

# SEALED BID

# CITY OF MOBILE

# BID SHEET

**Do Not Return Via Email or Fax**

Mailing Address:  
 P. O. Box 1948  
 Mobile, Alabama 36633  
 (251) 208-7434

**Purchasing Department  
 and Package Delivery:  
 Bid Delivery Address:**

**Government Plaza  
 4th Floor, Room S-408  
 205 Government St.  
 Mobile, Alabama 36644**

Postal Service Does Not Deliver to This Street Address

**This is Not an Order**

**READ TERMS AND CONDITIONS  
 ON REVERSE SIDE OF THIS PAGE  
 BEFORE BIDDING**

Typed by: sy Buyer: 004

**Please quote the lowest price at which you will furnish the articles listed below**

DATE <u>04/16/2026</u>	BID NO. <u>6044</u>	DEPARTMENT <u>VARIOUS</u>	Commodities to be delivered F.O.B. Mobile to: <u>TO BE SPECIFIED</u>
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**This bid must be received and stamped by the Purchasing office not later than:** 12:01 P.M. TUESDAY, MAY 5, 2026

QUANTITY	ARTICLES	UNIT	UNIT PRICE		EXTENSION	
			Dollars	Cents	Dollars	Cents
Approx 1-2	<p><b>TRAILER MOUNTED 6000 PSI BREATHING AIR COMPRESSOR SYSTEM</b></p> <p>TRAILER MAKE _____</p> <p>COMPRESSOR MODEL _____</p> <p>Upon award, the City will purchase Approximately one (1)- two (2) Trailer Mounted 6000 PSI Breathing Air Compressor System</p> <p>Provide literature and specifications on product bid.</p> <p>Quote delivered pricing FOB MOBILE.</p>					
	<b>TOTAL</b>					

**RETURN ONE SIGNED COPY OF THIS BID  
 IN ENCLOSED ENVELOPE**

State delivery time within \_\_\_\_\_ days of receipt of P.O.

Phone Number \_\_\_\_\_  
 Email Address \_\_\_\_\_

Firm Name \_\_\_\_\_  
 Signature \_\_\_\_\_  
 Type or Print Name \_\_\_\_\_

**BID CONTINUATION SHEET**

QUANTITY	ARTICLES	UNIT	UNIT PRICE		EXTENSION	
			Dollars	Cents	Dollars	Cents
	<p align="center">Page 2 of 3</p> <p><b>City of Mobile Business License Required – See Item 14 (on reverse side).</b></p> <p>All vendors will be required to provide verification of enrollment in the E-Verify program. Additional information may be found at <a href="http://immigration.alabama.gov/">http://immigration.alabama.gov/</a></p> <p>If the successful vendor's principal place of business is out-of-state, vendor may be required to have a Certificate of Authority to do business in the State of Alabama from the Secretary of State prior to issuance of a Purchase Order.</p> <p>Vendors are solely responsible for consulting with the Secretary of State to determine whether a Certificate is required. See: <a href="http://www.sos.alabama.gov/BusinessServices/ForeignCorps.aspx">www.sos.alabama.gov/BusinessServices/ForeignCorps.aspx</a>. Please note that the time between application for the issuance of a Certificate of Authority may be several weeks.</p> <p>Upon notification, vendor will have 10 business days to provide the Certificate of Authority and the E-Verify numbers to the Purchasing Department before award can be completed. (Vendors will possibly need to pay the expedite fee to meet this requirement because application is not sufficient. We must have a copy of the certificate with your Company ID number).</p> <p>Vendors do not need a City of Mobile Business License or Certificate of Authority from the Alabama Secretary of State, nor the E-Verify for certification to submit a bid, but will need to obtain the Business License and Certificate of Authority verification and/or provide the E-Verify Certification, if applicable, prior to issuance of a Purchase Order.</p> <p>Pricing to be firm for a six (6) month period following the award of this bid.</p> <p>State of Alabama Local Vendor Preference Law 41-16-50 (a) and (d) will apply to this purchase.</p> <p>This Bid is for only the work that is specified and listed in this bid package. No additional work will be allowed without written instructions and permission of the Purchasing Agent of the City of Mobile.</p>					
			<b>TOTAL</b>			

