSMISSION TCM LOCATION Located Inside Cab	0/0	0
13WYU	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming	0/0	0

Vehicle Specifications 2025 HV613 SBA (HV613)

2025 HV613 SBA (HV613)			
Code	Description	F/R Wt	Tot Wt
13XAA	PTO CONTROL, DASH MOUNTED For Customer Provided PTO; Includes Switch, Electric/Air Solenoid, Piping and Wiring	3/0	(103)
13XAL	PTO LOCATION Customer Intends to Install PTO at Left Side of Transmission	0/0	0
14HRC	AXLE, REAR, TANDEM {Meritor RT-46-164EH} Single Reduction, Standard Width, 46,000-lb Capacity, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends . Gear Ratio: 4.30	0/2383	2383
	<u>Notes</u> : Axle Lead Time is 45 Days		
14UMX	SUSPENSION, REAR, TANDEM {Hendrickson HMX EX 460} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Rubber Springs, with Transverse Torque Rods, Rubber End Bushings	0/593	593
14WCR	TRANSVERSE TORQUE RODS {Hendrickson} TRAAX Rod, Transverse Only	0/-8	-8
14WZY	AXLE SHAFT MODIFICATION Axle Shaft Flanges Modified for 0.625" Diameter Drive Studs with Solid Type Cone-Locks	0/0	0
15924	FUEL TANK STRAPS Bright Finish Stainless Steel	0/0	0
15LKU	FUEL/WATER SEPARATOR {Racor} Fuel Pre-Filter and Filter Base, Includes Water-In-Fuel Sensor	0/0	0
15LPE	LOCATION FUEL/WATER SEPARATOR Mounted Inboard of 5 Gallon DEF Tank, Under Cab	1/-1	0
15SXK	FUEL TANK Top Draw, Polished Aluminum, 24" Dia, 50 US Gal (189L), Mounted Left Side, Under Cab	20/0	20
15WCN	DEF TANK 5 US Gal (19L) Capacity, Frame Mounted Outside Left Rail, Under Cab	-12/12	0
15WCS	FUEL COOLER Less Thermostat; Mounted in Front of Cooling Module	15/0	15
16030	CAB Conventional, Day Cab	0/0	0
16975	HEATER HOSES Silicone	0/0	0
16ATC	AUTOMATIC CLIMATE CONTROL Automatically Maintains Cabin Comfort Based on Selected Temperature	0/0	0
16BAM	AIR CONDITIONER with Integral Heater and Defroster	0/0	0
16GEG	GAUGE CLUSTER Premium Level; English with English Electronic Speedometer	0/0	0
	Includes : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/ Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure		
	: WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)		
16HCK	SEATBELT WARNING PREWIRE Includes Seat Belt Switches and Seat Sensors for all Belted Positions in the Cab and a Harness Routed to the Center of the Dash for the Aftermarket Installation of the Data Recorder and Seatbelt Indicator Systems, for 1 to 3 Seat Belts	0/0	0
16HGG	GAUGE, OIL TEMP, ENGINE	1/0	1

