Purchase Description

Drug Enforcement Agency

Aerial Lift Trucks

07.16.2026

Note to Supplier: Supplier shall explicitly and completely identify all exceptions taken to the requirements of this specification. Drawings, literature, and any other information submitted with an offer do not constitute a stated or implied exception unless specifically identified in writing as an exception and accepted and implemented by an amendment to the solicitation or modification to a contract. Any exception deemed acceptable by the Government shall only apply to the specific item, requirement, etc. cited, and shall not extend to any other requirement.

The Supplier proposing other than brand name items identified, when an “or equal” may be acceptable, shall furnish with their offer all technical data information, product descriptions, etc. to ensure that a determination may be made as to the equality of the product(s) offered (see clause titled Brand “Name or Equal” set forth in Section FC 11.204 of the Federal Acquisition Regulation Companion V2.0).

The following shall be provided with the quote.

1. Detailed explanation, entered on the GSA Technical Exception Worksheet, of any exceptions to the specification, including alternate equipment proposed or a declaration of comprehensive understanding of the requirements with no exceptions taken.
2. The Supplier shall submit with the offer preliminary drawings that show the following:
    a. Layout views of the quoted vehicle including all equipment locations and basic dimensions verifying compliance with the requirements herein.
    b. Exterior front, rear, and side view with overall dimensions.
    c. Estimated curb weight and Gross Vehicle Weight Rating (GVWR)
    d. Documented evidence of quality assurance procedures or system

1 SCOPE

This product description is for an insulated telescopic aerial platform lift truck with service body configured on a 19,500 pounds GVWR chassis. The chassis, body, equipment, and accessories shall be provided as specified herein. Operation will be on improved and unimproved roads.

2 APPLICABLE DOCUMENTS

2.1 FEDERAL STANDARDS AND CODES

Code of Federal Regulations 49 CFR 393 (FMCSR) and 571 (FMVSS)

OHSA Regulation/s 1926.601 (b)(3)(4)(4i)

Application for copies of publications should reference the code of Federal Regulations, 49 CFR, and the Federal Register and should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington,

D.C. 20402.) They may also be accessed on the Internet through GPO Access at http://www.access.gpo.gov.

2.2 NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

- NFPA 70: National Electrical Code®

Application for copies of the standard should apply to NFPA, 1 Batterymarch Park, PO Box 9101, Quincy, MA 02269-9101, An International Codes and Standards Organization

2.3 SOCIETY OF AUTOMOTIVE ENGINEERS, INC

- J682 Rear Wheel Splash and Stone Throw Protection.
- J1292 Automobile, Truck, Truck-Tractor, Trailer, and Motor Coach Wiring
- J516 Hydraulic Hose Fittings
- J517 Hydraulic Hose
- J537 Storage Batteries

Applications for copies of SAE publications should be addressed to SAE, Inc., 400 Commonwealth Drive, Warrendale, PA 15096

2.4 NATIONAL TRUCK EQUIPMENT ASSOCIATION (NTEA)

- Axle weight calculator program or Ultramod

NTEA Standards may be found on the Internet using the following link: https://www.ntea.com/weightcalculator

2.5 AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

- ANSI S1.4-1983 (R2006)/ANSI S1.4A-1985 (R2006) Specification for Sound Level Meters
- ANSI A92.2 2009 Standard For Vehicle-Mounted Elevating and Rotating Aerial Devices

ANSI standards may be found at: http://webstore.ansi.org

2.6 OTHER STANDARDS

- RP 803-Pre-Service Vehicle Inspection (Published by The Technical and Maintenance Council of the American Trucking Association, 2200 Mill Road, Alexandria, VA 22314)

2.7 ORDER OF PRECEDENCE

In the event of a conflict between the text of this purchase description and the references cited above, the most stringent requirements, as determined by the government, takes precedence. Nothing in this purchase description, however, supersedes applicable state and federal safety laws and regulations and the requirements set forth in the vehicle manufacturer's Bodybuilders and Incomplete Vehicle Manuals.

3 REQUIREMENTS

Materials shall be as specified herein. When materials are not specified, the vehicle and all parts thereof shall be furnished to provide the intended function, durability, safety, and maintain good long-term appearance. All materials shall be new, shall be suitable for the intended purpose, and shall be free of any characteristics or defects in material and workmanship, which may affect the performance, function, durability, and serviceability of the finished vehicle, or detract from its appearance. The government reserves the right to make the final determination of the suitability of all components and their arrangement on and in the vehicle

All conversions and modifications to the chassis shall conform to all requirements of the chassis manufacturer's Body Builders Layout Book and Incomplete Vehicle Manual applicable to the incomplete chassis model and year of manufacture. Detailed literature, photos, and other illustrative materials of similar vehicles manufactured shall be submitted with the offer. Submitted material is considered for reference only, shall not constitute any stated or implied exception to the requirements herein, and shall not be used to validate the offer.

