

RESOLUTION NO. 2015 - 84

A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, AUTHORIZING THE COUNTY ADMINISTRATOR, OR DESIGNEE, TO PURCHASE AND TO EXECUTE A PURCHASE ORDER FOR ONE NEW HAZARDOUS MATERIALS TRACTOR/TRAILER

RECITALS

WHEREAS, the County seeks to purchase one (1) Hazardous Materials Tractor/Trailer; and

WHEREAS, in accordance with section 302.6.5.4 of the St. Johns County Purchasing Manual, entitled "Piggyback or Cooperative Purchasing", the County is authorized make said purchase subject to the terms and conditions of National Joint Powers Alliance contract #090512-VTH ("Contract"); and

WHEREAS, purchase of the equipment will be funded by the Fire Rescue Department; and

WHEREAS, the County has reviewed the terms, provisions, conditions and requirements of the Contract and finds that entering into the Contract for purchase of the equipment serves a public purpose.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, as follows:

Section 1. The above Recitals are incorporated by reference into the body of this Resolution and such Recitals are adopted as finds of fact.

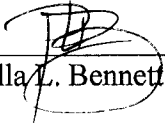
Section 2. The County Administrator, or designee, is hereby authorized to purchase one (1) new Hazardous Materials Tractor/Trailer.

Section 3. In accordance with the terms and conditions of the Contract, the County Administrator, or designee, is further authorized to execute a purchase order in the amount of \$440,819.62 for purchase of the hazardous materials tractor/trailer from Hackney, Inc.

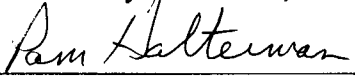
Section 4. To the extent that there are typographical and/or administrative errors that do not change the tone, tenor, or concept of this Resolution, then this Resolution may be revised without subsequent approval by the Board of County Commissioners.

PASSED AND ADOPTED by the Board of County Commissioners of St. Johns County, Florida, this 21st day of April, 2015.

**BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA**

By: 
Priscilla L. Bennett, Chair

ATTEST: Cheryl Strickland, Clerk

By: 
Deputy Clerk

RENDITION DATE 4/23/15



| | Current Date: 03/05/2015 | | | |
|------------|--|-----|------------|------------|
| | Saint Johns County Fire Rescue | | | |
| | Carl Shank, Fire Chief | | | |
| | St. Augustine, FL 32084 | | | |
| | 904-209-1776 | | | |
| PART NO | DESCRIPTION | QTY | MSRP | 5% DIS |
| | CAB AND CHASSIS | | | |
| 10-02-1807 | FREIGHTLINER M2-112 - TRACTOR - 4-DR CUMMINS IISL 370HP | 1 | 101,000.00 | 101,000.00 |
| 10-19-0100 | FLUID LEVEL DATA - ELECTRONIC DISPLAY | 1 | 78.75 | 74.81 |
| 10-19-1000 | WELDON VEHICLE DATA RECORDER (VDR) - VMUX DISPLAY - NFPA 1901-2009 | 1 | 963.90 | 915.71 |
| 10-19-1025 | "MUST BE SEATED AND BELTED" - WARNING PLATE | 1 | 44.21 | 41.99 |
| 10-19-1045 | WARNING PLATE - VEHICLE SPECIFICATION DATA | 1 | 83.11 | 78.95 |
| 10-19-1075 | "DO NOT WEAR HELMET WHILE SEATED" - WARNING PLATE | 1 | 43.47 | 41.30 |
| 10-41-0000 | HOLDER - UNIVERSAL HELMET - ZIAMATIC (EA) | 5 | 695.63 | 660.84 |
| 10-99-0100 | EXHAUST PIPE LOCATION - FORWARD OF RIGHT WHEELS | 1 | 258.62 | 245.68 |
| 11-16-0200 | BATTERY CONDITIONER - PROGRESSIVE DYNAMICS 45-AMP | 1 | 502.43 | 477.30 |
| 11-17-0000 | SHOREPOWER INLET, 20 AMP W/COVER & FEMALE PLU | 1 | 436.28 | 414.46 |
| 11-20-1000 | AMMETER - VISTA DISPLAY INTERFACE | 1 | 674.21 | 640.49 |
| 11-31-5000 | ENGINE COMP'T LIGHT W/SWITCH - 5" (EA) | 2 | 431.03 | 409.47 |
| 11-32-0050 | DOME LIGHTING - CAB - RED/CLEAR - HAVIS (EA) | 1 | 174.56 | 165.83 |
| 11-33-0700 | GROUND LIGHTS - LUMA BAR H2O LED - FRT CAB DOORS (PR) | 1 | 227.69 | 216.31 |
| 11-33-0701 | GROUND LIGHTS - LUMA BAR H2O LED - REAR CAB DOORS (PR) | 1 | 227.69 | 216.31 |
| 12-00-1010 | MUD FLAPS - RE-INSTALL CHASSIS OEM | 1 | 0.00 | - |
| 12-10-3050 | CAB STEP - RIGHT SIDE - 4-DR W/AUX STEP | 1 | 1,011.36 | 960.79 |
| 12-11-2000 | FUEL TANK COVER/STEP & BATT COMPT - 4-DR CAB | 1 | 1,495.45 | 1,420.68 |
| 12-11-9000 | ULTRA-LOW SULFUR DIESEL FUEL ONLY LABEL | 1 | 32.97 | 31.32 |
| 12-11-9005 | DIESEL FUEL ONLY LABEL | 1 | 31.61 | 30.02 |
| 12-13-0000 | TRACTOR REAR FRAME ENCLOSURE & STEPS | 1 | 1,434.60 | 1,362.87 |
| 12-50-0050 | WHEEL COVERS - 22.5 - MIRROR SST - PHOENIX | 1 | 1,086.44 | 1,032.11 |
| 12-57-0003 | TIRE PRESSURE MONITORING - ACCU-PRESSURE CAP - 10-WHL | 1 | 210.26 | 199.75 |
| 20-09-0200 | TRAILER & FRAME - DROP DECK TANDEM - Bid Format | 1 | 0.00 | - |
| 20-09-9735 | WHEEL COVERS - 22.5 - MIRROR S/S - TANDEM AXLE | 1 | 1,193.90 | 1,134.21 |
| 20-19-0400 | TRAILER BODY - TDD-1082 DROP DECK | 1 | 94,638.60 | 89,906.67 |
| 20-49-0000 | BODY LENGTH SURCHARGE - OVER STANDARD LENGTH - 2" INCREMENTS | 12 | 2,343.60 | 2,226.42 |
| 20-51-0125 | ROOF, BRIGHT ALUMINUM TREADPLATE - ANTI-SLIP - 22-ft or longer | 1 | 1,374.45 | 1,305.73 |
| 20-61-0011 | DOOR SLATS - 3" UPGRADE - up to 10-COMPT'S | 1 | 927.47 | 881.09 |
| 20-70-0110 | DOOR, SIDE PERSONNEL ENTRANCE - up to 83" H | 1 | 1,554.32 | 1,476.60 |
| 20-70-0150 | WINDOW, DOOR - 30"H X 18"W - SLIDING - TINTED (EA) | 1 | 501.30 | 476.24 |
| 20-70-SP01 | DROP DOWN REAR RAMP - DOOR ON TRAILER | 1 | 3,937.50 | 3,740.63 |
| 20-71-0320 | FENDERETTES, STAINLESS STEEL (PR) | 2 | 972.72 | 924.08 |
| 21-01-1501 | INTERIOR WALLS, CEILING & INSULATION - CARPETED -15-ft | 1 | 15,303.75 | 14,538.56 |
| 21-03-5000 | POCKET DOOR & SEPARATOR WALL | 1 | 2,625.00 | 2,493.75 |
| 21-08-0233 | CABINET - UPPER - 54W x 16H x 14D - Horizontal | 1 | 1,890.00 | 1,795.50 |
| 21-08-0243 | CABINET - UPPER - 57Wx 16H x 14D - Horizontal | 2 | 3,990.00 | 3,790.50 |
| 21-08-0590 | COUNTER TOP - STAINLESS STEEL SURFACE - 71"L x 22"D | 1 | 1,575.00 | 1,496.25 |
| 21-08-0594 | COUNTER TOP - STAINLESS STEEL SURFACE - 115"L x 22"D | 1 | 2,100.00 | 1,995.00 |
| 21-08-0661 | CABINET - VERTICAL STORAGE W/ROLL-UP DOOR 43W X 60H X 24D | 1 | 3,675.00 | 3,491.25 |
| 21-08-0741 | CABINET - UPPER POWER DISTRIBUTION | 1 | 787.50 | 748.13 |
| 21-20-0503 | SEAT, BENCH - 1-MAN - 40" | 1 | 2,703.75 | 2,568.56 |
| 21-20-0504 | BACKREST CUSHION - 39" | 1 | 498.75 | 473.81 |
| 21-30-1014 | FLOORING - LONSEAL SAFETY - 14-ft | 1 | 1,689.24 | 1,604.78 |
| 22-21-0000 | STONE GUARDS, FRT & REAR - D/P CORNERS (4) | 1 | 258.62 | 245.68 |
| 22-31-3000 | STEP, RECESSED - EA CPI POLISHED ALUMINUM | 2 | 225.75 | 214.46 |
| 22-31-3500 | STEP, DROP DOWN FOR TRAILER (EA) | 4 | 966.63 | 918.30 |
| 22-40-0000 | WHEEL CHOCK - ZICO COLLAPSIBLE TYPE (EA) | 2 | 532.14 | 505.53 |
| 22-40-0100 | HOLDER FOR WHEEL CHOCK - ZICO SQCH-44 (EA) | 2 | 403.83 | 383.64 |
| 22-50-3000 | LICENSE FRAME W/LIGHT-SURFACE MNT-CPI C30004 | 1 | 122.85 | 116.71 |
| 22-51-1000 | MUD FLAPS, REAR (PR) BLACK RUBBER | 1 | 177.35 | 168.48 |