Vehicle Specifications

**INTERNATIONAL®** 

Proposal: 2599-01

INTERNATIONAL®	Vehicle Specifications 2025 HV613 SBA (HV613)	February 1	15, 2024
<u>Code</u>	Description	F/R Wt	Tot Wt
16HHE	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} Mounted in Instrument Panel	(IDS) 2/0	(IDS) 2
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster	0/0	0
16JJE	SEAT, DRIVER {National 2000} NFPA Compliant, Air Suspension, High Back with Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, 2 Position Front Cushion Adjust, -3 to +14 Degree Back Angle Adjust	0/0	0
16PPG	SEAT, PASSENGER {National 2000} NFPA Compliant, Air Suspension, High Back with Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, 2 Position Front Cushion Adjustment, -3 to +14 Degree Back Angle Adjust	53/16	69
16SDC	GRAB HANDLE, EXTERIOR (2) Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left and Right Side at B-Pillar	6/0	6
16SJX	MIRROR, CONVEX, HOOD MOUNTED {Lang Mekra} (2) Right and Left Sides, Bright, Heated, 7.5" Sq.	19/0	19
16SNN	MIRRORS (2) C-Loop, Heated, Bright Heads, Black Arms, 7.5" x 14" Flat Glass, Includes 7.5" x 7" Convex Mirrors, for 102" Load Width	0/0	0
	<u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"		
16SNX	MIRROR, CONVEX, LOOK DOWN Right Side, Bright, 6" x 10.5"	3/0	3
16VBZ	SEAT BELT All Red; 1 to 3	0/0	0
16VKK	CAB INTERIOR TRIM Diamond, for Day Cab	0/0	0
	Includes : CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Reading Lights; Integral to Overhead Console, Center Mounted : SUN VISOR (3) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Vanity Mirror and Toll Ticket Strap, plus 1 Auxiliary Visor (Front Only), Driver Side		
16VSL	WINDSHIELD Heated, Single Piece	1/0	1
16VVA	MONITOR, TIRE PRESSURE System Gives Warning that Tire Pressure is Below Set Pressure, Monitors Tire Pressure of Each Tire with Temperature Compensation, Data Displayed in the LCD of the Cluster, for 6x2, 6x4 and 6x6 Axle Configurations, Does Not Include Lift Axles or Spare Wheels	10/1	11
16WHJ	HOSE CLAMPS, HEATER HOSE {Breeze} Belleville Washer Type	0/0	0
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature	0/0	0
16WLM	HOURMETER, PTO for Customer Provided PTO; with Indicator Light and Hourmeter in Gauge Cluster Includes Return Wire for PTO Feedback Switch	2/0	2
16WLS	FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood	0/0	0
16WSK	CAB REAR SUSPENSION Air Bag Type	0/0	0
16XJP	INSTRUMENT PANEL Wing Panel	0/0	0

INTERNATIONAL®	Vehicle Specifications 2025 HV613 SBA (HV613)	February 1	5, 2024
Code	Description	<u>F/R Wt</u>	Tot Wt
16XTK	ACCESS, CAB Bright Aluminum, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab or Extended Cab	-14/-2	(ibs) -16
16XWE	SUNSHADE, EXTERIOR Bright Finish, with Integral Clearance/Marker Lights	14/3	17
16XXC	COWL TRAY LID	9/1	10
16ZPH	FLOOR, COATING LINE-X, Applied to Interior Cab Floor	0/0	0
27DUT	WHEELS, FRONT {Alcoa 89U63} DISC; 22.5x9.00 Rims, Mirror Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs, Non-Standard Offset 4.06"	-37/0	-37
28DYB	WHEELS, REAR {Alcoa ULA18} DUAL DISC; 22.5x8.25 Rims, Mirror Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs	0/-222	-222
29WAP	WHEEL GUARDS, FRONT {Accuride} for Metric Hub Piloted Wheels with Flanged Mounting Nuts Mounted Between Hub and Wheel	2/0	2
60AAH	BDY INTG, REMOTE POWER MODULE (2) Mounted Inside Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs Each, Max 20 amp per Channel, Max 80 amp Total; Includes 2 Switch Packs with Latched Switches	0/0	0
7382135444	(8) TIRE, REAR 11R22.5 Load Range H HDR2+ (CONTINENTAL), 491 rev/mile, 75 MPH, Drive	0/40	40
7792545437	(2) TIRE, FRONT 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position	62/0	62
	Services Section:		
40127	WARRANTY Standard for HV513, HV613 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2030A	0/0	0
	Total Component Weight:	<b>9908/7264</b> (lbs)	<b>17172</b> (lbs)
		(lbs)	(lbs)
	electric brake control unit installed	0/0	0
	window shades	0/0	0
	caps and covers for all wheels	0/0	0
	Total Goods Purchased:	0/0	0

The weight calculations included in this proposal are an estimate of future vehicle weight. The actual weight as manufactured may be different from the estimated weight. Navistar, Inc. shall not be liable for any consequences resulting from any differences between the estimated weight of a vehicle and the actual weight.

#### **INTERNATIONAL® Financial Summary** 2025 HV613 SBA (HV613) (US DOLLAR) Description Price Net Sales Price: \$162,500.00 Approved by Seller: Accepted by Purchaser: **Official Title and Date** Firm or Business Name Authorized Signature Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.