Supplier shall have documented quality assurance processes to assure compliance with all specification requirements including requirements established by reference, i.e. SAE, FMVSS, NFPA, etc. Supplier shall submit, with their offer, a copy of their documented processes or procedures.

The Supplier (manufacturers) who respond to this solicitation shall have a minimum of 5 years of engineering, design, and manufacturing experience in providing similar vehicles with equal or greater complexity to the requirements described herein. Supplier shall have 24 hour/7days per week access to customer service. Supplier shall provide detailed information describing their customer service access.

The Supplier shall ensure that the application and installation of major subcomponents and systems is compliant with subcomponent vendors' requirements and recommendations.

3.1 CHASSIS

A 2026 or newer model year chassis, 19,500 pounds GVWR, crew cab, 4x4, shall be furnished. If another chassis is quoted it shall be supplied with an equal trim and option level as the chassis described below. The chassis shall be Ford F550, RAM 5500, GM 5500, brand name, or equal. The chassis cab shall be the same make/model/configuration for all orders. The chassis cab shall include the following salient features.

3.1.1 OEM CHASSIS AND EQUIPMENT

Configuration

- Maximum 19,500 lbs GVWR
- Minimum 29,500 lbs GCWR
- Cab to Axle: 60”
- Two (2) front and two (2) rear tow hooks
- OEM towing provisions
    - Class V hitch rated at 10,000 pounds
    - Trailer brake controller

Engine

- Diesel Engine
- Engine exhaust brake
- EPA Compliant
- B20 capable

Transmission

- Automatic with minimum 6 to 10 forward speeds automatic with torque converter
- Lever Shift Selector
- Synthetic fluid
- PTO provisions

Transfer Case, Drivetrain,

- Four-wheel drive
- Two-speed mechanical
- Synthetic lubrication
- 3.73 to 4.30 non-limited slip axle

Suspension

- Torsion bar suspension
- Shock absorbers

Wheels and Tires

- Steel wheels
- On/Off highway tread
- Spare wheel-tire with carrier (carrier mounted on body)

Safety

- Tire pressure monitoring system

Cab Exterior

- Lights: Daytime Running Lights
- LEDs, except cab clearance lamps, front turn signals, and headlamps
- Backup alarm
- Side view mirrors, heated with remote control
- Cab Color: White

Cab Interior

- Crew cab configuration
- Air conditioning
- Cruise Control
- AM/FM radio with integrated navigation system and rear camera functions
- OEM remote vehicle start
- Power windows and door locks
- 110V/400W dash mounted power outlet
- Vinyl flooring and seating, front and rear
- Front seating, 40/mini console/40
- Upfitter switch bank with OEM control interface

Equipment

- Tire changing tools and jacking system.

Service Support

- The chassis OEM shall have the ability to service via mobile, on-site service, and have an authorized local service center that is local to the Area of Responsibility (AOR) the platform is operating or located.

3.1.2 BACK UP CAMERA

The completed vehicle shall be furnished with a high-resolution color backup camera and monitor allowing the driver to view the area to the rear of the vehicle when backing up. The system shall include IR night vision capability, minimum 115-degree rear viewing angle, and one-way audio. The camera may be connected into the specified infotainment display or to a dedicated display (minimum 5 inch). The display shall be mounted in the instrument panel or dashboard and be easily viewed by the driver. The camera and monitor shall be installed in accordance with all manufacturer installation instructions and recommendations. The camera and camera wiring mounting shall be watertight utilizing gaskets and grommets as required to assure a watertight installation.

3.1.3 WINCH

The completed vehicle shall be equipped with a front winch system to include a low-profile brush guard bumper. Winch system shall be fitted to match the truck weight and be able to be operated by wireless remote to maintain safe distancing while operating. The winch shall be rated a minimum 15,000 pounds.

3.1.4 TOWING PROVISIONS

The vehicle shall be equipped with rear towing provisions for light trailers up to 10,000 pounds. The provisions require a 2-inch square receiver. A multi- purpose hitch, with tow ring (pintle) and tri-ball, shall be furnished. The hitch shall have adjustable height positions, 1-7/8 inch, 2 inch, and 2-5/16-inch balls, and a minimum ball rating of 1,000 pounds, and a 3,000 pounds vertical load limit. A locking hitch pin assembly shall be provided. The trailer towing package shall consist of the combination hitch with safety chain attachment devices, a 7-round pin conforming to SAE J560 and 7 flat pin (RV type) lighting receptacles and associated reinforcements and wiring shall be installed on the rear of the vehicle. A conspicuous label shall be located near the hitch stating the rated capacity of the hitch and other pertinent information requiring proper hookup and use. In addition, two (2) closed loop “D” rings shall be provided and mounted to the rear chassis /bumper assembly. The “D” rings shall be a minimum rated capacity of 15,000 pounds each.

3.1.5 PTO PROVISIONS

A Power Take Off system shall be provided. The PTO system shall include pump, reservoir, controls suitably rated for the equipment specified within. The PTO shall include an hour meter.