**RETURN ONE SIGNED COPY OF THIS QUOTATION IN ENCLOSED ENVELOPE**

**READ ABOVE INSTRUCTIONS BEFORE QUOTING**

Firm Name \_\_\_\_\_

By \_\_\_\_\_

**BID CONTINUATION SHEET**

QUANTITY	ARTICLES	UNIT	UNIT PRICE		EXTENSION	
			Dollars	Cents	Dollars	Cents
	<p align="center">Page 3 of 3</p> <p>Any questions or problems, contact the City of Mobile Purchasing Department at 251-208-7434 or purchasing@cityofmobile.org..</p> <p>No employee of the City, mechanic, mechanic supervisor, firefighter, captain, chief, fire mechanic, fire mechanic supervisor has the authority or permission to authorize any additional work or service that increases the cost of the purchase order. Only the Purchasing Agent can authorize any additional work or additional expense to the City of Mobile.</p> <p>All Changes must be done in writing and can only be issued by the Purchasing Agent.</p> <p>Successful bidder will have sufficient competence and capacity to complete the work required in a timely and professional manner. City has the discretion to make additional inquiries or require additional documentation of any bidder's fitness to perform the work, and may, in its sole discretion, reject any bidder as not sufficiently responsible to perform the work. Such inquiries may include consideration of previous work the bidder may have done for the City that the City considers to have been significantly deficient.</p> <p>CONE OF SILENCE. From the time of advertising, and until the final award by completion of a signed contract or purchase document issued by the City, there is a prohibition on communication by respondents (or anyone on their behalf) with the City staff and elected officials regarding this request for bids, proposals, or qualifications. This does not apply to communications directly with the Procurement Department staff during authorized question periods, or with designated City staff during pre-bid conferences, interviews, requests for clarification, and written contract negotiations. Breaking the established prohibition on communication, if proven, may result in a disqualification of your submittal.</p> <p>THE ABOVE TO BE AWARDED ALL OR NONE.</p>					
			<b>TOTAL</b>			

**RETURN ONE SIGNED COPY OF THIS QUOTATION  
IN ENCLOSED ENVELOPE**

**READ ABOVE INSTRUCTIONS BEFORE QUOTING**

Firm Name \_\_\_\_\_

By \_\_\_\_\_

# **TRAILER MOUNTED 6000 PSI BREATHING AIR COMPRESSOR SYSTEM**

## **COMPRESSOR:**

Specification for a high-pressure compressor and purification system to supply breathing air that meets or exceeds the requirements of CGA Pamphlet G-7, Compressed Air for Human Respiration, the requirements of ANSI/CGA G-7.1, Commodity Specification for Air, Grade E, and all other recognized standards for respirable air. The compressor and the purification system shall be designed and produced by the same Manufacturer. The Manufacturer shall operate under a Quality Management System which complies with the requirements of ISO 9001:2015 for the design, manufacture, inspection, test, and service of air & gas compressors and associated spare parts for commercial and military applications. The system shall be designed for a maximum working pressure of 6,000 PSIG. All equipment shall be new and of current design and manufacture. Used or refurbished equipment is unacceptable. Specifications are subject to change without notice.

## **Open Vertical 6000 PSI SERVICE**

The system shall be supplied on a vertical steel frame designed for both the static and dynamic loads of the system and of sufficient size to adequately accommodate all of the system's components. The integral base helps eliminate guesswork and insure correct placement / installation allowing for unrestricted cooling airflow to the compressor and prime mover, and providing access for operation and maintenance.

All piping and tubing shall be properly supported and protected to prevent damage from vibration during shipment, operation, or maintenance. Piping and tubing shall be installed in a neat and orderly arrangement, adapting to the contours of the system. All instrument tubing shall be either 300 series stainless steel or pressure rated hose.

The system shall be warranted free from defects in material and workmanship for a period of twenty four months from date of shipment or twelve months from date of start-up, whichever expires first. The warranty shall not impose limitations on the system's accumulated operating hours during the warranty period.