Proposal: 2599-01

February 15, 2024



WHELEN PIONEER PFH2 RECESSED SCENE LIGHTS WHELEN M9RC LED WARNING LIGHTS	
WHELEN PSTANK2 GAUGE 3" FIXED MONITOR PIPING (2) 1 3/4" & (1) 2 1/2" MATTYDALE PRECONNECTS AIR HORNS WHELEN MGRC LED WAI WHELEN MGRC LED WAI	RNING LIGHTS
	WHELEN SA315P 100W SPEAKER
EPS N SIGNALS — E PRECONNECT COVER HANNAY EF16.5-30-31 BOOSTER REEL	
FOL-DA-TANK   3000 GALLON	(2) 2 1/2" HOSE BED PRECONNECTS — AFE ACCESS LADDER —
	(2) 2 1/2" FIRE PROGRAM'S TANK FILLS
/HEEL CHOCKS     230.75"       188.9" C.A.     80" A.F.       33'-10" O.A.L.     80" A.F.	10" ELECTRIC NEWTON DUMP
COMPARTM           COMP #           L1         32" WIDE x 3           Pump Info:         L2         58" WIDE x 3	ENT DIMENSION DOOR OPENING SIZES 34" HIGH x 12" DEEP 34" HIGH x 25" DEEP
Control Location: SideApparatus Type: Pumper/TankerL324" WIDE x 3Pump Drive:Split ShaftChassis: INTERNATIONAL HV613 2-DOORR158" WIDE x 67"Pump Make:HaleTank Capacity: 3000R256" WIDE x 3DWNPump Model:Qmax-xsR356" WIDE x 3MLTPump GPM:1500Material:Stainless SteelR424" WIDE x 67"5A41111	34" HIGH x 25" DEEP " HIGH x 12"/25" DEEP 30" HIGH x 12" DEEP 30" HIGH x 12" DEEP " HIGH x 12"/25" DEEP <b>3</b>



### Town of Hooksett Town Council Meeting Minutes Wednesday, February 28, 2024

1 2 3

The Hooksett Town Council met on Wednesday, February 28, 2024 at 6:06 in the Hooksett Municipal Building.

# 4 Building. 5 6 CALL TO ORDER

7 Chair Tsantoulis called the meeting of February 28, 2024 to order at (time) pm.

### 9 PROOF OF POSTING

10 Chair Tsantoulis provided proof of posting.

### 11

### 12 ROLL CALL

13 In Attendance: Councilor Timothy Tsantoulis, Councilor James Sullivan, Councilor John Durand,

14 Councilor Roger Duhaime (arrived at 6:20 pm), Councilor David Boutin, Councilor Jodi Pinard, and 15 Councilor Alex Walczyk.

16 17

23 24 Absent: Councilor Keith Judge and Councilor Randall Lapierre

- 1819 PLEDGE OF ALLEGIANCE
- 20 21 ACENDA OL
- 21 AGENDA OVERVIEW22

Presented by Councilor Tsantoulis.

### 25 PUBLIC HEARINGS

26

27 None 28

### 29 SPECIAL RECOGNITION

30

31 Hooksett Municipal Employee - New Hire

32

A. Garron: Rebecca Brandy has joined the Town of Hooksett as the seasonal clerk for the Family
 Services Department. Her start date was February 26. 2024. Gregory Coin is a Paramedic with the Fire
 Department and he has resigned effective April 6, 2024.

36

Councilor Tsantoulis: We have made mention of a couple of Parks and Recreation employees that have been working throughout the winter on a beautification project at the Lambert's Park area along the shoreline. The young men have done a very good job and this is something we can be proud of in Hooksett.

42

### 43 PUBLIC INPUT - 15 MINUTES

44

45 Wayne Goertel (School Board Chairman): I am writing on behalf of the Hooksett School Board,

46 as a result of a motion at our February 20 meeting directing me to do so. At our School

47 Deliberative Session on Saturday, February 3rd, Town Councilor Roger Duhaime behaved in a

48 manner that was threatening and unbecoming an elected official. At both the Town and School

- 49 Sessions, residents pressed for local governments to reduce their budgets for next year, having
- 50 seen significant increases in their property taxes following the 5-year town revaluation this fall.
- 51 Public services should be subject to public scrutiny, and the two Deliberative Sessions saw many
- 52 good, tough, and honest questions from residents. However, many people were taken aback by