3.2 PAYLOAD CAPACITY

The payload capacity of the completed vehicle shall be a minimum of 1200 pounds which includes government supplies and the driver and three (3) passengers at 250 pounds each. Curb weight shall include the complete finished vehicle as specified herein including full fuel tank and all attached equipment, generators, body, etc. Vehicle as completed, in road travel configuration (full curb weight, including full fuel tank, chassis fluid tanks, all mounted equipment), shall be below the GAWR at each axle and below the GVWR overall. As part of the offer an engineering estimate of vehicle curb weight with proposed equipment added shall be provided as well as weight distribution estimates to insure GVWR and GAWR are maintained within manufacturers’ guidelines. Detailed drawings showing weights and distribution calculations shall be provided at the vehicle design reviews.

3.3 BODY AND UPFITTING REQUIREMENTS

The service body shall be steel construction. The minimum body length shall be 108 inches and the maximum body exterior width shall not exceed 102 inches. The body shall include:

- Street side cabinets
- 18” x 16” x 72” twin storage bins on top of curb side of bed. Two doors with open pass through – no shelves necessary
- Horizontal - open
- Rear Vertical - two adjustable shelves each with three adjustable dividers
- Curbside Compartmentation
- 1st Vertical Storage: two (2) adjustable shelves each with three (3) adjustable dividers
- Horizontal Storage- one (1) removable divider shelf with four (4) adjustable dividers
- Rear Vertical Storage- two (2) adjustable shelves each with three (3) adjustable dividers with stainless steel automotive rotary type door latches, spring-loaded door holders on all vertically hinged doors and chain stop on horizontals, rubber rolled crown type fenders, automotive bulb type weather-stripping
- 24” pad rack installed on curb side under the right front bin to store 24”x24” outrigger pads
- Two (2) outrigger pads 24”x24” with rope handles for soft ground (must ship with vehicle)
- Square fuel filler cut out in street-side wheel panel behind the wheel. ***Note: factory DEF filler hose is too short (by 8 inches)***
- 30” tail shelf with curbside stairs for ease of entry to the bucket and bed areas
- LED compartments and storage light systems that will automatically engage when doors are opened and turn off when closed. The system will be placed on a master switch in cab to prevent accidental illumination if the door is not fully locked or the operator needs them off during field operations. The on/off switch must be clearly marked.
- Rear access cable step and grab handle
- 24” high tapered expanded metal headache rack with 2” frame
- Twelve (12) D-rings recessed and welded to the back of the side packs at the top on 9” centers on each side of the cargo area
- Two (2) lockable wheel chock holders or a dedicated storage solution within the curb side vertical storage compartment.
- One (1) ladder rack with locking system (must accommodate ladders up to 22’)
- One (1) locking safety cone storage system – ***Note: do not install the cone pole inside the bed where you must climb into and out of the bucket. It shall be located to the left rear of the street side bed to allow entry/exit of the bucket.***
- Non-skid bed area and compartment tops
- One (1) keyed master door lock system
- One compartment shall be designated for safety equipment and be clearly marked on the outside of the compartment door with the appropriate safety placards designating what is inside. This compartment shall be on the left side (Driver) and be able to open independently from inside the cab when locked. (see Vehicle Safety section)
- The service body shall have an electro-cathodic immersion primer process to prevent body corrosion and improved resistance.

The maximum overall height of the vehicle shall not exceed 13 feet 6 inches (13’6”) to the top of any structures mounted in road ready condition. A boundary layer material providing galvanic protection shall be placed between aluminum and steel components as required. A drawing of the vehicle shall be provided with the offer showing interior and exterior views. Detailed drawings showing layout and provisions shall be provided at the subsequent vehicle design reviews. The final vehicle layout shall be approved by the GSA and the DEA at the VDR (Verification Design Review).

3.3.1 BODY MOUNTING

The body shall be attached to the chassis in accordance with the OEM instructions and shall be suitable for severe service duty as described within these requirements. Fasteners shall be a minimum of Grade 8. The interior finished floor height shall be as low to grade as possible, with no wheel wells protruding above interior finished floor, to ease loading and maximize interior height.

3.3.2 BODY CONSTRUCTION AND UNDERCOATING

All joints and seams on the body and doors shall be sealed and weather proofed. The vehicle shall be undercoated for corrosion and stone damage protection. A commercial, fire resistant, petroleum base or rubberized undercoating, or other material providing equivalent protection, shall be spray applied to the underbody and under chassis sheet metal surfaces, except to the drive shafts, drain holes, lubrication points, engine/transmission oil pans, fuel tanks, heavy castings, suspension components, heat shields and areas within 12 inches or less from exhaust system components, as well as other areas specifically excluded by the chassis manufacturer. These areas shall be kept free of undercoating. The chassis frame, underside of the engine compartment hood, or that are inaccessible without removing vehicle fuel tank(s) or other major components, shall not require undercoating.