**Performance Table**

Electrical	FAD <sup>2</sup> SCFM	Charging Rate <sup>3</sup> SCFM	HP	RPM	Block	Purification System	Air Processing Capability <sup>4</sup> (cu ft)
E1/dual drive	8.1	9.7	7.5	1180	K12.14 II	P2S	67,000

<sup>2</sup> Based on standard inlet conditions.

<sup>3</sup> Based on recharging an 80 cu ft cylinder from 500 to 3000 PSIG.

<sup>4</sup> Based on an inlet temperature of 68°F.

**Compressor**

The compressor shall be an air-cooled, oil lubricated, four stage, three cylinder, reciprocating compressor. The 3<sup>rd</sup> stage and most importantly the final stage of compression shall be of a single acting design. The crankcase shall be cast of aluminum magnesium alloy and engineered for superior strength, reduced weight, and exceptional heat rejection. In addition, it shall offer a generous 2.96 quart oil capacity. The crankshaft shall be of a single piece Nodular Graphite Iron construction and supported in the crankcase by two long-life roller bearings. The connecting rods shall be of single piece design with stages one and two being of a high strength aluminum alloy construction and the third/final stage being of forged steel construction. Each connecting rod shall incorporate a roller bearing at the crank end and needle bearing at the pin end. The pistons shall be constructed of an aluminum alloy. Piston rings on the second and third stage are of cast iron; first and fourth stage rings shall be of a high strength polymide. The final stage shall incorporate a ringed, free-floating, aluminum piston, which is driven by a guide piston and third stage discharge pressure. The cylinders shall be of cast iron construction with deep cooling fins on the external surface for optimum heat dissipation. The cylinders shall be arranged in a dynamically balanced, “W” configuration with each cylinder located directly in the cooling fan’s blast. The cylinders shall be removable from the crankcase. The compressor’s flywheel shall be cast iron. A multi-wing, high velocity cooling fan shall be integral to the flywheel – no auxiliary cooling fan(s) shall be necessary.

Inter-stage pressures shall be monitored via mounted pressure gauges.

An intercooler shall be provided after each stage of compression, and an aftercooler shall be provided after the final stage of compression. The coolers shall be individually detachable from the compressor, located directly in the cooling fan's blast and made of stainless steel. The aftercooler shall be designed to cool the discharge air to within 18°F of ambient temperature. A cool-down cycle shall not be required prior to stopping the compressor.

A separator shall be supplied after each stage of compression, excluding the first stage, and a coalescing separator shall be supplied at the discharge of the compressor. A unique "zero loss" automatic condensate drain (ACD) system shall be supplied for all of the separators. The system shall purge the separators on a timed event, approximately every fifteen minutes yet significantly decrease the interstage and final separator pressure drop as found on other brands. The reduction in pressure loss shall allow the compressor to reach maximum operating pressure quicker.

Additionally, during the blow down cycle, radiant noise levels shall be significantly reduced and tubing to the ACD manifold and collection reservoir are significantly reduced. The ACD system shall unload the compressor on shutdown for unloaded restart. An exhaust muffler and condensate reservoir shall be supplied. Manually operated valves shall be supplied to override the automatic operation of the ACD system for test and maintenance purposes.

The compressor shall be lubricated by a low-pressure lubrication system. The final stage of compression shall be lubricated by a pressurized lubrication circuit. The other stages and the driving gear shall be splash lubricated. The low-pressure lubrication circuit shall include a positive displacement low-pressure oil pump, gear driven by the crankshaft, a non-adjustable oil pressure regulator, and full-flow replaceable cartridge type oil filter element. Two highly visible sight glasses shall be included to check the oil level; one on each side of the crankcase. The oil drain for the compressor shall be extended to the outside of the frame to ease fluid draining.

The compressor shall be equipped with an inlet filter with replaceable particulate element.

## **Prime Mover and V-Belt Drive**

The three-phase electric motor shall be of the T.E.F.C. (Totally Enclosed Fan Cooled) design and the single-phase shall be of O.D.P. (Open Drip Proof) design. The motor voltage, phase and frequency shall be specified by the purchaser. The compressor and motor shall be mounted on a common frame. The compressor and motor shall be arranged in a vertical design. Power from the motor shall be transmitted to the compressor by a v-belt drive. The v-belt drive shall be designed to tighten the drive belts automatically. Rotation arrows shall be affixed in a conspicuous place on the compressor.