| | | | | |
|------------|--|----|-----------|-----------|
| 23-11-0550 | RECESSED ADJUSTABLE SHELF TRACK (EA) | 1 | 708.75 | 673.31 |
| 23-11-2005 | SHELF (EA) up to 45W X 45D | 6 | 1,642.80 | 1,560.66 |
| 23-11-2010 | SHELF (EA) up to 57W x 45D | 16 | 5,126.40 | 4,870.08 |
| 24-30-1000 | PARTITION - VERTICAL HD 2" FRAMED PANEL TYPE | 2 | 1,045.88 | 993.59 |
| 25-45-5100 | SCBA SLIDE-OUT RACK STORAGE OF UP TO 8 SCBA | 2 | 4,159.20 | 3,951.24 |
| 25-45-5410 | SCBA WALKAWAY BRACKET - FLAMEFIGHTER (EA) | 12 | 1,718.52 | 1,632.59 |
| 25-50-3010 | SCBA STORAGE MODULE - ALUMINUM (10) | 1 | 1,327.20 | 1,260.84 |
| 25-70-2100 | RAMP - COMPARTMENT FOLD-DOWN TYPE - FULL WIDTH | 2 | 2,308.95 | 2,193.50 |
| 26-00-0015 | LADDER, ROOF ACCESS - OSHA TYPE - TRAILER | 1 | 1,736.07 | 1,649.27 |
| 26-00-0150 | ROOF COMP'T, HINGED LID - UP TO 120L x 26W x 12.50H | 4 | 9,834.00 | 9,342.30 |
| 28-00-3500 | AWNING, ELECTRIC CONTROLLED - A&E - up to 21FT | 2 | 5,751.80 | 5,464.21 |
| 40-00-0012 | PAINT BODY - HEAVY RESCUE - ONE COLOR | 1 | 17,718.75 | 16,832.81 |
| 42-10-3025 | PAINT WHEELS - NOT REQUIRED | 1 | 0.00 | - |
| 42-12-0000 | TOUCH-UP PAINT, ONE QUART | 1 | 65.63 | 62.34 |
| 42-90-0500 | COMPARTMENT WALLS/FLOORS COATING - MULTISPEC (ea. comp't) | 10 | 1,459.50 | 1,386.53 |
| 42-99-0010 | UNDERCOATING CAB, TRAILER FRAME & BODY | 1 | 459.90 | 436.91 |
| 43-20-3000 | STRIPE, REFLECTIVE 6" PRICE PER FOOT REQS DWG | 86 | 1,151.33 | 1,093.76 |
| 43-20-8035 | CHEVRON STRIPE - REAR TRAILER BODY W/HINGED REAR DOOR - HEAVY RESCUE | 1 | 1,606.82 | 1,526.47 |
| 43-20-8150 | FRONT STRIPPING NOT REQUIRED | 1 | 0.00 | - |
| 50-00-1300 | ELECTRICAL SYSTEM - V-MUX - TRACTOR APP. - BID | 1 | 12,862.50 | 12,219.38 |
| 50-00-2110 | PANAVISE SWIVEL MOUNTING BRACKET | 1 | 108.05 | 102.64 |
| 50-03-0001 | TEMPERATURE SENSOR & READ-OUT - EXTERNAL | 1 | 105.95 | 100.65 |
| 50-05-0000 | AMP DRAW REPORT - NFPA 1901, Section 9-15 | 1 | 131.25 | 124.69 |
| 50-06-0000 | MESSAGE DISPLAY - DO NOT MOVE TRUCK | 1 | 26.25 | 24.94 |
| 50-06-1110 | SAFETY INTERLOCK SYSTEM - MED/HD CHASSIS | 1 | 131.25 | 124.69 |
| 50-10-0100 | CAB CONSOLE - FLOOR MOUNT - FREIGHTLINER - V-MUX | 1 | 1,353.66 | 1,285.98 |
| 50-20-0100 | BRACKET- HAVIS-SHIELDS SIREN FOR FEDERAL PA300 | 1 | 71.72 | 68.13 |
| 50-40-0200 | CLEARANCE LIGHTS, LED & REFLECTORS - TRAILER | 1 | 394.91 | 375.16 |
| 50-40-1000 | LOWER AUXILIARY MARKER LIGHTS | 1 | 165.32 | 157.06 |
| 50-50-0200 | TAIL LIGHT ASSY - LED STOP/TURN/BACKUP- SOUNDOFF SIGNAL | 1 | 399.53 | 379.55 |
| 50-50-6000 | JAKE BRAKE LIGHT ACTIVATION | 1 | 78.75 | 74.81 |
| 50-51-9000 | AUXILIARY LED TURN SIGNALS - AMBER, CENTER BODY | 1 | 168.00 | 159.60 |
| 50-55-1300 | TRAFFIC ADVISOR WHELEN TAM85 LED - 8-LAMP - 46" | 1 | 1,349.57 | 1,282.09 |
| 51-10-1726 | SCENE LIGHT - SIDE - WHELEN 90 LED OPTI-SCENE (EA) - POD MOUNT | 4 | 2,205.00 | 2,094.75 |
| 51-10-2515 | SCENE LIGHT - REAR - WHELEN 90 LED OPTI-SCENE (EA) | 2 | 742.77 | 705.63 |
| 51-11-0100 | SCENE LIGHT - REAR REVERSE ACTIVATED - V-MUX | 1 | 78.75 | 74.81 |
| 51-11-0150 | SCENE LIGHT - SIDE REVERSE ACTIVATED - V-MUX | 1 | 78.75 | 74.81 |
| 51-11-0170 | SCENE LIGHT - SIDE TURN SIGNAL ACTIVATED - V-MUX | 1 | 78.75 | 74.81 |
| 51-19-0100 | GROUND LIGHTS - LUMA BAR H2O LED - UNDERBODY MOUNTED (EA) | 8 | 1,131.90 | 1,075.31 |
| 51-19-0130 | GROUND LIGHTS ACTIVATED BY TURN SIGNALS /REVERSE | 1 | 131.25 | 124.69 |
| 51-50-1850 | COMPARTMENT LIGHTS - LED STRIP - 42" RECESSED | 10 | 2,662.80 | 2,529.66 |
| 51-51-5100 | COMPARTMENT LIGHT - ROOF - LED STRIP - 42" RECESSED | 4 | 1,547.28 | 1,469.92 |
| 51-55-1000 | COMP'T OPEN WARNING & AUTO ACTIVATION - V-MUX | 1 | 587.27 | 557.90 |
| 51-56-0100 | COMP'T OPEN WARNING LIGHT | 1 | 108.62 | 103.19 |
| 54-01-1650 | WHELEN ULTRA FREEDOM FN55QLED - 55" LIGHT BAR | 1 | 2,014.43 | 1,913.70 |
| 54-10-0704 | WHELEN 70R02FRR LINEAR SUPER-LED (2) | 2 | 592.20 | 562.59 |
| 54-15-5000 | HEADLIGHT WIG-WAG PATTERN - V-MUX | 1 | 180.13 | 171.12 |
| 54-20-0807 | WHELEN 60R02FRR SUPER-LED (2) | 2 | 567.00 | 538.65 |
| 54-21-0804 | WHELEN 60R02FRR LINEAR SUPER-LED (6) | 1 | 952.98 | 905.33 |
| 54-25-3002 | WHELEN 60R02FRR LINEAR SUPER-LED (2) | 1 | 317.63 | 301.74 |
| 54-30-0675 | WHELEN 90RR5FRR LINEAR SUPER-LED (4) | 1 | 770.65 | 732.12 |
| 54-30-9000 | LIGHTHOUSING- UPPER SIDE BODY MOUNTING POD (EA) | 6 | 500.22 | 475.21 |
| 54-31-0473 | WHELEN 90RR5FRR LINEAR SUPER-LED (2) | 1 | 428.51 | 407.08 |
| 54-32-0000 | LIGHT MOUNTING POD - UPPER REAR TRAILER | 1 | 648.59 | 616.16 |
| 54-99-9900 | WHELEN NFPA NFPA CERTIFICATE of COMPLIANCE | 1 | 131.25 | 124.69 |
| 55-22-1150 | SIREN - ELECTRONIC WHELEN - 295HFSC9 - DUAL TONE | 1 | 538.91 | 511.97 |
| 55-30-1000 | HORN/SIREN SWITCH | 1 | 161.70 | 153.62 |
| 55-41-4020 | SPEAKER, SIREN - FREIGHTLINER M2 - THROUGH-THE-BUMPER (EA) | 2 | 874.97 | 831.22 |
| 58-50-1000 | 12VDC POWER STRIP - (6) TERMINALS - CAB | 1 | 233.99 | 222.29 |
| 58-80-1000 | BACK-UP ALARM - FEDERAL 210333 | 1 | 133.30 | 126.63 |
| 58-82-0030 | REARVIEW COLOR CAMERA W/NIGHTVISION - TRAILER | 1 | 601.18 | 571.12 |

| | | | | |
|------------|--|---|------------|------------|
| 59-40-0320 | MONITOR/TV - 32" LCD | 1 | 938.65 | 891.72 |
| 59-59-0000 | ANTENNA COAXIAL W/CONNECTOR - MOTOROLA 17' | 1 | 182.18 | 173.07 |
| 61-01-1600 | GENERATOR - 25KW PTO - UNDER BODY | 1 | 12,462.90 | 11,839.76 |
| 61-08-1001 | LABELING OF EQUIPMENT - RESCUE | 1 | 236.25 | 224.44 |
| 61-08-2000 | UL DIELECTRIC VOLTAGE WITHSTAND TEST | 1 | 496.44 | 471.62 |
| 61-09-5000 | PTO GEN TRACTOR/TRAILER CONNECTIONS - 100A SINGLE | 1 | 2,722.60 | 2,586.47 |
| 61-60-2000 | BREAKER BOX, 24-PLACE 125 AMP, 1-PHASE | 1 | 811.20 | 770.64 |
| 63-00-1000 | OUTLET 120V DUPLEX EXTERIOR WEATHERPROOF 20A | 1 | 342.10 | 325.00 |
| 63-00-2000 | OUTLET, 120V SGL TWIST NEMA L5-20R (EA) W/GFI | 3 | 1,109.70 | 1,054.22 |
| 63-10-1000 | OUTLET 120V DUPLEX INTERIOR W/GFI, 20A (EA) | 3 | 712.85 | 677.20 |
| 63-10-3500 | OUTLET STRIP - PLUG MOLDING - up to 6' Section | 2 | 631.40 | 599.83 |
| 64-00-2200 | CORD REEL, ELECTRIC HANNAY ECR1618-17-18 | 2 | 5,413.40 | 5,142.73 |
| 64-50-2000 | POWER DISTRIBUTION BOX - 240VAC - PLUG-IN | 2 | 951.30 | 903.74 |
| 64-51-1000 | DISTRIBUTION BOX WALL MOUNTING BRACKET | 2 | 428.80 | 407.36 |
| 65-21-8010 | TRIPOD FLOOD - WHELEN PIONEER MAX SPOT/FLOOD LED - 225W/120VAC (EA) | 2 | 5,607.74 | 5,327.35 |
| 65-30-4825 | NIGHT SCAN BUILT IN AIR COMPRESSOR | 1 | 1,585.82 | 1,506.52 |
| 65-30-9000 | LIMB GUARD, ANGLED FRONT OF LIGHT TOWER - D/P | 1 | 647.40 | 615.03 |
| 65-30-SP01 | NS 4.5-6000 OPT (4X1500 WATT OPTIMUM FIXTURE) AND WITH BUILT IN AIR COMPRESSOR | 1 | 20,804.49 | 19,764.27 |
| 65-30-SP05 | WONWOO CAMERA SYSTEM MOUNTED ON LIGHT TOWER | 1 | 13,723.13 | 13,036.98 |
| 66-00-1010 | LIGHT, FLUORESCENT - 110V 48" INT. CEILING - DUAL | 3 | 748.13 | 710.72 |
| 68-00-1000 | AIR CONDITIONER, 120V ROOF MOUNTED RV TYPE | 1 | 1,443.44 | 1,371.26 |
| 68-10-2000 | HEATER, WALL BASE BOARD STRIP TYPE - 120V | 1 | 213.50 | 202.82 |
| 68-30-SP02 | PUSH UP POLE FOR CUSTOMER SUPPLIED WEATHERPAK | 1 | 2,276.40 | 2,162.58 |
| 69-10-2050 | IGLOO FREEZER 3.2 cu.ft. - 120V | 1 | 441.79 | 419.70 |
| 70-01-0310 | FILL STATION - SPACESAVER W/4-BANK CASCADE W/LO REG | 1 | 14,993.80 | 14,244.11 |
| 70-10-0000 | SCBA/SCUBA FILL CHART | 1 | 10.50 | 9.98 |
| 72-10-2000 | RECEIVER RACK FOR (4) DOT VERTICAL | 1 | 1,353.66 | 1,285.98 |
| 75-10-1000 | AIR REEL, UTILITY - ELECTRIC REWIND W/ 150' | 1 | 1,339.30 | 1,272.34 |
| | ADMINISTRATIVE NO DISCOUNT APPLIED | | | |
| 89-15-0200 | FIRE EXTINGUISHER - 20A-80B:C - NFPA REQ'D | 1 | 265.02 | 265.02 |
| 89-15-1000 | FIRE EXTINGUISHER - 2-1/2 GAL PRESSURIZED WAT | 1 | 284.97 | 284.97 |
| 89-15-2300 | FIRST AID KIT - SWIFT STANDARD (EA) | 1 | 62.27 | 62.27 |
| 89-99-9600 | DOT SAFETY KIT | 1 | 113.19 | 113.19 |
| 89-99-9910 | NFPA1901 INCOMPLETE VEHICLE FORM | 1 | 79.80 | 79.80 |
| 99-01-1000 | MANUAL, HACKNEY OWNERS W/SCHEMATICS | 1 | 248.94 | 248.94 |
| 99-10-0000 | DELIVERY EXPENSE - HACKNEY | 1 | 1,600.00 | 1,600.00 |
| 99-10-1510 | PRE-DELIVERY CLEAN-UP - TRACTOR & TRAILER | 1 | 750.00 | 750.00 |
| 99-11-1000 | FUEL TANK FULL AT FACTORY DELIVERY (up to 50-gallon tank) | 1 | 200.00 | 200.00 |
| 99-15-0000 | PRE-CONSTRUCTION CONFERENCE - FACTORY VISIT - HACKNEY (2) PEOPLE | 1 | 3,000.00 | 3,000.00 |
| 99-20-0000 | INSPECTION TRIPS - HACKNEY (2) PEOPLE | 1 | 3,000.00 | 3,000.00 |
| 99-70-1000 | CHASSIS INTEREST | 1 | 2,500.00 | 2,500.00 |
| 99-70-1010 | CHASSIS HANDLING FEE - COMMERCIAL | 1 | 1,000.00 | 1,000.00 |
| | | | MSRP | 5% DIS |
| | Total | | 458,015.17 | 440,819.62 |
| | CHASSIS PRE-PAY OPTION | | | |
| | IF CHASSIS IS PAID WITHIN 45 DAYS AFTER RECEIPT OF PO | | | |
| | DISCOUNT OF 2500.00 WILL BE DEDUCTED FROM FINAL INVOICE | | | |