3.4 OUTRIGGER STABILIZER SYSTEM

An outrigger stabilizer system shall be furnished. The system shall be deployed and retracted by hydraulics. The system shall allow the system to function when the vehicle is in neutral or park, engine running or off, but only when the parking brake is applied. A safety alert system, consisting of an audible alarm and visual indicator, shall be installed in the cab to inform the driver of potential jack retraction problems when and if they occur.

The system shall be installed in accordance with the manufacturer’s instructions and recommendations. The stabilizers shall be dual hydraulic activation. The stabilizers shall be equipped with self-leveling sand pads. The stabilizers and components, accessories, and attachments shall withstand, without damage or deformation, the combined static and dynamic forces due to the portion of the gross vehicle weight sustained. Each jack shall be mounted to reinforced mounting plates that resist forward, rearward, and side thrust forces on the jacks. When raised to the travel position, the jacks shall remain positively locked. Details of the system and installation plans shall be furnished to DEA and GSA for review, verification, and approval.

3.5 OPERATOR CONTROL SYSTEM AND BOOM REQUIREMENTS

The control system and boom with a minimum 29.4 feet working height shall include:

- Boom Side reach of a minimum of 29.4 feet to allow the maximum reach of the working platform while working over the side of the vehicle when necessary.
- Control system shall be a high-electrical resistance, 4-function single-handle controller that provides a secondary level of protection against electrical current. This requirement will allow dielectric insulation between the control handle and the control valve.
- 4-function single-handle upper control component (raise and lower upper and lower boom, extend and retract the upper and rotate the turret) shall be colored "green" to visually identify the controller as containing (HERCs). This benefits the operator by providing a limited secondary dielectric protection. This will provide the operator with a user-friendly, simultaneous operation of multiple boom functions.
- Integral interlock guard system that meets Industry safety standards or exceeds ANSI A92.2 requirements for upper controls and incorporates High Electrical Resistance Components (HERCS).
- Meets ANSI A92.2 2009 requirements for HERC upper controls.
- Confirmation Tested to A92.2 Section 5.4.2.6.
- Tested to meet A92.2 Section 5.4.3.6 to maintain secondary dielectric properties
- Secondary control coverage with non-conductive weatherproof and properly tested for functionality and dielectrically. Interlock to reduce the potential for inadvertent boom movement while operating the system.
- Standard platform capacity of 400 lbs. (181kg)
- Dielectric insulated boom that provides a physical "Break" in the event of a energized power line becoming in contact with the boom or bucket.
- Continuous boom rotation
- Full Pressure, Open Center Hydraulic System
- Full pressure turret-mounted lower controls, including override
- Engine start/stop system with controls at the bucket and lower controls
- Heavy Duty High Flow Hydraulic pump
- Minimum of Five (5) GPM. (18.93.4 LPM) open center hydraulic system or to the matching of the high flow hydraulic pump system
- Externally mounted hydraulic oil reservoir with dual sight gauges and min 15-gal capacity
- Front and rear torsion bars
- Fiberglass inner boom must provide an insulation gap meeting ANSI A92.2-1990 requirements for Category C, 46 kV and below.
- End mounted Single one (1) Man, 24 in. X 30 in. X 42 in. bucket closed fiberglass platform with weatherproof cover. The cover must be able to be secured and stay in place while the vehicle is in motion.
- Hydraulic bucket leveling with upper control for cleanout and rescue
- Boom cradle with ratchet type tie-down strap
- Mounting hardware for chassis/cab installation
- ANSI Spec data plate
- 2 (two) Integrated bubble level gauges 1- (one) located inside the vehicle cab area where the user/operator can view easily in plain sight and does not obstruct the view of the driver while operating the vehicle on roads or highways. 1 (one) - located on the outside of the vehicle in the operators area to provide operator an overview while operation the platform.
- Lighting system for platform controls in providing illumination in low light operations