53 some accusatory comments. At the School Session, some accusations and personal attacks went 54 unaddressed by our Moderator. Government officials and administrators were sometimes unable 55 to be recognized in an effort to correct erroneous statements. To get a turn to speak, several 56 Budget Committee Members got up from their table and walked out to the microphones set up for 57 public comment. A critical point was when Budget Committee Member Michael Kowack accused 58 Superintendent Rearick of a contractor bias for a proposed \$13.3m lease maintenance project, 59 claiming, "maybe he's your friend". Having been unable to get recognition by the Moderator to 60 address prior comments, Superintendent Rearick interjected to defend himself. In response to 61 Superintendent Rearick defending himself, Town Councilor Roger Duhaime rushed from the back 62 of the gymnasium and literally charged the administrators' table while gesturing and shouting for 63 the Superintendent to stop talking. Councilor Duhaime's behavior crossed a line, literally and 64 figuratively, with its physicality when coming to the front of the room to ensure that our 65 Superintendent would continue to not have an opportunity for rebuttal. Administrative employees 66 should not have to face physical intimidation as a feature of their participation in public meetings. 67 You can view a recording of this portion of the School Deliberative Session on YouTube at 68 https://youtu.be/ai-23MsLJb0?t=9078. I want to be crystal clear that Superintendent Rearick and 69 his administrative team have the full confidence of the entire Hooksett School Board. We want to 70 move on from the Deliberative Sessions confident that next year's Sessions will be more positive 71 for everyone involved. Three things need to happen: 72 73

- We believe Councilor Duhaime should apologize to Superintendent Rearick and everyone involved for his actions on February 3rd. The meeting was tense. He made a mistake. It would be another mistake not to acknowledge that fact.
- The Town Council, School Board, and our respective administrative teams must collaborate
   in the upcoming year to better plan and conduct the Deliberative Sessions. We have
   questions about security and expected police involvement. We can provide more consistent
   and robust materials, and better educate our community on their opportunities for involvement
   year-round and not just at the 11th hour.
- Local governments need to recommit to setting a professional and welcoming tone, and
   leading representative government by example. Deliberative Session attendance is down,
   and most government positions on our March ballots are uncontested or have no candidates
   running. A more positive environment would encourage new residents to get involved, in little
   jobs or big ones.
- 86

74

75

- 87 We have opportunities to serve our town better. Thank you for your consideration.
- 88

Councilor Tsantoulis: I am going to reserve my comments because Councilor Duhaime is not here. He is expected to be here at any moment. Any further discussion on this matter should include Councilor Duhaime in the conversation. I agree that we as elected officials have a standard that we should portray on a regular basis. I think the proper approach is to learn and keep an open mind as we move forward. You delivered your message; your message was heard and will be responded to. It will probably include a visit to a school board meeting soon.

### 96 SCHEDULED APPOINTMENTS

97 Kiwanis - Beautify Hooksett Day - April 20 from 10am-3pm

98

Bob Willey (3 Morningside Drive): This is the third year we are doing this program. The event is from
100 10-1 and there will be a social gathering after the event at Lambert's Park from 1-3.

101

Last year there was a challenge with parking as this event took place at the same time as the regatta. It

- 103 would be helpful if we could have parking delegated if there the regatta is at the same time this year.
- 104
- 105 B. Willey listed the organizations that participated in 2023 and provided a recap and pictures from the
- 106 2023 event. He mentioned that GS Community Church participates in any and every event in town.
- 107

108 J Sullivan: These activities are a good way to bring community together. I think that is one of the higher

109 qualities of Hooksett that we come together for these events.

- 110
- 111 Councilor Tsantoulis: How would Mr. Willey find out if there is a regatta going on?
- 112
- 113 A. Garron: He can submit an application to the DPW through Evelyn Horn. We can make sure there
- 114 more of an opportunity for parking.
- 115
- 116 Councilor Duhaime: My wife is on that board so I can let you know if there is a regatta that day.
- 117
- 118 CONSENT AGENDA
- 119
- 120 None
- 121
- 122 NOMINATIONS AND APPOINTMENTS
- 123 124 None