VT Hackney, Inc.
911 W. Fifth Street, P.O. Box 880
Washington, North Carolina 27889, USA
Phone: +1.252.946.6521
Fax: +1.252.975.8340
www.vthackney.com

January 20, 2015

Captain Brian Mitzel
St. Johns County Fire Rescue
Special Operations Division
3657 Gaines Rd
St. Augustine, FL 32084

Re: Hackney HazMat Trailer Proprietary Features

VT Hackney is a manufacturer of side-load bodies and trailers engineered specifically to minimize potential workman's comp claims by providing platforms for both commercial and public sector customers who transport product, equipment, and supplies.

Features exclusive to Hackney side-load trailers are:

- Exclusive trailer chassis design that incorporates "bridge-span" beams down the center of the chassis creating a pinched frame permitting full utilization of space from the center of the body to the outer edge. Conventional frame rails incorporate two outboard rails that prevent side compartments at and below frame level to be limited to 24" of depth.
- 43" deep side compartments (made possible by pinched frame technology) extending from lower floor level to the top of the body.
- Floor heights 21" from ground level, as opposed to conventional trailers with floor height from 40" to 46" above ground level.
- Integrated roll-up door tracks that maximize wall-to-wall pass-thru dimensions, greatly increasing the useable storage space, as opposed to add-on roll-up door tracks that reduce the actual pass-thru door opening by 7" to 8" per compartment.
- The door design brings several positive attributes to bear for the intended missions for which this vehicle will be employed:
 - a. The design maximizes the useable interior storage space by allowing the doors to roll up and over the top of the interior of the body.



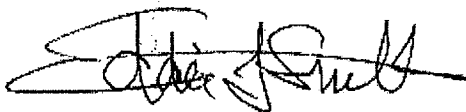
The ST Engineering Group



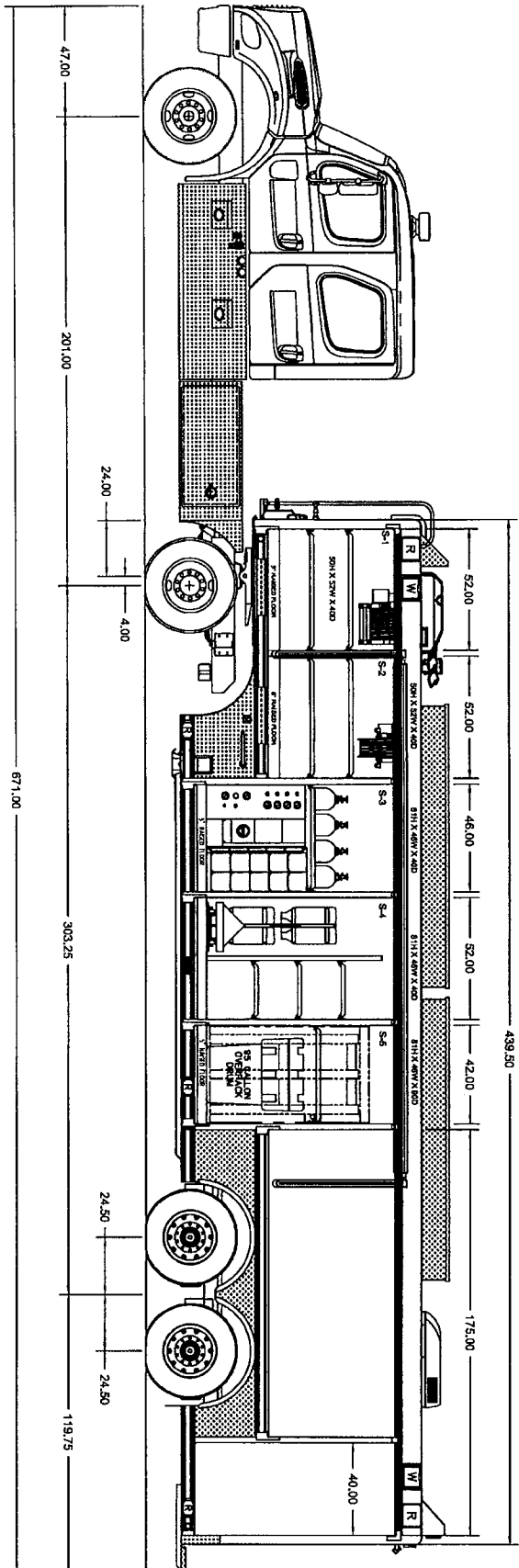
- b. The door tracks are integral to the body and do not protrude into the critical work zone, saving a minimum of 5" of useable space in the width.
 - c. They are the easiest to open and close, especially considering the overall size of the specified compartments.
 - d. They are easy and inexpensive to repair and paint if necessary.
- Only fire apparatus manufacturer using this type of space technology.
 - The electrical system installed is 100% multiplexed. This is the same technology used by all auto and truck manufacturers for the chassis electrical systems and provides simple local and remote diagnostics and repair.
 - Hackney has been building heavy-duty trailers for the beverage industry for over 40 years that addressed similar concerns. The Emergency Vehicles Group within VT Hackney has adapted this design for use in fire service as Hazardous Materials Trailers, Urban Search and Rescue Trailers, and similarly equipped trailers for EMA and fire departments across the country. They include such large departments as Los Angeles County, CA; Minneapolis, MN; Miami, FL; Hillsborough County, FL; Arlington County, VA; Baltimore County, MD; Jersey City, NJ; Yonkers, NY; and many more regional hazmat and USAR teams.

These trailers are available off the State of Minnesota purchasing cooperative (NJPA) under their bulk purchase contract and were awarded after an extensive competitive bid process based on reputation, durability, and cost.

Respectfully submitted,



Eddie L. (Ed) Smith
Director, Emergency Vehicles Group

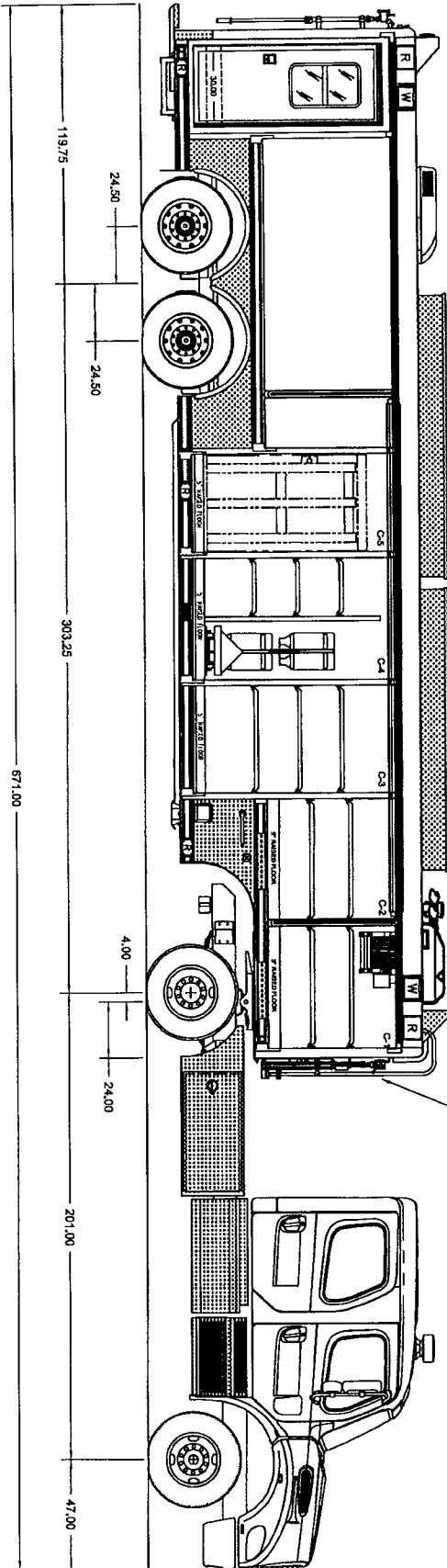


STREET SIDE EXTERIOR VIEW

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 STORAGE AND RETRIEVAL SYSTEM.
 A COMPANY OF VT SYSTEMS
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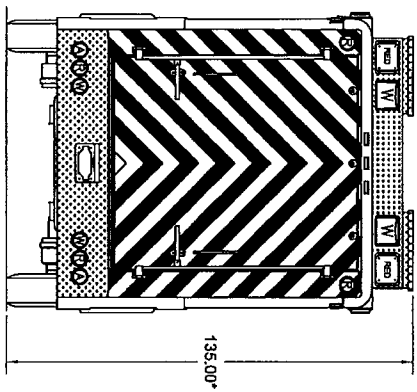
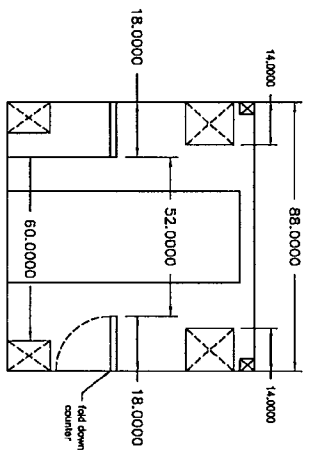
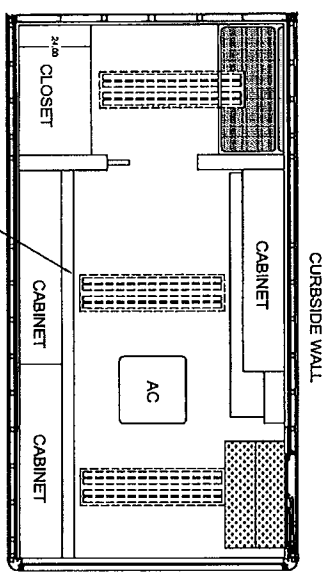
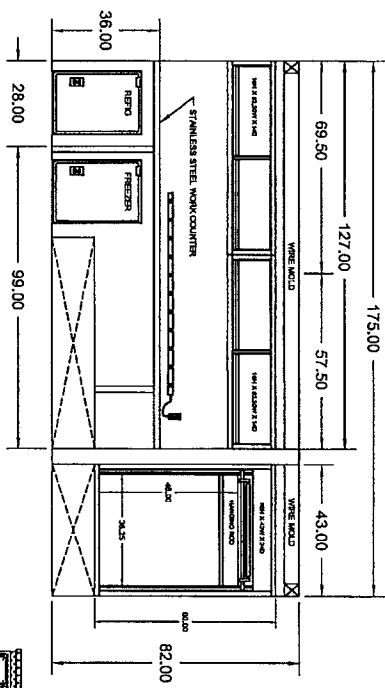
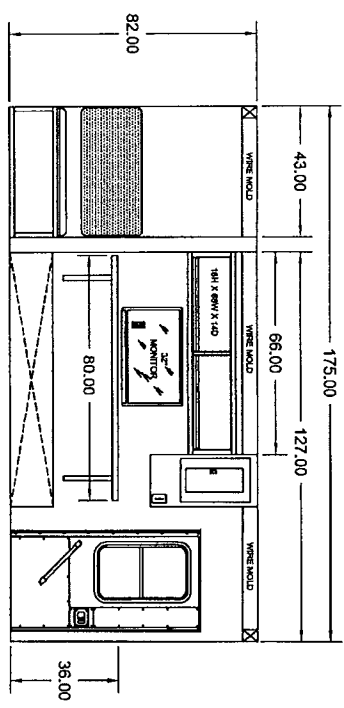
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| ORDER BY | DATE | CUSTOM ORDER FOR | REV. |
| EES | 11-10-14 | ST JOHNS CO. FD | - |
| MODEL | 1 of 1 | TDD-1087-2014 | |
| TRAILER | SCALE | 30 | |