3.6 SAFETY SYSTEM REQUIREMENTS

- All vehicles shall be equipped with an adequate audible warning device at the operator's station and in an operable condition. Or the vehicle has a reverse signal alarm audible above the surrounding noise level. OHSA Regulation/s 1926.601 (b)(3)(4)(4i).
- 360-degree back-up camera system with audio to that will always provide the driver with a clear view of the rear of the vehicle while backing. The camera's monitor could be integrated into the factory radio system if available to limit dash-mounted objects.
- Furnish and install an alarm system with sensors on all body doors and chassis
- Triangle reflector kit
- The manufacturer shall supply - Two (2) First-Aid kits. One (1) First Aid kit shall support the treatment of on-site burns, (i.e., Mayday Brand START 43 Burn Kit) and one (1) First Aid kit to support First Aid for Ten (10) Persons (medium-sized) in a waterproof sealed storage container.
- The manufacturer shall supply one (1) automated external defibrillator (AED) Model Zoll AED Plus "PS" Model kit, fully automatic with a cover that protects the system and accessories, with voice prompts with ECG + text (i.e., aedsuperstore.com Part :20100000102011010-ECG).
- Two (2) rubber wheel chocks
  One (1) safety harness attachment area located on the upper boom area
- Remote vehicle starter and shut down system that allows control from bucket area and lower operators area.
- One (1) cone rack with padlock locking capabilities
- One (1) 360-degree LED spotlight installed at the post in front of the service body or onto the headache rack if applicable. The 360 LED light shall be wirelessly controlled to allow the operator to operate the light either from inside the cab or while operating in the bucket. Any additional spotlights will be mounted on each A-Pilar for both driver and passenger sides of the chassis at the customer request.
- Four (4) post mounted led amber strobe lights that will provide 360-degree visibility of the platform while in operation. The lighting system could also be integrated into the side marker lights, if applicable, but must be controlled by an upfitter master switch bank located in the cab.
- Two (2) LED utility work lights shall be installed onto the headache rack facing to the rear and allow safe illumination of the work area when operational. Lights shall be controlled by the upfitter master bank and locally by a weatherproof switch located in the rear operator's area.
- All switches that control any of the rear-mounted equipment shall be in the curbside storage compartment to the rear of the platform operator area. Switches shall be a ruggedized heavy-duty switch located in a bank configuration and clearly marked and illuminated for correct usage.
- 2 (two) Dry Chemical ABC Fire Extinguishers with DOT Brackets UL Rated 1-A-B:C. 1- (one) shall be placed inside of vehicle’s cab area and installed so that it is easily deployed if necessary. One will be installed in the rear of the vehicle so that it is accessible to the operator and others outside of the cab.
- Seven (7) gallon externally mounted hydraulic oil reservoir with dual sight gauges
- One (1) extra AED and First Aid Sticker for placement at operator discretion

3.6.1 FLAGGING AND ROADWAY CLOSURE EQUIPMENT

- Ten (10) Safety cones
- One set of Stop / Slow Signs
- Roll-Up Signage with Tripod stand

3.7 ELECTRICAL REQUIREMENTS

One (1) minimum 2400-watt pure sinewave power inverter shall be provided. The inverter shall be suitable for industrial /commercial applications. The inverter shall be weatherproof type resistance in the event the invertor is exposed to the elements such as rain or snow. The inverter shall be mounted in the curbside 1st vertical storage compartment to the rear of the truck and provide the ability to use while the door is in the closed position while equipment is plugged into the inverter. Plug/s may be remotely located outside of storage compartments as long as they do not interfere with the boom operations and is easily accessible to the operator from the ground.

The invertor shall provide an internal storage compartment plug bank to allow for the use of cordless tools to be charge while stored. This bank shall be no less than four (4) 120 volt A/C GFCI plugs.

Lighting system for platform controls for illumination in low light operations.

3.8 DOT LIGHTING

The completed vehicle's exterior lighting shall be in accordance with Federal Motor Vehicle Safety Standard (FMVSS) 108 (49 CFR 571.108). All lamps except OEM lights shall be LED type and shall be mounted in recessed locations or guarded to provide protection from operational hazards, except lower rear marker lamps and ABS light. The stop, turn and tail lamps shall be mounted onto the rear of the body. The vehicle shall be furnished with conspicuity markings in accordance with Federal Motor Vehicle Safety Standard (FMVSS) 108 (49 CFR 571.108).

Final location of all lights and switches shall be approved by the government.

3.9 KEYS

Three (3) sets of keys shall be furnished for every lock on the vehicle. All storage compartments shall be keyed alike.

3.10 MARKING, DATA, PLATES

A permanent aluminum or plastic plate, indicating the name of the manufacturer; vehicle type; year and model number; warranty expiration date (month and year); manufacturer's vehicle identification numbers and vehicle dimensions, including overall height, width, length, and GVW, shall be permanently affixed to the vehicle in one of the following locations: inside the glove box door; or on the driver's side door post. Actual location shall be subject to the approval of DEA and GSA. Data shall be permanent.

3.11 OPERATOR'S SERVICING AND PARTS MANUALS

Chassis OEM operator's manual and full shop parts and service manuals for the vehicle chassis shall be furnished with the vehicle, in both hard copy and electronic formats. In addition, operating and maintenance manuals for all body installed equipment/systems and components shall be furnished with each vehicle. Literature shall include all systems and component items furnished on the vehicle including but not limited to the following: the Operator's Manual, Service Manual, Parts Catalog, Lubrication Charts, hydraulic system, generator system, converter, breaker panel, lighting components, a/c system, heater system, and any other component furnished. The service manuals shall include 12 VDC and 115 VAC as built wiring diagrams. All body, sub-systems, and equipment requirements described above shall be collected, sorted, and functionally organized in both hard copy binders and electronic formats, or on-line as may only be available.

Manuals shall be furnished and be complete, well organized thoroughly cross-indexed and authentic with no extraneous material such as advertisements or irrelevant information. The publications shall be designed for continuous, long-term service, especially with regard to the loose-leaf feature. The publications shall be in loose-leaf form, on good grade paper, and with punched holes reinforced with plastic or metallic material. Sub-contractor/supplier manuals shall be purchased and may be furnished “as is.” All publications submitted as hard copies shall, wherever possible, also be submitted in electronic format in the form of CD-ROM disks. Within the manuals, the vehicles shall be treated as a whole and not as a grouping of disassociated parts from various suppliers. All of the suppliers' subsystems are presented in sufficient detail to present a complete and clear picture of the whole vehicle and that terms and functional designations of wires and components are consistent throughout. The material in all manuals shall be identically organized and indexed with compatible numbering.