## **Electrical Control & Instrumentation**

The compressor control panel (CCP) shall include an across-the-line magnetic motor starter, industrial power supply and PLC controller. The CCP shall be built in accordance with UL 508A, the standard for Industrial Control Panels and shall be affixed with a UL label.

The PLC compressor control system consists of a programmable logic controller for the monitoring, protection and control of the compressor systems.

Standard features of the CCP include:

- A NEMA type 4 electrical enclosure
- UL electrical panel
- Human Machine Interface (HMI) with 4-Line Back Lit Text Display and Emergency Stop.

- Home screen customizable with distributor contact information
- Real Time Clock (time and date)
- Compressor on / off
- Digital Display of Compressor Final Pressure
- Digital Display of Compressor Oil Pressure
- Digital Display of current Compressor Run Time
- Digital Display of Final Separator Cycle Count
- Compressor High Temperature Shutdown and Alarm
- Full support of the Automatic Condensate Drain system (interval and duration set points adjustable thru the HMI - password protected)
  - Digital Display of time to next ACD Cycle
  - Condensate Drain Reservoir full alarm
- Full support of CO monitor alarm functions
- Full support of SECURUS or equal purification system moisture monitor warning and alarm functions
- Built in overtime timer set at 5 hours - optional times available
- Maintenance Timer (selectable between real time or compressor run time) to give Digital Display of all needed Preventative Maintenance Evolutions
- Motor overload alarm
- Nonresettable hourmeter
- Recoverable Run History (last 5 run periods)
- Recoverable Alarm History (last 5 fault shutdowns)
- Operator choice of display in BAR or PSI for ease of Maintenance

#### Repair:

- PLC has removable Terminal Blocks for all functions
- Diagnostic EEPROM (Electrically Erasable Programmable Read-Only Memory) Capability
- Support of Two (2) Communication Protocols
  - o Ethernet Connection
  - o Analog Phone Modem
- Wiring shall be encapsulated within a split corrugated type loom.  
Each wire end connection shall be machine crimped and numbered.

The HMI shall have 22 adjustable system parameters secured by password protection. The HMI will provide display of all safety / fault shutdowns with a scrolling text of up to three potential causes for the fault / shutdown.

The compressor oil pressure shall be monitored by a pressure transmitter and digitally displayed on the HMI. The compressor shall shut down and a fault will be indicated on the HMI should the compressor's oil pressure drop below the factory preset value during operation. The oil pressure transmitter shall be by-passed during start-up to permit the oil pump to achieve the normal operating pressure.

The low oil pressure and final air pressure transmitters shall be equipped with sealed electrical connectors. The analog pressure sensors for oil pressure and final pressure shall have adjustable set point and dead-band thru the HMI (password protected).

A temperature switch shall be supplied on the head of the final stage of compression. The compressor shall shutdown and a fault will be indicated on the HMI should the final stage temperature exceed the tamper-proof set point during operation.

### **Purification System**

The purification system shall purify high pressure air to a quality that meets or exceeds the requirements of CGA Pamphlet G-7, Compressed Air for Human Respiration, ANSI/CGA G-7.1, Commodity Specification for Air, Grade E, and all other recognized standards for breathing air. Purification shall be achieved by mechanical separation of condensed oil and water droplets, adsorption of vaporous water by a desiccant, adsorption of oil vapor and elimination of noxious odors by activated carbon and conversion of carbon monoxide to respirable levels of carbon dioxide by catalyst.

The high-pressure purification chamber shall have a working pressure of 6000 PSIG with a 4:1 safety factor. The purification system shall utilize a replaceable cartridge. The purification system shall be designed so that the replacement of the cartridge can be accomplished without disconnecting system piping. The design of the chamber shall preclude the possibility of operating the system without a cartridge installed or with an improperly installed cartridge. A bleed valve shall be provided to vent the purification system to facilitate replacing the cartridge. A pressure maintaining valve and a check valve shall be supplied downstream of the purification system to increase the efficiency of the purification system by maintaining a positive back pressure. A check valve shall be supplied between the coalescing separator on the compressor's discharge line and the purification system to maintain the positive pressure in the purification system when the compressor shuts down.