CURBSIDE SIDE EXTERIOR VIEW

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| COUNTRY | DATE | CUSTOMER DESIGN FOR | REV. |
| EES | 11-10-14 | ST JOHNS CO. FD | - |
| SHEET | 1 OF 1 | TDD-1087-2014 | |
| MODEL | TRAILER | SCALE | |
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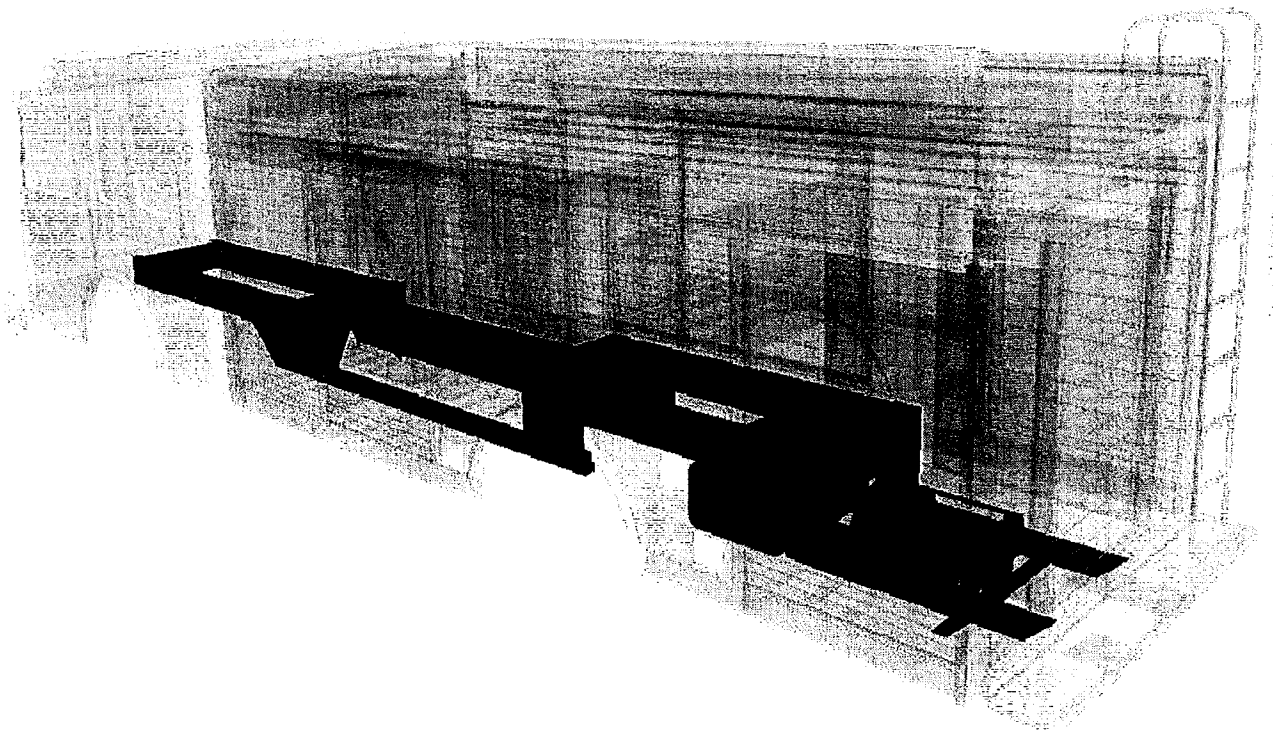
Hackney VisionComms

DRAWN BY: EES DATE: 11-10-14
SHEET: 1 OF 1

CUSTOM DESIGN FOR: ST. JOHNS CO. FD
TDD-1087-2014

MODEL: TRAILER SCALE: 25 DRAWING NO.

Maximizing Storage Capacity in an Emergency Response Vehicle



A White Paper presented by VT Hackney
Revised November 2012

Maximizing Storage Capacity in an Emergency Response Vehicle

Introduction

This paper provides an overview of the benefits of an emergency services body or trailer with a drop/pinch frame relating to cubic foot storage displacement and simplified, rapid access to emergency response equipment.

We live in a world of specialist today. And, specialist typically require special equipment in which to optimally perform their specific job descriptions.

Suppose you were actively involved either professionally or as a volunteer in responding to calls for help from the public 30 years ago. While responding to a call you yourself were involved in an accident and lay in a coma all those years, waking to find yourself in the year 2012? After completing rehabilitation you determine to return to the passion of your life, the saving of lives. Upon arrival at the local emergency services provider's headquarters you immediately notice that things are starkly different. The apparatus are much larger. You wonder – why? Why so big? Upon opening a couple of compartment doors you are overwhelmed at the amount of equipment on board, much of which you have never seen before and all of which has a specific function, a specific mission that it is waiting to accomplish.

We live in a world of specialist today. And, specialist typically require special equipment in which to optimally perform their specific job descriptions. That equipment can range from conventional first-aid kits to full paramedic med kits; pry bars to an array of powerful hydraulic rescue tools; shovels to biochemical detection monitors; SCBA's to mobile breathing air compressors. And the list goes on and on. Moving that equipment to the respective incident is crucial. Ideally having the capability of moving that equipment on a single apparatus is the optimum goal. But regardless of how big that apparatus might be, sometimes it is still impossible to transport everything required for every type of incident in a single apparatus.

What might be termed as "conventional" rescue trucks normally can handle the majority of responses, but depending on the population density, transportation corridors and industrial complexes, apparatus designed for specific functions are required. In the fire and rescue segment, those might be classified as Technical Rescue or USAR vehicles and hazmat vehicles. Regional emergency management agencies might require a vehicle dedicated to mass casualty. Law enforcement agencies will require vehicles designed specifically for bomb threats and meth lab intervention. In many

Insuring that all available space is utilized to its maximum on a conventional rescue type body requires a lot of ingenuity and, more critically, a lot of added expense.

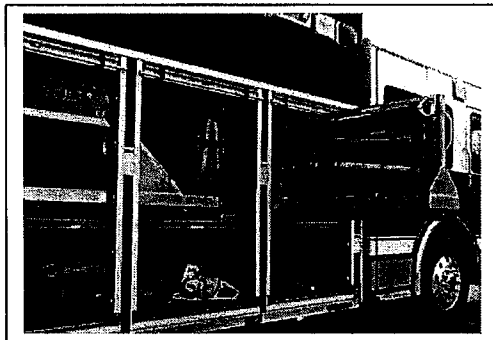
For risk management conscious users, minimizing risk is paramount, or at least should be, and should be given serious consideration when designing an apparatus.

cases the capability of on-scene management and communications becomes a critical aspect. Many of today's emergency response apparatus combine this function into the overall design criteria.

Limitations of a Conventional Body Design

Open the doors of what is termed a "conventional" rescue or emergency response vehicle and what you will typically see is a variation of inventory basically stuffed onto shelves and trays, cubicles or bins and tool boards. Many agencies have done an outstanding job of designing the compartment storage to maximize utilization of every available cubic inch. But, given the constraints associated with the mandated chassis platform, the body must straddle the chassis frame along the axis of whatever wheelbase has been chosen. Thus, insuring that all available space is utilized to its maximum requires a lot of ingenuity and, more critically, a lot of added cost.

It is a given that access to all equipment be immediate, that inventory be orderly and simple to access. In many cases that is very difficult to facilitate given the constraints of a conventional rescue body design.



A typical rescue body compartment will be only 24" deep below frame rail level and transverse above the frame level. This creates a complex and expensive requirement for organizing equipment storage and many times makes it difficult to immediately access equipment.

As pictured above, all types of slide-out trays and tool boards are required to be engineered into the design to optimize the available storage space. Note also that space below frame level is typically very difficult to configure efficiently. Normally what must be stored in the lower section of a compartment is smaller, thereby, lighter equipment. That, logically, means that larger and normally heavier equipment must be stored above the frame rail, placing the floor line not less than 45" off the ground and in some cases upwards of 50". Add another 4" to 5" for the slide-out tray mechanism and you find the equipment retrieval height at chest level.

Where do you find that critical extra storage space without manufacturing a "monster" emergency response vehicle? The answer: use space typically wasted in conventional manufacturing practices by engineering a chassis frame system that allows use of space between the frame rails.

Unfortunately what this typical scenario translates into is higher workman's comp risk associated with awkward lifting requirements. For risk management conscious users, minimizing risk is paramount, or at least should be, and should be given serious consideration when designing an apparatus.



A Viable Alternative Solution

Viable alternative solutions for many problems requires a totally new paradigm of reasoning and logic, which in turn requires "out-of-the-box" concepts and engineering. Providing additional storage capacity when working within the boundaries of conventional thinking on a conventional emergency response vehicle design results in a longer wheelbase and/or taller body, neither of which is a viable option. Simply put, many departments do not have the luxury of a deep bay to house the apparatus. In most cases, the response area does not lend itself well to a long wheelbase because of roads where a tight turning radius is imperative, or subdivisions situated in a tree laden community with winding streets or circles.

So, where do you find that critical extra storage space without manufacturing a "monster" emergency response vehicle? The answer: use space typically wasted in conventional manufacturing practices by engineering a chassis frame system that allows use of space between the frame rails. The result: up to 30% more storage capacity within a given wheelbase compared to non-modified frame rail body designs.

The solution sounds simple, but in fact it is not. Using sound engineering practices, not only would the frame design be modified, but the entire body design would require a totally different design criteria, a design that would support the full GVWR load between the cab and rear axle.

The drop/pinch modification allows the compartments to be 40" to 42" deep on bodies and 43" deep on trailers at the lower floor level.

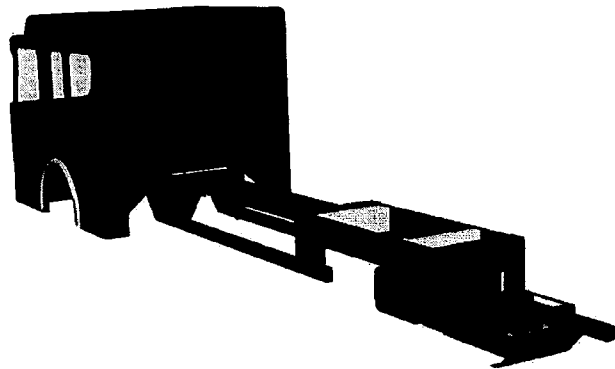


The result of unconventional engineering is the Hackney Drop/Pinch frame technology combined with a unique body that maximizes storage capacity.