# 125126 BRIEF RECESS

- 127
- 128 None taken 129

### 130 OLD BUSINESS

131

132 Town Council 2023/2024 Goals Update

132

134 A. Garron: There were five goals established last August by the Town Council. The first goal is for 135 improved communication and outreach in the community. We are looking at what form of social media 136 would be best in order to communicate. Right now, we use our website. I received feedback from 137 colleagues in other communities. We currently have a quarterly newsletter. Other communities have outreach that they update weekly and sometimes daily. We will be looking for collaborations. Our new 138 139 website is in the process of an update and should be done by March or April. Goal number 2 was a 2 140 percent increase to the budget. We will need to have a discussion about what took place at the 141 deliberative session. That was not moving forward with the proposed budget. It was reduced back to 142 the 2023-2024 budget. We are currently restructuring the budget and that will be presented to the 143 Council on March 13. There is opportunity for the default budget being approved. This has bearing on 144 goal number two which is to set the budget increase to no more than a 2%. Right now, we are starting 145 at 3 ½ percent below what the proposed budget was going to be. Therefore the 2% increase leaves it at 146 1 ½ percent lower than we would have been under the proposed budget. There will be discussion over 147 the next several months. We are looking forward to our next budget preparation which is coming up 148 soon and we will need to discuss the approach that will be taken. We will communicate that to the 149 department heads.

150

151 Councilor Boutin: How do you propose to deal with the 1 ½ percent deficit?

152

A. Garron: That is the discussion I want to have with the Council. With the proposed reduction in the budget, we need some direction on how we want to move forward with that goal. For the March 13 meeting I am going to prepare a budget that would meet the current desires of the public which is a reduction of 3 ½ percent.

157

158 Councilor Boutin: By next summer I can expect you will produce a budget that includes a 2 percent

- 159 increase.
- 160

161 A. Garron: Maybe the 2 percent goal is a good place to start and any other consideration the Council 162 wants based on the decision that was made. If that is a goal the Council wants to continue with we will 163 move forward for with it for the upcoming year.

164

165 Councilor Tsantoulis: After the March election the plan is for the Town Administrator to sit down with 166 the department heads and figure out what needs to be done to meet the requirements of that cut.

167 Moving forward the administration will have to figure out what they are going to do to make the budget 168 process work for the next budget.

169

170 A. Garron: Goal number 3 is to the removal of unnecessary utility poles. That has taken place. I have 171 inquiries into CCI that Eversource purchased. They installed new poles and are in charge of removing 172 the old poles.

173

#### 174 Councilor Boutin: Who is identifying the poles that should be removed?

175 176 A. Garron: CCI.

177

178 Councilor Tsantoulis: Abandoned poles can stay there for a long time and can fall over. We are asking 179 they get cleaned up.

180

181 A. Garron: Goal number four is the Council maintaining a quorum. Goal number five is connecting

182 riverfront areas with pathways/sidewalks. Hopefully the Planning Board adopts the Master Plan in

183 March or April. I spoke with the Chair of the Conservation Commission and this is a goal they have had 184 for years. We have to be careful of shoreline areas.

185

186 Councilor Tsantoulis: It is a benefit of the town to have riverfront property but with that comes the 187 jurisdiction of the Shoreline Protection Act. We also have a railroad track along the river. We have our 188 work cut out with regard to expanding our usage of the river.

189

190 Councilor Sullivan: As part of improving communication, we should remind people they can sign up for 191 a e-alert. With the clearing out of the area near Lambert's Park you can now see the river. Connecting the riverfront walkway would be good along with a couple of sidewalks.

1**93** 194

#### 195 NEW BUSINESS

196 Police Department Radio Antenna Purchase from Emergency Radio Reserve

197

198 Justin Sargent (Chief of Police): I am asking for \$1,175 be spent from our emergency radio 199 communications capital reserve fund. Currently the balance of that fund is \$326,253.07. We are asking 200 for the Ossipee mountain electronics which is a \$225 antenna that needs to be put on the top of our 201 radio tower that is located next to the police department. The rest of the fees are to climb the tower and 202 install the antenna. The current antenna was installed 25 years ago. It is no longer with us and we are 203 currently using a borrowed antenna for our backup radio system which we have utilized in the past. It is 204 imperative that we fix that because it is our fail alert.

205

206 A. Walczyk: Are the funds already allocated for this?

207

208 Councilor Sullivan: It is part of the capital reserve radio program.

209

210 Chief Sargent: I have to come to you for authorization

211

212 A. Walczyk motioned to grant \$1,175 be taken out of the emergency radio capital reserve fund to 213 purchase a replacement radio antenna for the police department. Seconded by J. Pinard.

