

New York Power Authority – Mini-Bid #T16030030

Vehicle Specifications for -New Ford F350 Crew Cab SRW

If the bidder takes any exceptions to the Bidding Documents, each exception shall be listed and explained.

2016 FORD F350 XL CREW CAB 4WD SRW 176" WB 60" CA (W3F)
CAB AND CHASSIS WITH ALL STANDARD FEATURES. TO INCLUDE THE FOLLOWING OPTIONS:
99T/44W 6.7L POWERSTROKE DIESEL / ELECTRONIC 6-SPEED AUTOMATIC

63T	ENGINE IDLE SHUTDOWN
67D	EXTRA HEAVY DUTY ALTERNATOR - 200 AMP
98R	OPERATOR COMMAND REGENERATION
213	ELECTRONIC SHIFT-ON-THE-FLY 4X4
67H	HEAVY SERVICE FRONT SUSPENSION
X3E	AXLE, 3:73 RATIO LOCKING
TCH	LT275/65RX18E BSW A/S
64F	WHEELS, STEEL 18"
76S	REMOTE VEHICLE START
525	CRUISE CONTROL
90L	POWER EQUIPMENT GROUP
942	DAYTIME RUNNING LAMPS
585	AM/FM STEREO W/ SINGLE CD
531	TRAILER TOWING PACKAGE
41P	SKID PLATE PACKAGE
61S	SPLASH GUARDS - FRONT ONLY
76C	EXTERIOR BACK-UP CHIME
512	SPARE TIRE, WHEEL AND JACK
Z1	OXFORD WHITE EXTERIOR COLOR
1S	CLOTH 40/20/40 SPLTI BENCH, STEEL

.
FURNISH AND INSTALL SINGLE REAR WHEEL (SRW) LIGHT DUTY MAINTENANCE BODY AND MOUNTED EQUIPMENT PER NYPA SPECIFICATION L-MN00902/13 ATTACHED.

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INCLUDE THE FOLLOWING OPTIONS:
CANOPY ROOF (SUPERSTRUCTURE 1)
TOP MOUNT LADDER RACK
WISE
WINCH
INVERTER
ROTATING BEACON
8 TON PINTLE HOOK
RECESS BUMPER - REESE HITCH COMPATIBLE
CLASS V RECEIVER HITCH

INCLUDE OPTIONS IN TOTAL EXTENDED PRICE

FACTORY RUBBER ALL WEATHER FLOOR MATS
FRONT AND BACK (PER SET) .

.
TWO EXTRA KEYS WITH FOBS (FOUR BUTTON FOBS)
AND PATS (FOR A TOTAL OF 4) (ALL KEYS
PRE-PROGRAMMED (EACH ADDITIONAL KEY)

TYPE: Light Duty Truck**DATE:** February 18, 2016**MODEL:** Maintenance Body & Equipment
Single Rear Wheel**PAGE:** Page 1 of 14**PREPARED BY:** SEN**CONFIDENTIAL****SPEC. NO.:** L-MN0902/13New York Power Authority / 6520 Glass Factory Road, Maroy, N.Y. 13403 / TELEPHONE (316) 792-8290**SCOPE**

This specification sets forth New York Power Authority's requirement for a single rear wheel light duty maintenance body and mounted equipment. The truck will be used for general grounds and fleet maintenance. The completed unit will be designed and assembled in such a manner to meet all SAE, NTEA, FMVSS, New York DOT rules and regulations governing weight distribution, vehicle mounting requirements and overall dimensional limitations. The unit will be designed and tested in accordance with all applicable industry and engineering standards.

CHASSIS

To be supplied by NYPA. Ford F350 SRW Super Duty or equivalent, 60 in. CA, 10,300 lbs. GVW. Rear Tires LT265/85R16E. Color – Ford Oxford White.

WEIGHT CALCULATIONS

The bidder is to provide weight distribution calculations detailing actual component weights, including mounted equipment, body, driver & passenger, fuel, oil, payload, and remaining payload per axle.

BODY**DIMENSIONS**

Length – 107-1/4 in.
Width – 78 in.