The following pages will detail the benefits, features and engineering practices that makes a complex engineered solution the easiest to package and retrieve equipment and the most economical to purchase of any emergency vehicle available today.

Drop/Pinch Frame Technology

The literal "backbone" of the Hackney design is the drop/pinch frame, referenced as H-Drop. The drop/pinch modification allows the compartments to be 40" to 42" deep on bodies and 43" deep on trailers at the lower floor level rather than the restricted 24" to 27" on conventional body designs.



Whether on a custom cab/chassis or commercial medium-duty chassis, the drop/pinch frame technology developed by Hackney over 40 years increases the total storage capacity in a given wheelbase length by more than 30% by utilizing otherwise unused space between the original frame rails. Additional torsional strength is gained by combining the separate pinch and drop rails.

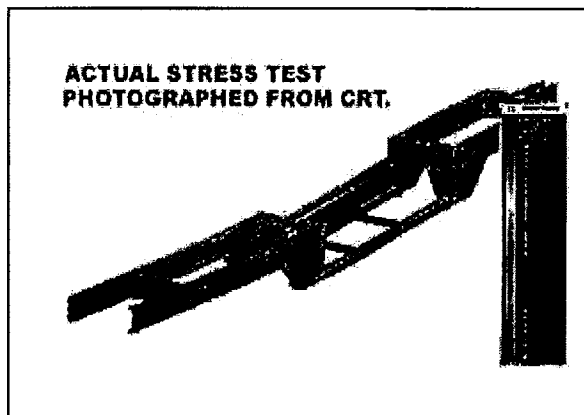
The H-Drop frame modification consists of removing the two original chassis frame rails behind the cab and replacing them with new rails: two drop-frame rails routed under the apparatus body compartments, and two center-brace rails routed down the center of the body between left and right side compartments above the driveline.

The compound beam produced by the Hackney "H-Drop" frame dramatically increases the section modulus to 37.57 inches cubed using 50,000 psi high-strength steel. This produces a RBM per side of 1,878,550 inch-pounds for a total RBM of 3,757,100 inch-pounds.

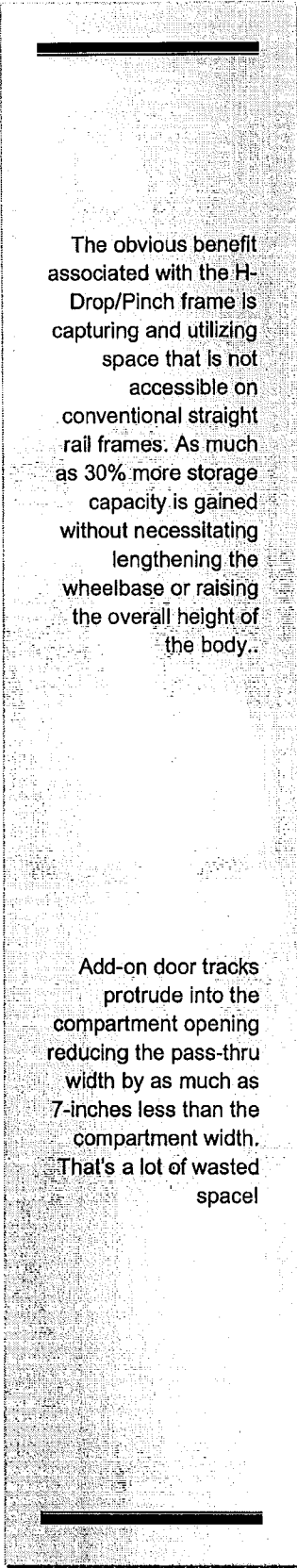
The model is subjected to finite element analysis, in which theoretically operating forces are applied and the resulting stresses are ascertained.

The standard measurement for frame strength is a term known as "RBM" (Resistance to Bending Movement). The RBM is the yield strength of the frame material multiplied by the section modulus of the frame rail. The compound beam produced by the Hackney "H-Drop" frame dramatically increases the section modulus of the modified frame to 37.57 inches cubed using 50,000 psi high-strength steel. This produces a RBM per side of 1,878,550 inch-pounds, for a total RBM of 3,757,100 inch-pounds.

There is no guessing involved in the design. To assure the integrity of any stress related Hackney-manufactured component, a state-of-the-art engineering analysis process is employed. To ensure there are no critical or weak stress points in the design, engineers perform an analysis using a sophisticated design software known as ARIES®. ARIES® technology provides the design engineer with the capability of solving very complex design problems that cannot be solved using traditional design methods: solids modeling and finite element analysis.



Hackney engineers build a three-dimensional conceptual chassis modification on the computer. The solids model is then subjected to a "what if" analysis, which reduces weight, ensures proper fit, suggests appropriate welding points, and eliminates interference problems. The model is then subjected to finite element analysis, in which theoretically operating forces are applied and the resulting stresses are ascertained. This is especially important where



The obvious benefit associated with the H-Drop/Pinch frame is capturing and utilizing space that is not accessible on conventional straight rail frames. As much as 30% more storage capacity is gained without necessitating lengthening the wheelbase or raising the overall height of the body..

Add-on door tracks protrude into the compartment opening reducing the pass-thru width by as much as 7-inches less than the compartment width. That's a lot of wasted space!

vibration loads are involved, as fatigued stress has traditionally been the primary cause of failure in transportation equipment.

Stresses are displayed in varying colors corresponding to the stress levels, with red being high to blue being low (see photo above).

Benefits of the H-Drop/Pinch Frame

The obvious benefit associated with the H-Drop/Pinch frame is capturing and utilizing space that is not accessible on conventional straight rail frames. As much as 30% more storage capacity is gained without necessitating lengthening the wheelbase or raising the overall height of the body. But, the frame modification is not the only aspect of a Hackney body or trailer design that increases what may be termed as "useable" storage capacity. Useable storage capacity is defined as space that is fully capable of being utilized for storage, not voids that most emergency vehicle manufacturers tout in their cubic foot displacement calculations but in reality is unusable space. If you determine to invest in the engineering time to create a whole new paradigm in equipment transportation, you may as well engineer a wholly unique body that goes well beyond the general concept of a conventional body design. We will explore those design concepts in the following pages and attempt to delineate where that space is gained.

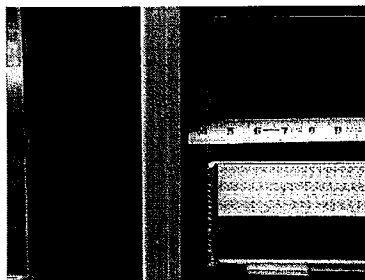
Integrally Designed Roll-up Doors

In all conventional emergency vehicle bodies and trailers, doors are the leading culprit in consumption of that valuable storage space. Below is a photo of a typical roll-up door and hinged door. Note that the roll-up door track is attached to the compartment door opening or framing. The door track is literally an add-on component, not an integral part of the body. This presents a problem since the door opening width is now reduced by as much as 7" overall (depending on the body design and roll-up door selected). This may be acceptable if you are storing bulk equipment, but certainly not acceptable if you are storing this

Hinged doors, in the open position, protrude into traffic zones and encumber clear access to equipment retrieval, especially if two technicians need to access the same compartment for retrieval of heavy equipment.

The solution is as simple as designing the roll-up door tracks integrally into the body structure. This allows the compartment side walls to be flush with the door pass-through opening.

equipment on slide-out trays, or if the specific piece of equipment is wider than the door pass-thru opening. For instance, the compartment may be 42" wide from wall-to-wall, but the door opening can be as little as 35" clear opening. So, what if the equipment stored inside that compartment is 40" wide? Yes, it might fit, but only if it can be turned at an angle to stow or retrieve.



Note the tape measurement reading the space from the pass-thru opening to the interior side wall. A total of 7" of wasted compartment space!



Hinged doors sit inside the door opening creating even more lost pass-thru space, unless the door is allowed to swing fully against the side of the body.

Hinged doors are no better a solution. Not only does the hinged door, in the opened position, protrude into traffic zones, but they also encumber clear access to equipment retrieval, especially if two technicians need to access the same compartment for retrieval of heavy equipment.

The solution is as simple as designing the roll-up door tracks integrally into the body structure. This allows the compartment side walls to be flush with the door pass-through opening, thereby allowing the slide-out trays and/or equipment to be within one-inch of the compartment width, virtually eliminating all wasted available storage space within the compartment envelop.

The Hackney design integrates the recessed door track into the vertical body post. The additional benefit gained by this engineering design is a wall thickness between adjacent compartments of only 2-1/2". That permits recessing the adjustable shelf tracks and LED compartment lights into the side

Recessing the adjustable shelf tracks and LED compartment lights into the side walls provides a "clean" storage envelop that does not restrict removal of equipment or sliding of trays through the door opening.

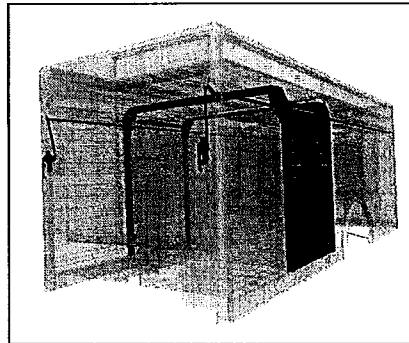
The Hackney design did not stop with merely maximizing storage capacity in the compartment width but also cleverly developed a door system that would not consume valuable storage at the top of the compartment.

walls, further providing a "clean" storage envelop that does not restrict removal of equipment or sliding of trays through the door opening. This is clearly depicted in the photo below. In the example shown here, the compartment is 48" wide, wall-to-wall. That means the door opening is also 48" wide. The slide-out tray and the adjustable shelves shown are 47" wide, maximizing storage capacity with no obstructions when removing equipment. Also shown is the Hackney exclusive drop-down step platform that folds up against the adjustable shelves when stowed. More on that feature is available on the Hackney Features website.



Maximizing Compartment Height

The Hackney design did not stop with merely maximizing storage capacity in the compartment width but also cleverly developed a door system that would not consume valuable storage at the top of the compartment.



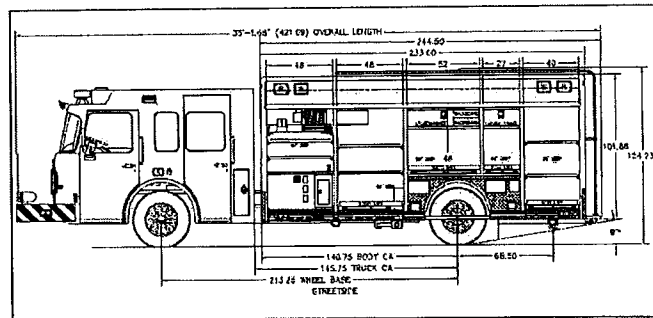
The Hackney door design permits the doors to roll up and over the top of the compartment, not into an accumulator or "ball." That frees up all the space at the top of the compartment without creating voids between the door header and the back wall. An

An additional benefit to this design is that water or melting snow will not drip into the compartment interior, but merely rolls off the face of the door, dropping to the outside

The Hackney door slat design reduces chipping or scarring of expensive stripping, graphics and lettering since the door slats do not wind up into a coil on top of themselves.

The H-Drop/Pinch Frame, but they all really come down to one single and crucially important aspect – more useable storage capacity.

edge of the door opening. As noted in the 3-D model above, the upper door tracks are only approximately 3" above the top of the door opening versus a requirement of 8" to 10" on conventional rescue type roll-up door bodies.