- 214
- 215 Roll Call

216 Councilor Duhaime - Yes 217 **Councilor Durand - Yes** 218 Councilor Walczyk - Yes 219 **Councilor Boutin - Yes** 220 **Councilor Sullivan - Yes** 221 Councilor Pinard - Yes 222 **Councilor Tsantoulis - Yes** 223 224 Motion carries with a vote of 7-0. 225 226 Tax Increment Finance District (TIF) – Amendment to Memorandum of Understanding (MOU) 227 Agreement between Town and Granite Woods Developer for \$609,170.00. 228 229 Tax Increment Finance District (TIF) – Agreement with Hooksett Village Water Precinct to Fund Water 230 Works Installation for \$225,000. 231 232 A. Garron: We accepted a grant in the amount of \$384,000 from the NH drinking water and 233 groundwater trust fund. This project was removed because initially we didn't have enough money to 234 complete that project but now we do and the work is being put back into the TIF district plan. 235 236 D. Boutin motioned to approve the Town Administrators signing Amendment No. 1 to the MOU 237 Agreement between Town and Granite Woods Developer for \$609,170.00 to the contract with the 238 Hooksett Village Water Precinct reimbursed to the town with a price of \$225,000 of those funds. 239 Seconded by Councilor Walczyk. 240 241 Bruce Thomas (Town Engineer): The original contract was to include and install the water main to 242 complete the loop for the Hooksett Village Water Precinct. Due to the cost of the work, we removed it 243 from the original MOU for Granite Woods because we couldn't afford it. We applied for the \$384,170. 244 Mike discovered the area at the end of Bayview Terrace would be a good place to put a future water 245 crossing which is not included in this project. In order to set up his infrastructure we needed to extend the water main up to Rt. 3A and Bayview Terrace. That extension is for the grant. The extended portion 246 247 is \$206,450. We rounded it up to \$225,000 for contingencies. The first item is to have a contract with 248 Granite Woods to pay part of the construction who we are under contract with to reimburse them for 249 part this work. The second item is a contract between the town and Hooksett Village to reimburse us for 250 the \$225,000 portion of the work. 251 252 Councilor Sullivan: The total cost is \$609,000. \$225,000 is coming from the Hooksett Village Water 253 Precinct. The \$384,000 is coming from a grant. Is there any additional cost based on the original 254 agreement? 255 256 B. Thomas: We don't anticipate any. 257 258 Councilor Sullivan: When is the riverfront water main crossing planned for? 259 260 Mike Heidorn (Hooksett Village Water Precinct): We are in the design phase. After that we will have to 261 find the money. 262 263 Councilor Tsantoulis: The scope of the project changed because we added piping in the ground. The 264 cost was negated for the town because of the grant. We are not increasing the cost of the TIF project. 265 We are making use of a grant. 266 267 Councilor Duhaime: Why do we want to have Granite Woods do this? We have Parks. Why is Granite 268 Woods managing this? 269

270 B. Thomas: Parks originally gave Granite Woods a bid for the work. It was part of the project and 271 design. We had to eliminate it because the scope of the project was too big. Due to the grant, we can 272 now add it back in. 273 274 Councilor Duhaime: Is there a cost savings? 275 276 B. Thomas: If someone else did this work it would cost more. This is based on the unit price of a large 277 project. 278 279 Councilor Duhaime: Did Underwood Engineering design the blue portion? 280 281 B. Thomas: Yes. 282 283 Councilor Duhaime: Did water works pay for that design? 284 285 M. Heidorn: We split the cost. It was minimal because they had already done most of the work. 286 287 Councilor Duhaime: Is it an 8" main? 288 289 M. Heidorn: The vision it to create a 12" loop around the entire village area. This would be the southern 290 leg of it as it crosses the river. 291 292 Roll Call 293 **Councilor Boutin - Yes** 294 Councilor Walczyk - Yes 295 **Councilor Durand - Yes** 296 Councilor Duhaime – Yes 297 **Councilor Pinard - Yes** 298 Councilor Sullivan - Yes 299 Councilor Tsantoulis - Yes 300 301 Motion carries with a vote of 7-0. 302 303 Councilor Sullivan motioned to allow the Town Administrator to sign an agreement with the 304 Hooksett Village Water Precinct to fund the Water Works installation for \$225,000. Seconded by 305 Councilor Boutin. 306 307 Roll Call 308 Councilor Walczyk - Yes 309 Councilor Duhaime – Yes 310 Councilor Durand – Yes 311 Councilor Sullivan - Yes 312 **Councilor Pinard - Yes** 313 **Councilor Boutin - Yes** 314 **Councilor Tsantoulis - Yes** 315 316 Motion carries with a vote of 7-0. 317 **APPROVAL OF MINUTES** 318 319 320 Public: February 14, 2024 321