CONSTRUCTION

- 1) All basis body sheet metal steel to be 14 gauge two sided A40 minimum, galvanized (zinc coated) steel.
- 2) Door Construction - double panel, minimum 20-gauge exterior panel, and 20 gauge interior panel galvanized steel. Door edges will be of folded-over construction. Automotive quality bubble type door seal is required to seal compartments from outside weather. Spring loaded door holders on all vertical doors, and chain supports on all horizontal doors.
- 3) Door Locks - Flush mounted (rivetless to door), stainless steel rotary action, paddle type. Free wheel in locked position. Door striker rings/pins are to be adjustable. Master locking system for each side of body to provide complete compartment locking from rear of truck. This locking system is to be spring loaded when the locking rod



TYPE: Light Duty Truck

DATE: February 18, 2016

MODEL: Maintenance Body & Equipment
Single Rear Wheel

PAGE: Page 2 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8290

is in the open position.

- 4) Shelving and Dividers - constructed of 20-gauge G40 minimum spangle galvanized steel. Removable shelves are to be retained by shelf clips on 5" centers. Dividers are to be on 4" centers.
- 5) Understructure – constructed channel cross-members and longitudinals, or formed hot rolled steel understructure where applicable for better rust protection.
- 6) A wheel well liner will be required. A 1 in. steel fenderette will be incorporated into each fender.
- 7) The upper edge of the body is to have a rub rail that will run the entire length of the body.
- 8) All floor areas will be constructed of 3/16 inch tread plate steel.
- 9) All welds to properly ground smooth and free from slag deposits. Metal edges, which may come in contact with personnel, are to be properly rounded to prevent injury. All welds will comply with AWS (American Welding Society) Procedures and Standards. Critical welds to be done by certified welders only. Certified welders to weld bumper riser to bumper mounting brackets.
- 10) Primer - Body and body components to be primed using an automotive electrodeposition immersion prime paint system. All outside exposed joints and seams will be aluministically caulked or continuously welded.
- 11) Paint – Body and body components to be finish painted including inside of the body compartments. The bodies are to be painted by the body manufacturer prior to shipment to truck upfitter. The body manufacturer is responsible for protecting the body from damage during shipping.



TYPE: Light Duty Truck

DATE: February 18, 2016

MODEL: Maintenance Body & Equipment
Single Rear Wheel

PAGE: Page 3 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8290

BODY

COMPARTMENTATION

- 1) The street side of the body will have (2) vertical compartments and (1) horizontal compartment. Their approximate dimensions will be as follows:

First vertical -35-1/4 in.
Horizontal -44-3/4 in.
Second vertical -27-1/4 in.
(behind rear axle)

- 2) The curb side of the body will have (2) vertical compartments, and (1) horizontal compartment. Their approximate dimensions will be as follows:

First vertical -35-1/4 in.
Horizontal -44-3/4 in.
Second vertical -27-1/4 in.
(behind rear axle)

- 3) All compartments will be 14.5 in. deep and 40 in. tall.

4) Street Side

- a) First vertical compartment - (3) slotted adjustable and removable shelves with adjustable dividers.
b) Horizontal compartment – drop down door, (1) slotted removable shelf with adjustable dividers.
c) Second vertical compartment - (3) slotted removable shelves with adjustable dividers.

Curb side

- a) First vertical compartment – American Eagle® drawer units. Drawer unit shall consist of (3) 3 " drawers, (1) 5" drawer, and (1) 7" drawer.



FLEET MANAGEMENT DEPARTMENT
VEHICLE SPECIFICATION

TYPE: Light Duty Truck

DATE: February 18, 2016

MODEL: Maintenance Body & Equipment
Single Rear Wheel

PAGE: Page 4 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8290

BODY

- b) Horizontal – drop down door, (1) slotted removable shelf with adjustable dividers.
- c) Second vertical compartment - (3) slotted removable shelf with adjustable dividers. One (1) first-aid box mounted to the inside of door.

STEP BUMPER

A 12 in. deep grip strut step bumper constructed of 10 gauge steel will be required. Bumper is to be bolted on (not welded). The entire bumper and riser plate assembly is to be grit blasted and then coated with 3 mil thickness of pure molten zinc immersion. 24" wide x 11.75" deep, center, fold-down gripstrut step to be provided. Step to be hot dip galvanized and be capable of folding flat on bumper in the up position. Do not paint.

TAILGATE

A slam action type drop down tailgate, double panel construction, stainless steel locking rods, hinge rods and striker channels.