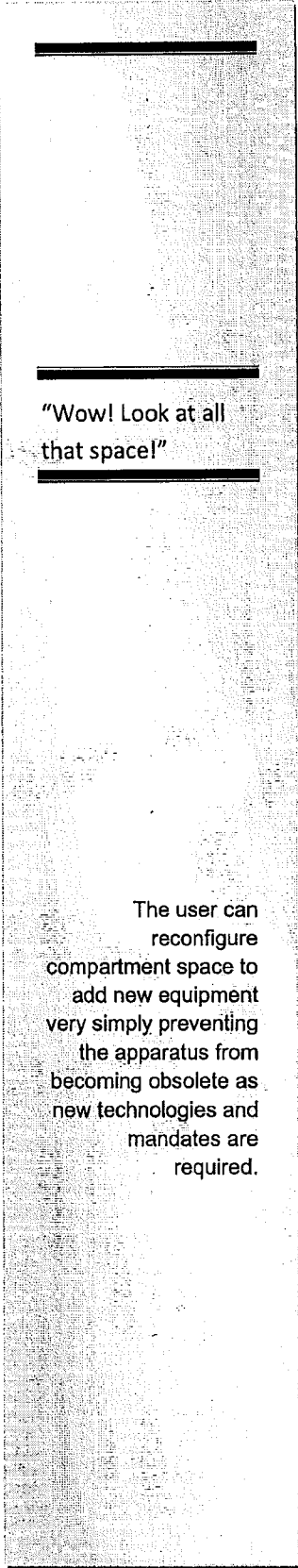
Although only just over 10-ft high overall, the compartments have a 72" high clear opening and the floor is only 25" from ground level. No other rescue offers this benefit.

The left and right side lock handles (shown on the front of the body in blue in photo on page 9) permits a single point locking capability for quick and simple equipment security. Every door on each respective side is locked from a single location rather than individually. It also insures that the doors are secured prior to moving the apparatus, preventing loss or damage to equipment.

The Hackney door slat design reduces chipping or scarring of expensive stripping, graphics and lettering since the door slats do not wind up into a coil on top of themselves. The door (shown in red above) travels along the rails (shown in blue on page 9) across the top of the body, never touching another slat and the resulting potential of damaging a surface.

Maximizing Compartment Depth

This paper has already addressed many aspects and advantages of the H-Drop/Pinch Frame, but they all really come down to one single and crucially important aspect – more useable storage capacity. Nowhere is that more evident than when you raise a



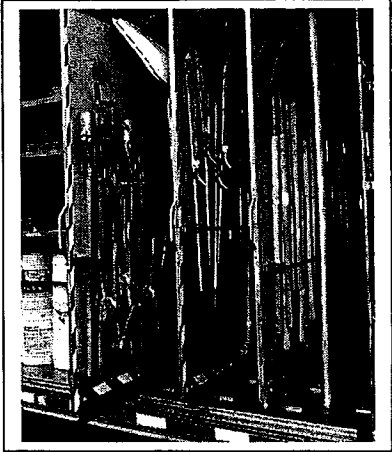
Wow! Look at all that space!

The user can reconfigure compartment space to add new equipment very simply preventing the apparatus from becoming obsolete as new technologies and mandates are required.

compartment door and stare into an enormous cavity of space as that found inside a Hackney body.

One might initially not comprehend what they are seeing, because it is such unconventional utilization of space. But then reality sinks in and what is heard is "Wow! Look at all that space!"

What this means to the user is the ability to organize a compartment in such a manner as to make location and retrieval of equipment quick and simple. It also means that no special configuration of partitions and sliders are required. Just simple shelves and slide-out trays or tool boards. That translates into a dramatic cost savings at initial purchase. It also allows the user

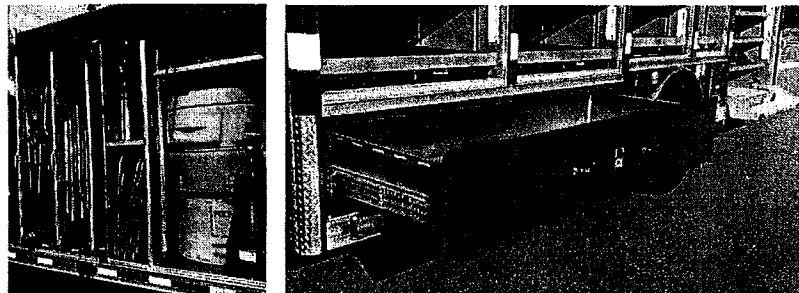


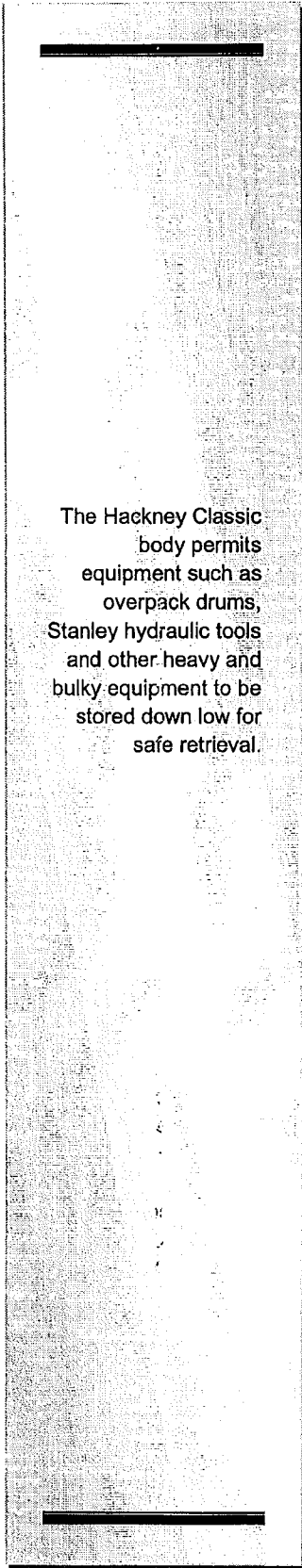
reconfigure compartment space to add new equipment very simply and very inexpensively, meaning the apparatus does not become obsolete nearly as rapidly as technologies change and new equipment requirements are mandated.

Workman's Comp claims are mitigated when lower floor depths are increased to 40" since the user can now store larger, heavier and more bulky equipment down low where it can be more safely removed rather than above frame rail height requiring awkward and hazardous retrieval.

As shown above, 36" deep floor-to-ceiling tool boards can now be incorporated for all types of heavy, long tools, struts, jacks, etc.

Technical rescue and hazmat teams across America have come to appreciate the benefits of the H-Drop/Pinch frame accommodating the vast amount of heavy and bulky equipment down low where it is easily retrievable. The cube compartment design additionally permits easy inventory placement and



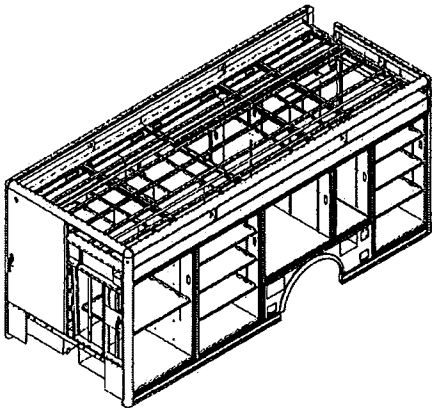
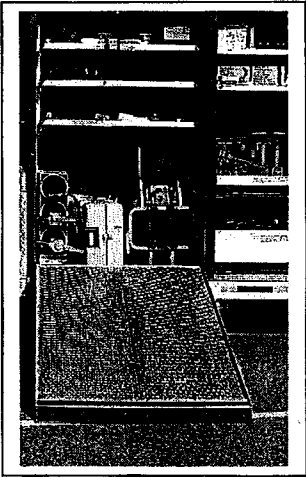


The Hackney Classic body permits equipment such as overpack drums, Stanley hydraulic tools and other heavy and bulky equipment to be stored down low for safe retrieval.

As pictured above, it is virtually impossible to store a 95-gallon overpack drum in the depth of a conventional body. The Hackney Classic body permits equipment such as this to be stored down low. The drum can be easily dropped out of the compartment.

The drawer shown above is 38" deep and can only provide that depth by virtue of the H-Drop/Pinch. It is ideal for hazmat suits or other types of bulky equipment.

Another beast to accommodate is the Stanley hydraulic tool. Hackney bodies and trailers permit the tool to be rolled directly into the compartment on a drop-down ramp. Imagine lifting this "beast" up into a compartment 50"+ above ground! Hackney provides viable alternatives that improve efficiency and safety, alternatives that are virtually unavailable on other rescues bodies.



The Hackney Classic body is specifically engineered to take advantage of the Drop/Pinch Frame technology. Floors are rated at 2500 lbs. (1134 Kg) direct load (3500 in wheelhouse). Built like a tank, but as appealing as luxury automobile.



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| Sales Rep: | Terms: |
| Drawing #: | Penalty: |
| Est. Delivery Date: // | |
| Customer PO #: | |
| Customer #: | |
| QPF #: | |

Exp. Date: 02/16/2014
Quote No: 10052-0001
BODY: TDD900 TRAILER - DROP DECK - revised 02/09

11/07/2014

| PART NO | DESCRIPTION | QTY |
|------------|--|----------|
| | == TRAILER - DROP DECK - revised 02/09 - 1.001 == | 1 |
| 00-00-0000 | ===QW Release - Effective 10/01/14 | 1 |
| 02-10-1000 | OAH Restriction - None | 1 |
| 02-10-1100 | OAL Restriction - None | 1 |
| 05-00-0000 | INTENT OF SPECIFICATIONS | 1 |
| | CAB AND CHASSIS | 1 |
| 10-02-1807 | FREIGHTLINER M2-112 - TRACTOR - 4-DR CUMMINS 370HP | 1 |
| | CHASSIS RELATED OPTIONS | 1 |
| 10-19-0100 | FLUID LEVEL DATA - ELECTRONIC DISPLAY | 1 |
| 10-19-1000 | WELDON VEHICLE DATA RECORDER (VDR) - VMUX DISPLAY - NFPA 1901-2009 | 1 |
| 10-19-1025 | "MUST BE SEATED AND BELTED" - WARNING PLATE | 1 |
| 10-19-1045 | WARNING PLATE - VEHICLE SPECIFICATION DATA | 1 |
| 10-19-1075 | "DO NOT WEAR HELMET WHILE SEATED" - WARNING PLATE | 1 |
| 10-41-0000 | HOLDER - UNIVERSAL HELMET - ZIAMATIC (EA) | 5 |
| 10-99-0100 | EXHAUST PIPE LOCATION - FORWARD OF RIGHT WHEELS | 1 |
| 11-16-0200 | BATTERY CONDITIONER - PROGRESSIVE DYNAMICS 45-AMP | 1 |
| 11-17-0000 | SHOREPOWER INLET, 20 AMP W/COVER & FEMALE PLU | 1 |
| 11-20-1000 | AMMETER - VISTA DISPLAY INTERFACE | 1 |
| 11-31-5000 | ENGINE COMP'T LIGHT W/SWITCH - 5" (EA) | 2 |
| 11-32-0050 | DOMELIGHTING - CAB - RED/CLEAR - HAVIS (EA) | 1 |
| 11-33-0700 | GROUND LIGHTS - LUMA BAR H2O LED - FRT CAB DOORS (PR) | 1 |
| 11-33-0701 | GROUND LIGHTS - LUMA BAR H2O LED - REAR CAB DOORS (PR) | 1 |