322 D. Boutin motioned to approve the February 14, 2024 public Town Council minutes. Seconded 323 by Councilor Pinard. Motion carried unanimously with a vote of 7-0. 324 325 Non-Public: February 14, 2024 326 327 D. Boutin motioned to approve the February 14, 2024 non-public Town Council minutes. 328 Seconded by Councilor Sullivan. Motion carried unanimously with a vote of 7-0. 329 330 TOWN ADMINISTRATOR'S REPORT 331 332 A. Garron: The Sewer Commission suit against the Hooksett Budget Committee was ruled in favor of 333 the Town of Hooksett. 334 335 The health officer needs reappointment. Three Councilor's signatures are required. 336 337 Councilor Sullivan motioned to approve the reappointment CEO Dana Pendergast as Health 338 Officer and Joseph Stalker as Deputy Health Officer. Seconded by Councilor Pinard. Motion 339 carried unanimously with a vote of 7-0. 340 341 TOWN COUNCIL FUTURE AGENDA ITEMS 342 343 None 344 345 INFORMATIONAL ITEMS AND CORRESPONDENCE 346 347 None 348 349 SUB-COMMITTEE REPORTS 350 351 Councilor Sullivan: The Heritage Commission meeting was yesterday and work continues with the vote 352 approved second sequel to the history book. Discussion revolved around since 1967 which will be the 353 scope of the update. We have a contact with Ms. Moore. We talked about celebrations since 1967. We 354 received a demolition request for the old Texaco station on Rt. 3A. There will be a public hearing to see 355 if there are alternatives to the demolition. Regarding Planning Board, they approved the reuse of the old 356 Regal Cinema on Rt. 3A to be the new home of Manchester Harley Davidson. That will increase the

footage of the building to 46,000 sq. feet. Progress is proceeding with a storage facility for RV's and boats on By-pass 28. That will be approximately 100,000 sq. feet. The Board is holding off on concerns on whether Hip Peas was in violation of their site plan and Hip Peas will be presenting the Board with a revision of their site plan. There was discussion the two apartment buildings built just south of the Brickhouse. The front will be split off from the developer and there will be a two story revised office building. The Master Plan hopefully will be ready next month. There will be climate control indoor storage in the old Kmart.

364

Councilor Walczyk: Recycling and Transfer met last night. Cardboard has gone up \$5 a ton. Trash has
 gone up \$4. The transfer station has three part time positions available. They are fully staffed
 otherwise.

368

Councilor Tsantoulis: We haven't received any recent nominations for the Hooksett Youth Achievers. I
 think that is something that people should pay attention to in order to recognize the good things the
 youth are doing.

372

### 373 PUBLIC INPUT

374

- 375 Councilor Tsantoulis: Councilor Duhaime, we had a presentation that involved you. We did not
- comment because you were not here. It had to do with the school board. It was determined that youand I would have a discussion.
- 378

### 379 Adjournment

380

# Councilor Boutin motioned to adjourn the meeting at 7:13 pm. Seconded by Councilor Durand. Motion carried unanimously with a vote of 7-0.

383 384

### 385 NON-PUBLIC SESSION NH RSA 91-A:3 II

#### 386 287 AD IOU

- 387 ADJOURNMENT
- 388 **NOTE:** The town website may have attachments to these Town Council minutes for
- documents referred to in the minutes, reading file materials, and/or ancillary documents that the Town
   Council has signed as agent to expend as a result of the Council's prior approval of the documents.
- 393 PUBLIC INPUT
- 394
- 395
- 396
- 397
- 398

/s/ AnnMarie Scott AnnMarie Scott, Recording Secretary