The manuals’ cover and pages shall be resistant to oil, moisture, and wear to a high degree commensurate with their intended use. All printed material shall be clearly reproducible by dry copying with standard office copying methods.

3.11.1 QUANTITIES AND TYPES OF MANUALS

The manuals below are required for each vehicle and shall be provided to the Government in the quantities and categories as follows:

- Operator's Instructional Manual– two copies
    - Recommended storage practices and requirements
    - Maintenance procedures for maintaining vehicles for long periods of little operational use
    - Night service instructions
    - Mobilization checklist
- Preventive Maintenance Manual – two copies
        - The Preventative Maintenance manual shall include the following:
- System Interface Diagrams, Mechanical
- Diagnostic and troubleshooting
    - Parts Manual – two copies
    - Electrical Schematics Manual-two copies
    - One electronic version of above manuals (excluding chassis manuals)

3.11.2 OPERATOR’S INSTRUCTION MANUAL

The Operator's Instruction Manual shall contain all information needed for the optimum operation of the vehicle, including general vehicle familiarization material, location, function and operation of all controls, indicators, switches, and emergency procedures and trouble diagnoses.

The manual shall be logically organized with systems and elements considered in descending order of importance. Care shall be taken that all statements are clear, positive, and accurate with no possibility of incorrect implications or inferences.

3.11.3 PREVENTIVE MAINTENANCE MANUAL

The Preventive Maintenance Manual shall enable the maintainer to perform the periodic inspection and preventive maintenance tasks. These shall include all lubrication and inspection requirements for all apparatus requiring such work on a periodic basis to maintain the vehicles in satisfactory working order. The Supplier shall ensure that all apparatus supplied has an inspection interval determined by the component manufacturer.

The Diagnostic and Troubleshooting section of the manual shall enable the maintainer to troubleshoot, adjust and complete running repair for all systems on the vehicles. Running repair is the diagnosis and correction of any subsystem or component malfunction by adjustment, repair or replacement in order to return the vehicle to service in a reasonably short period of time. The section shall include a general description and operation of each system, block diagrams, signal flow diagrams, detailed schematics with narrative and functional wiring and piping diagrams.

The manual shall contain a detailed description of each component to enable a maintainer to service, maintain, and repair the vehicle. The manual shall include a complete systematic procedure for troubleshooting and long-term periodic maintenance requirements for all components.

3.11.4 PARTS MANUAL

The Parts Manual shall enumerate and describe every component with its related parts and part numbers. Sub-contractor and supplier part numbers shall be included in their respective manuals. Cut-away and exploded drawings shall be used to permit identification of all parts not readily identified by description. Each part or component shall be identified as being part of a functional group. An important aspect of the parts catalog shall be the complete itemization of all servicing materials (oils, paints, special compounds, greases, other) required on the vehicles and the component requiring its use.

3.12 EXTERIOR PAINT

The vehicle body exterior shall be painted with polyurethane enamel matching the chassis manufacturer's color. All primer and paint applications shall comply with the paint manufacturer's application instructions and recommendations.

3.13 WORKMANSHIP

A. Vehicles shall be free from defects that may impair their serviceability or detract from appearance.

B. All bodies, systems, equipment, and interfaces with the chassis shall be done in accordance with the OEM's Body Builder Book. Whenever dissimilar metals are used, they shall be insulated against corrosive action.

C. All components shall be new. Defective components shall not be furnished. Parts, equipment, and assemblies, which have been repaired or modified to overcome deficiencies, shall not be furnished without the approval of the purchaser. Component parts and units shall be manufactured to definite standard dimensions with proper fits, clearances, and uniformity. Welded, bolted, and riveted construction utilized shall be in accordance with the highest standards of industry. General appearance of the vehicle shall not show any evidence of poor workmanship.

D. The following shall be reason for rejection:

a. Rough, sharp or unfinished edges, burrs, seams, corners, joints, cracks, and dents. Sharp corners and edges shall be either rounded or padded to prevent injury to personnel.

b. Interior cleanliness: vehicle interior should not contain trash or manufacturing debris (spare screws, bolts, rivets, etc.).

c. Panels, non-uniform with edges that are not radiused, beveled, etc.

d. Final stage manufacturer’s paint shall be free of dirt and not have runs, sags, orange peel, "fisheyes", blisters, bubbles, chips, scratches, cracks, gouges, over-spray, peeling, chemical stains, water spots, and any other imperfection or lack of complete coverage.

e. Body panels or components that are uneven, unsealed, or contain cracks, dents or have voids

f. Misalignment of body fasteners, glass, viewing panels, light housings, other items with large or uneven gaps, spacing, etc., such as door, body panels, and hinged panels.