WHEEL CHOCK HOLDERS

Two(2), one (1) each side, wheel chock holders capable of holding a Sauber® model 8500-NY grip-strut constructed wheel chock each will be required. A means of securing the chock in the holder during transport is required. They will be in the wheel well area of the vehicle. Proper drainage should be provided so that mud, salt or stones do not collect in this area.

CAB WINDOW GUARD

The cab guard is to be constructed of 14 gauge galvanized steel punched screen and is to be incorporated into the body. The cab guard should include the following features: built in reinforcement post, louvered openings for window protection, and center high mount stop light. The guard is to be sized according to the truck cab make and model.

CARGO TIE DOWNS

E-track is to be installed on two sides of the cargo area as high as possible. Four E-Track ratchet strap tie downs are to be included. For units without the sliding roof E-track is to be installed on two sides of the cargo area. 6 D-rings, floor mounted, equally spaced, three per side.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 5 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8280

**BODY
LIGHTING**

The following lighting components will be supplied by the utility body manufacturer.

- 1.) All compartments will be sufficiently lighted to enable efficient night operation. The lights will be actuated from the cab by means of a switch labeled "Compartment Lights" located in the dash control box. All interior compartment lighting will be LED surface mounted dome. All interior lights will be mounted in such a manner to provide maximum lighting to compartment interiors.
- 2.) Rotating beacon -- One (1) Federal Signal® model 100 amber 12 volt stainless steel, 50 watt halogen rotating emergency light will be installed on the center of the cab guard on the body. The light will be sufficiently protected by an enclosure. The enclosure is to be circular so as to not be sharp and have an operator injure himself. Actuation of the light will be from a switch labeled "Beacon Light" in the dash control box inside the cab.
- 3.) All other body lighting will comply with New York State, and Federal lighting laws. All clearance or marker lights will be LED model flush mounted.
- 4.) Four (4) LED stop/turn/tail lamp kit and two (2) White LED back-up lamp kit will be required.
- 5.) White LED license lamp and mounting bracket will be required at street side rear of body.
- 6.) Two (2) incandescent flood light w/ mounting base and toggle switch. To be installed (1) on each side of the cab guard for back of truck illumination.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 6 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 8520 Glass Factory Road, Mafey, N.Y. 13403 / TELEPHONE (315) 792-8290

BODY

WIRING

The following wiring components will be supplied by the body manufacturer.

- 1.) All electrical wiring for body lights and auxiliary components. These wires will route from front street side vertical compartment along the ceiling to the rear. All wires will run attach to a hat section street side except for the compartment lights wire. Compartment lights wire will run under the rub rail anchored so it doesn't interfere with the master locking rod. Where wires are exposed inside compartments, they are to be enclosed with hat sections.
- 2.) A sufficient number of junction boxes will be used. These boxes will be mounted in the first vertical streetside comp. on the inside wall of the bulkhead. These boxes are to be covered with a full height panel bolted into the compartment for ease of maintenance.
- 3.) Rubber grommets will be used wherever wires pass through sharp edges to prevent rubbing and chafing due to wire movement.

UNDERCOATING

All bottom sections of the body will be undercoated.

BODY OPTIONS

Refer to Requisition and Please quote separately



FLEET MANAGEMENT DEPARTMENT
VEHICLE SPECIFICATION

TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 7 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8280

BODY OPTIONS

Please quote separately

SUPERSTRUCTURE

A 38 in. tall (50 in. tall interior clearance) tapered sides superstructure constructed of 16 gauge galvanized steel will be required. It will be the same length as the body. The inside of the superstructure will have two (2) full length slotted shelves on each side with (10) adjustable dividers per shelf. (2) Rear conduit chute access doors with lockable paddle latches. Rear panel doors equipped with spring loaded door holders. (2) 7 in. x 24 in. glass windows w/window guards, (1) each door, 2 point locking mechanism with handle lock. One (1) 12 in. x 24 in. permanent window mounted in rubber at front bulkhead adjacent to chassis rear cab window with an inside removable protective screen. Two (2) Thin-Lite #134-CI fluorescent light for installation on the top front and rear interior roof for bed illumination. -- Delete & Credit Tailgate, cab window guard.