| PART NO | DESCRIPTION | QTY |
|------------|--|-----|
| 12-00-1010 | MUD FLAPS - RE-INSTALL CHASSIS OEM | 1 |
| 12-10-3050 | CAB STEP - RIGHT SIDE - 4-DR W/AUX STEP | 1 |
| 12-11-2000 | FUEL TANK COVER/STEP & BATT COMPT - 4-DR CAB | 1 |
| 12-11-9000 | ULTRA-LOW SULFUR DIESEL FUEL ONLY LABEL | 1 |
| 12-11-9005 | DIESEL FUEL ONLY LABEL | 1 |
| 12-13-0000 | TRACTOR REAR FRAME ENCLOSURE & STEPS | 1 |
| 12-50-0050 | WHEEL COVERS - 22.5 - MIRROR SST - PHOENIX | 1 |
| 12-57-0003 | TIRE PRESSURE MONITORING - ACCU-PRESSURE CAP - 10-WHL | 1 |
| | BODY and FRAME OPTIONS | 1 |
| 20-09-0200 | TRAILER & FRAME - DROP DECK TANDEM - Bid Format | 1 |
| 20-09-9735 | WHEEL COVERS - 22.5 - MIRROR S/S - TANDEM AXLE | 1 |
| 20-19-0400 | TRAILER BODY - TDD-1082 DROP DECK | 1 |
| 20-49-0000 | BODY LENGTH SURCHARGE - OVER STANDARD LENGTH - 2" INCREMENTS | 6 |
| | BODY OPTIONS | 1 |
| 20-51-0125 | ROOF, BRIGHT ALUMINUM TREADPLATE - ANTI-SLIP - 22-ft or longer | 1 |
| 20-61-0011 | DOOR SLATS - 3" UPGRADE - up to 10-COMPT'S | 1 |
| 20-70-0110 | DOOR, SIDE PERSONNEL ENTRANCE - up to 83" H | 1 |
| 20-70-0150 | WINDOW, DOOR - 30"H X 18"W - SLIDING - TINTED (EA). | 1 |
| 20-70-SP01 | DROP DOWN REAR RAMP - DOOR ON TRAILER | 1 |
| 20-71-0320 | FENDERETTES, STAINLESS STEEL (PR) | 2 |
| | INTERIOR PERSONNEL COMP'T OPTIONS | 1 |
| 21-01-1501 | INTERIOR WALLS, CEILING & INSULATION - CARPETED -15-ft | 1 |
| 21-03-5000 | POCKET DOOR & SEPARATOR WALL | 1 |
| 21-08-0200 | CABINET - CONSTRUCTION | 1 |
| 21-08-0233 | CABINET - UPPER - 54W x 16H x 14D - Horizontal | 1 |
| 21-08-0243 | CABINET - UPPER - 57Wx 16H x 14D - Horizontal | 2 |
| 21-08-0590 | COUNTER TOP - STAINLESS STEEL SURFACE - 71"L x 22"D | 1 |
| 21-08-0594 | COUNTER TOP - STAINLESS STEEL SURFACE - 115"L x 22"D | 1 |
| 21-08-0661 | CABINET - VERTICAL STORAGE W/ROLL-UP DOOR 43W X 60H X 24D | 1 |
| 21-08-0741 | CABINET - UPPER POWER DISTRIBUTION | 1 |
| 21-20-0503 | SEAT, BENCH - 1-MAN - 40" | 1 |
| 21-20-0504 | BACKREST CUSHION - 39" | 1 |
| 21-30-1014 | FLOORING - LONSEAL SAFETY - 14-ft | 1 |
| 21-49-SPEC | INTERIOR CONSTRUCTION STATEMENT - BID | 1 |
| | EXTERIOR BODY OPTIONS | 1 |
| 22-21-0000 | STONE GUARDS, FRT & REAR - D/P CORNERS (4) | 1 |
| 22-25-2000 | BUMPER, REAR STEP BRIGHT TREAD PLATE | 1 |
| 22-31-3000 | STEP, RECESSED - EA CPI POLISHED ALUMINUM | 2 |
| 22-31-3500 | STEP, DROP DOWN FOR TRAILER (EA) | 4 |
| 22-40-0000 | WHEEL CHOCK - ZICO COLLAPSIBLE TYPE (EA) | 2 |
| 22-40-0100 | HOLDER FOR WHEEL CHOCK - ZICO SQCH-44 (EA) | 2 |
| 22-50-3000 | LICENSE FRAME W/LIGHT-SURFACE MNT-CPI C30004 | 1 |
| 22-51-1000 | MUD FLAPS, REAR (PR) BLACK RUBBER | 1 |
| | INTERIOR COMP'T OPTIONS | 1 |

| PART NO | DESCRIPTION | QTY |
|------------|--|----------|
| 23-11-0550 | RECESSED ADJUSTABLE SHELF TRACK (EA) | 1 |
| 23-11-2005 | SHELF (EA) up to 45W X 45D | 6 |
| 23-11-2010 | SHELF (EA) up to 57W x 45D | 16 |
| 24-30-1000 | PARTITION - VERTICAL HD 2" FRAMED PANEL TYPE | 2 |
| 25-45-5100 | SCBA SLIDE-OUT RACK STORAGE OF UP TO 8 SCBA | 2 |
| 25-45-5410 | SCBA WALKAWAY BRACKET - FLAMEFIGHTER (EA) | 16 |
| 25-50-3010 | SCBA STORAGE MODULE - ALUMINUM (10) | 1 |
| 25-70-2100 | RAMP - COMPARTMENT FOLD-DOWN TYPE - FULL WIDTH | 2 |
| | EXTERIOR OPTIONS | 1 |
| 26-00-0015 | LADDER, ROOF ACCESS - OSHA TYPE - TRAILER | 1 |
| 26-00-0150 | ROOF COMP'T, HINGED LID - UP TO 120L x 26W x 12.50H | 4 |
| 28-00-3500 | AWNING, ELECTRIC CONTROLLED - A&E - up to 21FT | 2 |
| | PAINT OPTIONS | 1 |
| 40-00-0012 | PAINT BODY - HEAVY RESCUE - ONE COLOR | 1 |
| 42-10-3025 | PAINT WHEELS - NOT REQUIRED | 1 |
| 42-12-0000 | TOUCH-UP PAINT, ONE QUART | 1 |
| 42-90-0500 | COMPARTMENT WALLS/FLOORS COATING - MULTISPEC (ea. comp't) | 10 |
| 42-99-0010 | UNDERCOATING CAB, TRAILER FRAME & BODY | 1 |
| | LETTERING and GRAPHICS | 1 |
| 43-20-3000 | STRIPE, REFLECTIVE 6" PRICE PER FOOT REQS DWG | 86 |
| 43-20-8035 | CHEVRON STRIPE - REAR TRAILER BODY W/HINGED REAR DOOR - HEAVY RESCUE | 1 |
| 43-20-8150 | FRONT STRIPPING NOT REQUIRED | 1 |
| | 12VDC ELECTRICAL OPTIONS | 1 |
| 50-00-1300 | ELECTRICAL SYSTEM - V-MUX - TRACTOR APP. - BID | 1 |
| 50-00-2110 | PANAVISE SWIVEL MOUNTING BRACKET | 1 |
| 50-03-0001 | TEMPERATURE SENSOR & READ-OUT - EXTERNAL | 1 |
| 50-05-0000 | AMP DRAW REPORT - NFPA 1901, Section 9-15 | 1 |
| 50-06-0000 | MESSAGE DISPLAY - DO NOT MOVE TRUCK | 1 |
| 50-06-1110 | SAFETY INTERLOCK SYSTEM - MED/HD CHASSIS | 1 |
| 50-10-0100 | CAB CONSOLE - FLOOR MOUNT - FREIGHTLINER - V-MUX | 1 |
| 50-20-0100 | BRACKET- HAVIS-SHIELDS SIREN FOR FEDERAL PA300 | 1 |
| | DOT LIGHTING | 1 |
| 50-40-0200 | CLEARANCE LIGHTS, LED & REFLECTORS - TRAILER | 1 |
| 50-40-1000 | LOWER AUXILIARY MARKER LIGHTS | 1 |
| 50-50-0200 | TAIL LIGHT ASSY - LED STOP/TURN/BACKUP- SOUNDOFF SIGNAL | 1 |
| 50-50-6000 | JAKE BRAKE LIGHT ACTIVATION | 1 |
| 50-51-9000 | AUXILIARY LED TURN SIGNALS - AMBER, CENTER BODY | 1 |
| | 12VDC APPARATUS ILLUMINATION and OPTIONS | 1 |
| 51-10-1726 | SCENE LIGHT - SIDE - WHELEN 90 LED OPTI-SCENE (EA) - POD MOUNT | 4 |
| 51-10-2515 | SCENE LIGHT - REAR - WHELEN 90 LED OPTI-SCENE (EA) | 2 |
| 51-11-0100 | SCENE LIGHT - REAR REVERSE ACTIVATED - V-MUX | 1 |
| 51-11-0150 | SCENE LIGHT - SIDE REVERSE ACTIVATED - V-MUX | 1 |

| PART NO | DESCRIPTION | QTY |
|------------|---|-----|
| 51-11-0170 | SCENE LIGHT - SIDE TURN SIGNAL ACTIVATED - V-MUX | 1 |
| 51-19-0100 | GROUND LIGHTS - LUMA BAR H2O LED - UNDERBODY MOUNTED (EA) | 8 |
| 51-19-0130 | GROUND LIGHTS ACTIVATED BY TURN SIGNALS /REVERSE | 1 |
| | 12VDC COMPARTMENT and INTERIOR LIGHTING | 1 |
| 51-50-1850 | COMPARTMENT LIGHTS - LED STRIP - 42" RECESSED | 10 |
| 51-51-5100 | COMPARTMENT LIGHT - ROOF - LED STRIP - 42" RECESSED | 4 |
| 51-55-1000 | COMP'T OPEN WARNING & AUTO ACTIVATION - V-MUX | 1 |
| 51-56-0100 | COMP'T OPEN WARNING LIGHT | 1 |
| | NFPA 1901 WARNING LIGHTS | 1 |
| | LIGHT BARS | 1 |
| 54-01-1650 | WHELEN ULTRA FREEDOM FN55QLED - 55" LIGHT BAR | 1 |
| | LOWER ZONE A - FRONT CAB WARNING LIGHTS | 1 |
| 54-10-0704 | WHELEN 70R02FRR LINEAR SUPER-LED (2) | 1 |
| 54-15-5000 | HEADLIGHT WIG-WAG PATTERN - V-MUX | 1 |
| | LOWER ZONE B/D - CAB INTERSECTION WARNING LIGHTS | 1 |
| 54-20-0807 | WHELEN RSR03ZCR TIR3 SUPER-LED (2) | 1 |
| | LOWER ZONE B/D - LOWER SIDE BODY WARNING LIGHTS | 1 |
| 54-21-0804 | WHELEN 60R02FRR LINEAR SUPER-LED (6) | 1 |
| | LOWER ZONE C - REAR BODY WARNING LIGHTS | 1 |
| 54-25-3002 | WHELEN 60R02FRR LINEAR SUPER-LED (2) | 1 |
| | UPPER ZONE B/D - SIDE BODY WARNING LIGHTS | 1 |
| 54-30-0675 | WHELEN 90RR5FRR LINEAR SUPER-LED (4) | 1 |
| 54-30-9000 | LIGHTHOUSING- UPPER SIDE BODY MOUNTING POD (EA) | 6 |
| | UPPER ZONE C - REAR BODY WARNING LIGHTS | 1 |
| 54-31-0473 | WHELEN 90RR5FRR LINEAR SUPER-LED (2) | 1 |
| 54-32-0000 | LIGHT MOUNTING POD - UPPER REAR TRAILER | 1 |
| 54-99-9900 | WHELEN NFPA NFPA CERTIFICATE of COMPLIANCE | 1 |
| | SIRENS and SPEAKERS | 1 |
| 55-20-1000 | SIREN - FEDERAL ELECTRONIC - PA300MSC | 1 |
| 55-30-1000 | HORN/SIREN SWITCH | 1 |
| 55-40-2200 | SPEAKER, SIREN - FEDERAL ES100 DYNAMAX | 1 |
| | 12VDC MISCELLANEOUS OPTIONS | 1 |