g. Improper body design or interface with the chassis that could cause injury during normal use or maintenance.

h. Improperly fabricated, routed, supported, or secured hoses, wires, wiring harnesses and mechanical controls.

i. Loose, vibrating, abrading body parts, components, or subassemblies.

j. Interference of chassis components, body parts, doors, etc.

k. Leaks of any gas, vacuum, or fluid lines (air conditioning, coolant, oil, etc.).

l. Noise, panel vibrations, etc.

m. Sagging, non-form fitting upholstery or padding.

n. Incomplete or incorrect application of rust proofing/undercoating.

o. Inappropriate or incorrect use of hardware, fasteners, components, or methods of construction.

p. Incomplete or improper welding, riveting, or bolting. Welded, bolted, and riveted construction utilized shall be in accordance with the highest standards of industry using certified welders.

q. Improper body design or interface with the chassis substructure that could cause injury during normal use or maintenance, and which fail to provide access to perform routine or mandatory repairs or maintenance on vehicle electrical and mechanical systems. In addition, the improper combination of options by their combination and installation are inherently incompatible regarding function or safety.

r. Visual deformities and equipment malfunctions.

s. Lack of uniformity and symmetry where applicable.

t. Unsealed appurtenances or other body components, gaskets, etc.

u. All exterior surfaces shall be smooth and free of wrinkles and dents.

v. Water leaks

w. In addition, any deviation from the requirements or any other item, whether stipulated herein, that affects form, fit, function, durability, reliability, safety, performance or appearance shall be cause for rejection.

4 QUALITY ASSURANCE PROVISIONS

4.1 VERIFICATION REQUIREMENTS

The successful Supplier shall verify compliance to all of the requirements specified herein prior to first vehicle production release, based on the following verification matrix. Verification may be in the form of successful Supplier production line bill of material, drawings, instructions, test results, vendor documentation, certifications, or design analytical data. The successful Supplier shall not proceed with production before receiving agreement from the Government that verification of compliance is satisfactory.

Acceptance of designs by the Government does not relieve the successful Supplier from the successful Supplier's responsibility to meet all the requirements and specifications herein, whether reviewed by the Government or not. It shall be the successful Supplier's responsibility to assure all production documentation results in the production of vehicles that are in compliance with these requirements and specifications.

PAC	Post Award Conference	Contract Award + 7 Days
VDR	Verification Design Review	Receipt of Order + 30, + 60 Days
VI	Vehicle Inspection	
BOM	Bill of Material	

The type of verification to be submitted for acceptance is listed below:

ET Engineering Test – to be performed by the successful Supplier and results accepted by the Government. Engineering tests are tests resulting in data output from engineering instruments used to take measurements of parameters such as temperatures, sound levels, etc. Verification may be in the form of an engineering report, test result sheet, or test summary with results documented.

COC Confirmation of Compliance – Validation by analysis or production builds documentation to be performed by the successful Supplier and submitted for acceptance by the Government. Verification may be in the form of analysis summaries, build documentation, purchase orders, or similar written documentation.

QAPVT Quality Assurance Performance and Verification Testing – Testing to be performed and verified by the successful Supplier to the Government. QAPVT tests are functional tests that do not involve instrumentation. The results are observable and recorded as pass/fail, i.e.; lights function as intended, etc. Systems or components that fail shall be annotated with the corrective action taken and retested until passed.

The successful Supplier shall, within 45 days after receipt of order, submit detailed plans for the performance of all ET tests. These plans, at a minimum, shall include all instruments to be used, their calibration certification, and the procedures to be followed.

Government acceptances of verification and designs shall constitute design freezes and enable the successful Supplier to proceed with production activities relative to the accepted designs. The design freeze shall be effective for the duration of the production of the entire quantity of vehicles being procured.

4.2 TESTING, INSPECTION/ACCEPTANCE, AND TRAINING

4.2.1 WATER SPRAY TEST

The successful Supplier shall submit a water spray test plan for Government approval. The plan shall assure that each vehicle will undergo a standard, consistent, water spray test on the sides, front, rear, and roof of the vehicles for a minimum period of 30 minutes, utilizing a water spray fixture equipped with high pressure spray nozzles.

The water spray test shall be performed on the completed vehicle, after road testing.

The successful Supplier shall submit the water spray test plan, within 60 days of receipt of order, to the government for review and approval.

4.2.2 VEHICLE WEIGHT

The completed vehicle shall be weighed to determine the curb weight and compliance with GVWR requirement.

4.2.3 PRE-SERVICE INSPECTION

The successful Supplier shall perform a pre-service inspection of the production vehicles based, as a minimum, on TMC RP 803- Pre-Service Vehicle Inspection. All items listed in RP 803 shall be inspected and verified as satisfactory with all adjustments noted and verifications that all needed repairs have been made. The successful Supplier's own form may be used in lieu of the form in RP 803 if the successful Supplier's inspection form includes, as a minimum, all the inspection criteria in RP 803 applicable to the vehicle. A copy of this completed inspection form shall be made available to the government inspector and shall be kept in the vehicle as part of the documentation shipped with the vehicle.

