

## Clinton CT FD Quint Project Questions from 4 Guys Fire Apparatus

Response to questions are shown in **BLUE**

Page 3 - Calls for engine brake and retarder. Do you mean the Jake brake and VG Turbo or do you want a transmission retarder ?

Several manufacturers were concerned with weights and braking of the apparatus, please provide the jake brake and VGT as standard and provide the Telma Transmission retarder on the exception/options page with its cost.

Page 3 - A 12-volt DC point to point system us requested. Are you attempting to eliminate a multiplex system? That used to be an option with Spartan but is no longer available.

Point to Point wiring from body to cab with switches in the cab is preferred, if multiplex wiring in the body is the only option please advise, a touch screen or v mux control in the cab for emergency and scene lighting etc will not be accepted.

Page 3 - Allison transmission with T-handle shifter is not available in this configuration. We'll be bidding push button.

We were not aware that it had been eliminated as an option, please note that in the exceptions page

Page 4 - Calls for a stainless steel flat front bumper. This isn't an option on a Spartan, we'll be bidding painted structural steel unless you have another idea.

A steel or stainless-steel bumper painted job color is preferred

Page 4 - The Retractable part number is no longer valid for the side view mirror. We'll bid the replacement (same mirror).

No Issue

Page 5 - Super Auto Eject Deluxe - 20 or 30 Amp?

20 amp

Page 7 - We will be providing galvanized frame rails standard, would you like the option of galvanized frame components, or should we put it on an options page?  
Please provide optional pricing of galvanized frame components

Page 9 - Spartan has changed the cab sizes slightly for the 2027 emissions. I can either do a rear cab compartment of 13" wide and 31" tall with the LFD cab or a 20" wide X 31" tall if I go to the ELFD. Is 13" wide sufficient for that cab compartment? ELFD adds \$7,000 and 7" length...

Either option is acceptable, provided it doesn't affect the requested cab size, overall length and wheelbase etc

Page 28 - We will do our best to get Duo-Safety ladders, but they are so far behind I'm not sure we will be able to get them. We will probably bid the Duo-Safety and option Also-Lite.

DUO SAFETY Shall be the only excepted ground ladder manufacturer besides the little Giant, we understand that their lead time is currently 16-18 months having spoken with them directly

Page 32 - 3<sup>rd</sup> paragraph - Controls for the aerial device shall be provided at the aerial tip, and at the pedestal or pump panel... Does this mean controls for the actual aerial or for the monitor?

Controls for both Aerial Device Operation and Remote Operation of the Ladder Mounted Monitor shall be provided at 2 locations, those locations will depend on the manufacturer design.

Page 33 - Lower zone lights on bumper - M6 red/white split and Series 600 Roto-beam, both call for location on the 45-degree radius, but both will not fit there. We'll work something out, just wanted to give you the heads up.

M6 to be located in the 45-degree radius, 600 series roto-beam to be located on the sides of the bumper, both fully recessed.

Page 36 - Brow lights. PFH2 lights may not fit. We might have to go with PFH1...

Both options are acceptable

Page 37 - (bottom) Calls for QTY 3 SCBA brackets for driver's SCBA. QTY 3 or QTY 1?

Please provide a QTY of (3) for mounting of aux scba units to be mounted in an exterior compartment TBD