Bauer P2S or equal purification shall process an average of 67,000 cu ft of air to Grade E Standards at standard atmospheric conditions.

### **Testing and Preparation for Shipment**

The system shall be tested by the manufacturer prior to shipment. A copy of the manufacturer's test report shall be available upon request.

A manufacturer's nameplate shall be securely affixed to the inside of the electrical box. The nameplate shall include, at a minimum, manufacturer's name, model number and serial number, compressor block number, voltage, frequency and date of manufacture.

Offered with the compressor system are the following:

- Automatic condensate drain system,
- Inter-Stage- Gauges
- Electronic carbon monoxide monitor with calibration kit

## **FILL STATION**

Specification for containment fill station to refill self-contained breathing apparatus (SCBA). The fill station shall be designed for a maximum working pressure of 6,000 PSIG. All equipment shall be new and of current design and manufacture. Used or refurbished equipment is unacceptable. Specifications are subject to change without notice.

The fill station shall be built and tested to the rigorous testing standards as outlined by

**NFPA 1900, 2024 Edition.** Additionally, the fill station shall be proof tested utilizing the largest, by volume, 5500 psi SCBA cylinders available at the time of the fill station manufacturers' third-party testing. All vendors must provide an independent third-party test certificate in accordance with **NFPA-1900**. Fill stations not tested to the current edition of **NFPA-1900 shall not be accepted.**

The fill station shall be designed for stationary applications. The fill station shall be constructed of formed plate steel and shall be fully enclosed.

The fill station shall be warranted free from defects in material and workmanship for a period of eighteen months from date of shipment or twelve months from date of start-up, whichever expires first.

The front-loading, three position; containment fill station shall totally enclose the SCBA or SCUBA<sup>5</sup> cylinders during the refilling process. <sup>5</sup> SCUBAs up to 31" maximum overall length including valve, boot and fill yoke.

The fill station's outer enclosure and door assemblies shall be constructed of formed ¼ inch thick plate steel. Venting shall be provided at the bottom of the fill station to allow the rapidly expanding air from a ruptured cylinder to escape from the fill station. The fill station shall be ergonomically designed for maximum operator convenience and safety for refilling cylinders. The fill station door and cylinder holder assembly shall tilt out towards the operator 45 degrees, providing unobstructed access to the cylinder holder to load and unload the cylinders. A handle and heavy-duty gas spring shall be incorporated into the design of the fill station to assist the operator in opening and closing the fill station door. It shall take no more than approximately eighteen pounds of force to open or close the fill station door thereby eliminating operator fatigue.

Each cylinder holder shall consist of a thick-walled polymer tube which will surround and cradle the SCBA cylinder during the filling process. This type design shall eliminate the need for SCBA cylinder scuff protection and will allow for concussive flexure in the event of a ruptured cylinder thus maximizing operator protection. Designs that do not cradle the cylinder or allow unsupported pressurized cylinders to hang outside the fill enclosure shall be deemed unacceptable as they expose the operator to greater risk of accidental mishandling of a pressurized cylinder during the disconnection process.

For complete operator protection, the fill station shall include a safety interlock system that will prevent refilling SCBA cylinders unless the fill station door is closed and secured in the locked position. The automatic interlock will require no actuation of secondary latching mechanism on the outside of the fill station.

Three fill hoses shall be located within the fill station. Each fill hose shall be equipped with a bleed valve and SCBA fill adapter of choice. Fill hose retainers shall be provided to anchor the fill hoses when not in use.

The fill control panel shall be installed on the front of the fill station. The control panel shall be factory piped and designed to fill three SCBA or SCUBA<sup>6</sup> cylinders either independently or simultaneously. <sup>6</sup> SCUBAs up to 31” maximum overall length including valve and boot.