4.2.4 ROAD TEST

All production vehicles shall be road tested. The road test shall be of sufficient duration to bring the engine and transmission to their normal operating temperatures and shall be for a minimum of 10 miles. The road test shall be considered successful when, as a minimum, all the items in sections F (road test) and G (after road test) of TMC RP 803 Pre-Service Vehicle Inspection are verified as satisfactory with all adjustments noted and verifications that all needed repairs have been made. The successful Supplier's own road test form may be used in lieu of RP 803, but the form must include, as a minimum, all the items in Sections F and G of RP 803. A copy of this completed inspection form shall be made available to any government inspector and shall be kept in the vehicle as part of the documentation shipped with the vehicle.

4.2.5 VOCATIONAL TEST

All equipment shall be functionally tested and verified to operate in accordance with manufacturer's operating instructions and to the government's satisfaction. All electrical equipment shall be tested and verified to operate to the government's satisfaction.

4.3 TRAINING

One (1) day of field training shall be provided for a minimum of six (6) government personnel at the factory- origin. Training shall be conducted by a technician with in-depth knowledge of the vehicle and equipment to ensure that all student questions are thoroughly answered. Training shall be a combination of classroom demonstration and hands-on use of the equipment. The successful Supplier shall provide a training program, including but not limited to a training syllabus within 120 days after receipt of order. The successful Supplier shall provide all materials required for the training

of government personnel. A video of the training shall be provided, accessible on the web, to the customer at the completion of the training for customer use as a refresher. The video shall cover the same material and details as the class work.
The training shall include written procedures on proper start up, operation, on-road driving, and shutdown of the vehicles. Training shall also include a recommended preventive maintenance schedule and procedures for the vehicle.

5 WARRANTY

The successful Supplier shall provide a 36 month / 100,000-mile bumper-to-bumper warranty. The warranty shall include the chassis manufacturer's commercial warranty and the commercial furnished equipment warranties, including the body and all other parts and components required herein, against parts failure or malfunction due to design, construction or installation errors, defective workmanship, and missing or incorrect parts, for a minimum period of 36 months from date of acceptance or 100,000 miles of operation, exclusive of any authorized accumulated drive away mileage, whichever occurs first. Some components may require the purchase of an extended comprehensive warranty from the manufacturer, i.e.; engine, transmission, cab, etc. to meet the minimum period requirement of 3 year or 100,000 miles. If the successful Supplier receives from any supplier or subcontractor additional warranty on the whole or any component of the vehicle, in form of time or mileage, including any prorated arrangements, or the successful Supplier generally extends to its commercial customers greater or extended warranty coverage, the government shall receive corresponding warranty benefits. The warranty coverage shall begin when the Government accepts the vehicle from the successful Supplier FOB point of origin/destination.

Labor, parts, shipping cost, per diem and travel for warranted repairs within the Continental United States (CONUS), shall be the responsibility of the selected vendor. This shall include 3rd party Original Equipment Manufacturer (OEM) selected vendors for corrective action or warranty issues on the vehicle if applicable. Warranty registration card shall also be provided as applicable.

The successful Supplier shall furnish the Government with warranty certificates showing evidence that the warranty requirements above have been met.

6 DRAWINGS AND WEIGHT ESTIMATIONS

The successful Supplier shall furnish two sets of dimensioned layout drawings of the vehicle's layout. Drawings shall show all required body features, basic body structure, body/cab interface details, layout including tanks, dispensing sub-systems, lights, etc. Electrical schematics shall include safety interlock systems, if required. The drawings shall include the vehicle's projected curb weight, front and rear axle weight distribution, and CG location. The Government will coordinate technical drawing details and when acceptable provide approval to proceed at the verification design review. No deviation from the approved drawings will be allowed without prior written approval by the government. Government approvals, if accepted, will be provided within 5 days of receipt of engineering drawings or data. Two sets of final drawings shall be furnished at the first production inspection and updated if any changes are made during final inspection. The changes will be incorporated into the drawings and provided to the customer when the vehicles are delivered.

7 POST AWARD MEETINGS

The successful Supplier shall participate in a post award technical review meeting. Attendees typically include, but are not limited to, GSA engineering personnel, agency end user representative(s), and contracting personnel. The meeting will be scheduled by the GSA as soon after award of contract as practicable, but no more than 10 business days after award of contract.

The successful Supplier shall participate in a Verification Design Review meeting held at the Supplier's offices. Attendees typically include, but are not limited to, GSA engineering personnel, agency end user representative(s), and contracting personnel. The meeting (aka: Prebuild Design Review) will be scheduled NLT 120 days After Receipt of Order (ARO). All drawings must be signed at this meeting. The successful Supplier shall not proceed with first production vehicle manufacture until approval to proceed is given by the government after the VDR meeting.