| PART NO | DESCRIPTION | QTY |
|------------|--|----------|
| 58-50-1000 | 12VDC POWER STRIP - (6) TERMINALS - CAB | 1 |
| 58-80-1000 | BACK-UP ALARM - FEDERAL 210333 | 1 |
| 58-82-0030 | REARVIEW COLOR CAMERA W/NIGHTVISION - TRAILER | 1 |
| | COMMUNICATIONS AND AUDIOVISUAL SYSTEMS | 1 |
| 59-40-0320 | MONITOR/TV - 32" LCD | 1 |
| 59-59-0000 | ANTENNA COAXIAL W/CONNECTOR - MOTOROLA 17' | 1 |
| | 240/120VAC ELECTRICAL OPTIONS | 1 |
| 60-00-0500 | ELECTRICAL - 120/240V - STANDARDS REQUIREMENTS - Bid Format | 1 |
| | GENERATOR and OPTIONS | 1 |
| 61-01-1600 | GENERATOR - 25KW PTO - UNDER BODY | 1 |
| 61-08-1001 | LABELING OF EQUIPMENT - RESCUE | 1 |
| 61-08-2000 | UL DIELECTRIC VOLTAGE WITHSTAND TEST | 1 |
| 61-09-5000 | PTO GEN TRACTOR/TRAILER CONNECTIONS - 100A SINGLE | 1 |
| 61-60-2000 | BREAKER BOX, 24-PLACE 125 AMP, 1-PHASE | 1 |
| | 120/240VAC OUTLETS, REELS and OPTIONS | 1 |
| 63-00-1000 | OUTLET 120V DUPLEX EXTERIOR WEATHERPROOF 20A | 1 |
| 63-00-2000 | OUTLET,120V SGL TWIST NEMA L5-20R (EA) W/GFI | 3 |
| 63-10-1000 | OUTLET 120V DUPLEX INTERIOR W/GFI, 20A (EA) | 3 |
| 63-10-3500 | OUTLET STRIP - PLUG MOLDING - up to 6' Section | 2 |
| 64-00-2200 | CORD REEL, ELECTRIC HANNAY ECR1618-17-18 | 2 |
| 64-50-2000 | POWER DISTRIBUTION BOX - 240VAC - PLUG-IN | 2 |
| 64-51-1000 | DISTRIBUTION BOX WALL MOUNTING BRACKET | 2 |
| | 120/240VAC FLOOD LIGHTS and OPTIONS | 1 |
| 65-21-8010 | TRIPOD FLOOD - WHELEN PIONEER MAX SPOT/FLOOD LED - 225W/120VAC (EA) | 2 |
| 65-30-4825 | NIGHT SCAN BUILT IN AIR COMPRESSOR | 1 |
| 65-30-9000 | LIMB GUARD, ANGLED FRONT OF LIGHT TOWER - D/P | 1 |
| 65-30-SP01 | NS 4.5-6000 OPT (4X1500 WATT OPTIMUM FIXTURE) AND WITH BUILT IN AIR COMPRESSOR | 1 |
| 65-30-SP05 | WONWOO CAMERA SYSTEM MOUNTED ON LIGHT TOWER | 1 |
| | 120/240VAC MISCELLANEOUS OPTIONS | 1 |
| 66-00-1010 | LIGHT, FLUORESCENT - 110V 48" INT. CEILING - DUAL | 3 |
| 68-00-1000 | AIR CONDITIONER, 120V ROOF MOUNTED RV TYPE | 1 |
| 68-10-2000 | HEATER, WALL BASE BOARD STRIP TYPE - 120V | 1 |
| 68-30-SP02 | PUSH UP POLE FOR CUSTOMER SUPPLIED WEATHERPAK | 1 |
| 69-10-2050 | IGLOO FREEZER 3.2 cu.ft. - 120V | 1 |
| | BREATHING AIR SYSTEMS and OPTIONS | 1 |
| 70-01-0310 | FILL STATION - SPACESAVER W/4-BANK CASCADE W/LO REG | 1 |
| 70-10-0000 | SCBA/SCUBA FILL CHART | 1 |
| 72-10-2000 | RECEIVER RACK FOR (4) DOT VERTICAL | 1 |

| PART NO | DESCRIPTION | QTY |
|------------|--|-----|
| | UTILITY AIR OPTIONS | 1 |
| 75-10-1000 | AIR REEL, UTILITY - ELECTRIC REWIND W/ 150' | 1 |
| | HYDRAULIC TOOL OPTIONS | 1 |
| | MISCELLANEOUS EQUIPMENT and SERVICES | 1 |
| 89-15-0200 | FIRE EXTINGUISHER - 20A-80B:C - NFPA REQ'D | 1 |
| 89-15-1000 | FIRE EXTINGUISHER - 2-1/2 GAL PRESSURIZED WAT | 1 |
| 89-15-2300 | FIRST AID KIT - SWIFT STANDARD (EA) | 1 |
| 89-99-9600 | DOT SAFETY KIT | 1 |
| 89-99-9910 | NFPA1901 INCOMPLETE VEHICLE FORM | 1 |
| | ADMINISTRATIVE | 1 |
| 99-01-1000 | MANUAL, HACKNEY OWNERS W/SCHEMATICS | 1 |
| 99-10-0000 | DELIVERY EXPENSE - HACKNEY | 1 |
| 99-10-1510 | PRE-DELIVERY CLEAN-UP - TRACTOR & TRAILER | 1 |
| 99-11-1000 | FUEL TANK FULL AT FACTORY DELIVERY (up to 50-gallon tank) | 1 |
| 99-15-0000 | PRE-CONSTRUCTION CONFERENCE - FACTORY VISIT - HACKNEY (2) PEOPLE | 1 |
| 99-20-0000 | INSPECTION TRIPS - HACKNEY (2) PEOPLE | 1 |
| 99-99-9993 | SHOP ORDER APPROVAL | 1 |



Hackney, Inc.

NJPA AWARDED
CONTRACT

Contract#: 090512-VTH

Category: Public Safety, Vehicles, Fire Trucks & Equipment

Description: Bodies and Trailers for Fire, Rescue, Law Enforcement and Mobile Communications

Maturity Date: 10/16/2016

Overview


Contract Documentation

Pricing

Marketing Materials

NJPA Contact Information

Manufacturers of bodies and trailers for fire, rescue, law enforcement special ops, and command and communications vehicles with full network, VSAT and radio interoperable connectivity. All vehicles may be custom configured to fit specific mission critical requirements. All-aluminum body construction for durability and remountability. Multiplexed electrical system permits remote diagnostics and significant reduction in operating cost. Nationwide service network.

HOW TO PURCHASE 
Our step-by-step guide

Vendor Contact Info

Earl Spangler
Direct Phone: 252-975-8376
espangler@vthackney.com
www.hackneyev.com/njpa

Ed Smith
Direct Phone: 252-975-8375
esmith@vthackney.com
www.hackneyev.com/njpa

ANNUAL RENEWAL OF AGREEMENT

Made by and Between

VT Hackney, Inc. (Vendor)
911 W. 5th Street, PO Box 880
Washington, NC 27889

and

National Joint Powers Alliance® (NJPA)
202 12th Street NE
Staples, MN 56479
Phone: (218) 894-1930

Whereas:

"Vendor" and "NJPA" have entered into an "Acceptance and Award #090512-VTH" for the procurement of Emergency Response Vehicles Together with Related Equipment, Accessories and Supplies, and having a maturity date of October 16, 2016, and which are subject to annual renewals at the option of both parties.

Now therefore:

"Vendor" and "NJPA" hereby desire and agree to extend and renew the above defined contract for the period of October 16, 2014 to October 16, 2015.

National Joint Powers Alliance® (NJPA)

By:  Its: Executive Director/CEO

Name printed or typed: Chad Coauette

Date: 9/10/14

VT Hackney, Inc.

By:  Its: Director EV Group

Name printed or typed: Eddie L. Smith

Date: 9/10/14

If you do not desire to extend contract, please sign below and return this agreement.
Discontinue: We desire to discontinue the contract.

Signature: _____ Date: _____

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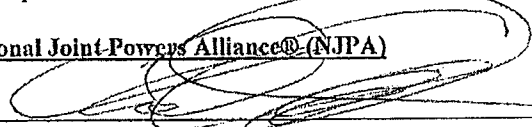
Whereas:

"Vendor" and "NJPA" have entered into an "Acceptance and Award #090512-VTH" for the procurement of Emergency Response Vehicles Together with Related Equipment, Accessories and Supplies, and having a maturity date of October 16, 2016, and which are subject to annual renewals at the option of both parties.

Now therefore:

"Vendor" and "NJPA" hereby desire and agree to extend and renew the above defined contract for the period of October 16, 2013 to October 16, 2014.

National Joint Powers Alliance® (NJPA)

By:  Its: Executive Director/CEO

Name printed or typed: Chad Coquette

Date 9/24/13

VT Hackney, Inc.

By:  Its: Director, EV Group

Name printed or typed: Eddie L Smith

Date 9/20/13

If you do not desire to extend contract, please sign below and return this agreement.
Discontinue: We desire to discontinue the contract.

Signature: _____ Date: _____

Contract Award
RFP #090512

FORM D

EMERGENCY RESPONSE VEHICLES TOGETHER WITH RELATED EQUIPMENT, ACCESSORIES, AND SUPPLIES,

Proposal Offering (To be completed Only by Proposer)

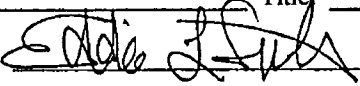
In compliance with the Request for proposal (RFP) for "EMERGENCY RESPONSE VEHICLES TOGETHER WITH RELATED EQUIPMENT, ACCESSORIES, AND SUPPLIES", the undersigned warrants that I/we have examined this RFP and, being familiar with all of the instructions, terms and conditions, general specifications, expectations, technical specifications, service expectations and any special terms, do hereby offer and agree to furnish the defined equipment/products and services and services in compliance with all terms, conditions of this RFP, any applicable amendments of this RFP, and all Proposer's Response documentation. Proposer further understands they are the sole offeror herein and that the performance of any sub-contractors employed by the Proposer in fulfillment of this offer is the sole responsibility of the Proposer.

Company Name: VT Hackney, Inc. Date: 8/30/12

Company Address: 911 W. 5th Street, PO Box 880

City: Washington State: NC Zip: 27889

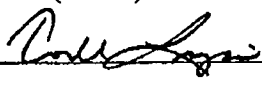
Contact Person: Ed Smith Title: Director Sales & Marketing

Authorized Signature (ink only):  Ed Smith
(Name printed or typed)

Contract Acceptance and Award (To be completed only by NJPA)

Your proposal offering is hereby accepted and awarded. As an awarded Proposer, you are now bound to provide the defined goods and services contained in your proposal offering according to all terms, conditions, and pricing set forth in this RFP, any amendments to this RFP, and the Proposer's Response. The effective date of the Contract will be Oct-16, 2012 and continue for four years thereafter AND which is subject to annual renewal at the option of both parties.

National Joint Powers Alliance® (NJPA)

NJPA Authorized signature:  Todd Lyson
(Name printed or typed)

Title: Executive Director NJPA

Awarded this 16th day of OCTOBER Contract Number # 090512-VTH

NJPA Authorized signature: 
(Name printed or typed)

Title: Board Clerk

Executed this 16th day of October, 2012 Contract Number # 090512-VTH