TOP MOUNT LADDER RACK

Superstructure Option Only. A top mounted ladder rack to be designed for top of superstructure. constructed of 1-1/2" x 1-1/2" 14 ga. Wall square stainless steel tube. A 12 ga. Stainless steel sheet material guard to cover rear brake light, and 2" x 1/4" stainless steel flat bar for mounting .

WISE PLATE

A detachable wise plate assembly will be required. It will be mounted to the rear curbside of body compartments. A locking assembly for the pinned post holder will also be required.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 8 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8290

OTHER

STEPS

Steps will be provided in all areas to enable the operator easy access to all portions of the truck and mounted equipment. No step shall be greater than 24 in. in height per Federal Motor Carrier Safety Regulations, section 399. Multiple steps (ladder run height spacing) must be evenly spaced. Steps will be covered with a non-skid, grip-type material (please see "Walking Surfaces" item), or constructed of a "gripstrut" material.

HANDHOLDS

Handles or rails will be provided in all areas to enable the operator easy access to all portions of the truck including mounted equipment per Federal Motor Carrier Safety Regulations, section 399. Areas on which the operator steps when using these rails or handles will be covered with a non-skid, grip-type material.

MUD FLAPS

Two (2) mud flaps, located behind rear wheel well will be required. Mud flaps to be nondescript, anti-sail, and anti-spray type.

BACK-UP ALARM

One (1) - 8 db to 112 db back-up alarm is required. The alarm is to be mounted at the rear underneath truck body facing rearward, approximately 4 ft. above ground level. The alarm must be in a protected location to avoid damage from collision, debris, etc., while allowing unobstructed sound penetration to the hazard area behind the vehicle.

WALKING SURFACES

FERROX® non-slip coating or equivalent preparation will be applied to all portions of the body on which an operator will frequently step. This is to include the entire deck.



TYPE: Light Duty Truck

DATE: February 18, 2016

MODEL: Maintenance Body & Equipment
Single Rear Wheel

PAGE: Page 9 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8290

OTHER

PINTLE HOOK ASSEMBLY

A Premiere Manufacturing® model 160 30,000 lb. GTW, pintle hook is required. It is to be bolted to a Curt Hitch model #48329, 2-1/2 in. square, 18,000 lb. capacity, 8 hole adapter plate. A Curt Hitch model #15600, 18,000 lb. GTW w/o weight distribution, 2-1/2 in. square receiver assembly which is to be properly braced and bolted to the frame of truck chassis is required. The receiver tube is to be extended back so that it is flush with the rear most edge of bumper. The pintle hook is to be capable of 24 in. high from ground to mouth with body empty. A separate safety eye mounted on the street side of plate is required for electric trailer break-away cable. A 7-way SAE J560 receptacle with rubber boot is required.

REFLECTIVE TAPE

Both sides and rear of truck body to be decaled with alternating red and white reflective sheeting that meets DOT-C2-2 in. requirements.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 10 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8280

OTHER OPTIONS

Refer to Requisition and Please quote separately

WISE

A Wilton® model ATV All Terrain, 6 in. utility vise is to be supplied along with a 2.5" to 2" hitch reducer.

WINCH

A Warn® model M12000, 12,000 lbs. Rated line pull, 12 volt, electric with 125 ft. of 3/8 in. galvanized aircraft cable, 12 ft. (3.65 m) remote control switch, free wheeling capability, fully braked in neutral. Warn Trans4mer grille guard, black, with winch carrier.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 11 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-6280

OTHER OPTIONS

Please quote separately

INVERTER

A Vanner® model VLT 12-3000, 3,000 watt inverter with a 15A ground fault protection. Fleet Gold kit including a main input fuse kit, red and black battery cable kit in high temp loom sized with the correct gauge cable and mechanically crimped terminals with heat shrink. Also included is a chassis bonding kit, and remote start/stop with voltage sensing/timer relay. (Kit can be ordered from Fleet Electric - 800-442-6668). It is to be mounted inside the first vertical curbside compartment. Weatherproof remote outlets to be mounted inside rear curbside of utility body accessible from rear of truck.



**New York Power
Authority**

**FLEET MANAGEMENT DEPARTMENT
VEHICLE SPECIFICATION**

TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016
PAGE: Page 12 of 14
PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8280

WARRANTY

6 year limited warranty, no rust through, door hinges will not fail or come detached, latches and lock cylinders will not fail to operate; shelves will not give under max load of 250 Lb. The location for the warranty service will be the New York Power Authority's maintenance location for the new unit. The effective warranty commencement date will be the date of delivery to New York Power Authority location. Where in servicing of the new unit is delayed beyond a period of two (2) weeks from delivery due to defective workmanship, the warranty commencement date will be New York Power Authority's in-service date.

CERTIFICATION

All certification and warranty papers are to be sent to New York Power Authority's Fleet Operations in Marcy, NY at the time the equipment is being delivered. Certification documents such as vehicle weight slips, dielectric test, stability test, and line set tickets including production floor check forms are required. They will be referenced by New York Power Authority purchase order number and unit serial number.

DELIVERY

Supplier to submit delivery schedule within thirty (30) days upon receipt of order. Quoted delivery should be no more than ninety (90) days maximum, contingent upon receipt provided truck chassis. After the allowable 90 day assembly period New York Power Authority will assess any interim financing cost it has incurred and either deduct this amount from the equipment cost or submit for separate adjustment. Upfitter is responsible for undecking chassis that are drop shipped to your facility. Any undecking fees are to be included in the bid price, not charged back to transport company or truck dealer. Delivery will be made to New York Power Authority in Marcy, NY during normal working hours.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016
PAGE: Page 13 of 14
PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 6520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8280

MANUALS

One (1) Operator's manual per unit must be separate from maintenance manuals. This manual is to be shipped with the unit inside a weatherproof holder mounted to the unit.

Two (2) complete and up-to-date sets of parts and maintenance manuals will be required. These should be sent to New York Power Authority, Fleet Operations, 6529 Glass Factory Road, Marcy, NY 13403. A complete list of components, part numbers and schematic diagrams should be part of the maintenance and part manuals. Electrical and electronics diagrams conforming to ANSI/ASME Standard Y14.15 and fluid power diagrams conforming to ANSI/ASME Standard Y32.10 shall be provided. Each manual is to be bound in a three ring binder (or equivalent) and referenced by serial number. Manuals will be shipped so that they are received either before or coincidentally with the delivery of the unit.

PAINT

The body and components are to be properly treated and prime coated prior to final finish. Finish paint must be done by a DuPont, PPG, or Sherwin Williams Certified Commercial Refinisher. Certification is to be supplied with the bid. Finish paint color is to be DuPont Imron matching truck cab manufacturer's paint code.



TYPE: Light Duty Truck
MODEL: Maintenance Body & Equipment
Single Rear Wheel

DATE: February 18, 2016

PAGE: Page 14 of 14

PREPARED BY: SEN

CONFIDENTIAL

SPEC. NO.: L-MN0902/13

New York Power Authority / 8520 Glass Factory Road, Marcy, N.Y. 13403 / TELEPHONE (315) 792-8290

PILOT MODEL INSPECTION

Each first run will require a complete inspection for compliance with specification and operating requirements. Parts & Service manuals including electrical & hydraulic schematics are to be completed and ready for inspection at this time. The vendor is expected to deliver each new unit the same as the pilot unit, and ready to go directly into service. If any defects, leaks, electrical wiring problems or necessary adjustments are found by Company personnel during our initial inspection, the vendor is required, at no additional expense to the Company, to send a service representative to the new unit's location within 24 hours to make whatever repairs are necessary or transport the truck back to the vendor's facility, make the repair and then transport the unit back to our facility. Payment will be withheld until the unit is deemed fully operable by the Fleet Management Supervisor.

SCHEMATICS

Detailed, scaled, drawings of the body and body accessories are required showing all dimensions to include but not limited to outer envelope, compartment size, shelf clearances, ground clearances, overall height, over hangs, rear view dimensions, attack angles and angles of departure. Drawings lacking these dimensions are unacceptable. These drawings are to be available at the Pre-Production meeting. Detailed electrical schematics are also required prior to production. All drawings and schematics must be specifically drawn to show an actual unit. Generic drawings and schematics are not acceptable. Drawings and schematics are to be provided and approved by the Fleet Engineer prior to the production of any units. Electronic (AutoCad) and full size paper copies of the finalized drawings and schematics are to be sent to the Fleet Engineer.