The control panel shall include the following standard features:

- Inlet pressure gauge
- Adjustable pressure regulator
- Regulated pressure gauge
- Three (3) fill control valves
- Three (3) fill pressure gauges
- One (1) relief valve for regulated fill pressure
- Provisions for factory or field modification to allow a different fill pressure at each fill position

All piping and tubing shall be properly supported and protected to prevent damage from vibration during shipment, operation or maintenance. Piping and tubing shall be installed in a neat and orderly arrangement, adapting to the contours of the station. All instrument tubing shall be 300 series stainless steel.

All control panel mounted pressure gauges shall be 2 ½" diameter and be liquid filled. All panel mounted components shall be labeled with a nameplate.

The fill station shall be provided on its own free standing base and shall not exceed the following approximate dimensions: 52-1/4" high, 40-3/4" wide, and 21-1/4" deep. The weight shall approximately 920 # including base and side panel.

Prior to shipment, the manufacturer shall test the fill station. A copy of the manufacturer's test report shall be available upon request. An operator's instruction and maintenance manual shall be supplied with the unit. The manual shall be as detailed as possible, outlining all operating and maintenance instructions. The manual shall include detailed illustrated drawings along with complete parts listing for all illustrated components. Warnings and safety precautions shall be included in the manual.

A manufacturer's nameplate shall be securely affixed to station's frame in a conspicuous location.

- Regulated Remote Fill; this option shall include a panel mounted bulkhead fitting, adjustable pressure regulator for up to 6000 PSI service, pressure gauge, isolation valve and quick connect/disconnect fitting- hose not included.

## Cascade Panels

The following factory installed cascade panel offering shall be designed for four bank cascading. Each shall be equipped with one (1) compressor inlet bulkhead fitting, four (4) bank valves and four (4) bank pressure gauges. This cascade panel shall be designed to be either mounted on top or on the side of the fill station and be designed for Dual Function applications.

Top Mount cascade panel shall be designed for installation on top of the fill station.

Dual Function cascade panels shall allow the simultaneous accomplishment of “refilling a storage bank” while “filling an SCBA from another storage bank” without the equalization of the storage bank pressures. Strategically placed tees and check valves shall allow the filling of a storage bank even though that storage bank’s corresponding “bank valve” on the cascade panel is in the closed position. In addition, Dual Function panels shall be equipped with an air directional valve to allow the operator to select “Fill From Storage” or “Fill From Compressor”. The Dual Function option shall allow optimal use of the customer’s stored air and is ideal for larger facilities that require multiple rapid fills.

## **SCBA CYLINDER STORAGE FOR TRAILER**

Ziamatic SCBA cylinder storage, model number PACSR-B (42 units)  
Plastic quic-storage rack-black are rugged, molded plastic units are stackable for maximum usage of available space. Fits any air cylinder, most common 20lb or smaller, can be mounted horizontally or vertically. Strategically placed holes allow for air flow and water runoff, measures 8” by 24” in length and holds one cylinder. Includes the restraint straps, model-PACSR-RS. The NFPA 1901-96 requires restraint straps for SCBA air cylinder storage racks. The straps are designed to keep the air cylinder in place in the event of an accident or roll-over. The strap assembly bolts into place utilizing the four corner mounting slots.

### **FILL STORAGE FOR TRAILER**

The air storage rack shall be in a vertical configuration that is mounted to the side of the trailer wall with two bands per cylinder. The rack shall be designed and equipped with four (4) 6000 psi rated UN(ISO 9809) air storage receivers. Each receiver shall be built to accommodate 509 cubic feet of air at maximum pressure. Additionally, each receiver shall include a service valve and burst disc. The rack shall be designed to support the receivers in a secure manner and permit visual inspection of the receivers' external surface. The hydrostatic test date for the UN cylinders is 10 years then every five years after. The connecting hose shall be HP 6000psi Parker hose with connecting fittings to fill station.

### **GENERATOR FOR TRAILER**

Winco (EC22000VE), Honda or Equal 22kw gas generator mounted externally with protective metal housing and slide out tray that functions with safety feature to run when pulled out of housing only. With a shut off safety mechanism if generator that will not allow system to start if still inside metal cabinet, with battery and battery box.

### **EXTERIOR SCENE LIGHTING FOR TRAILER**

Scene lighting consists of 4-FT-MB-9-TR-FT-B 9LED Mini Brow w/trunnion 14" length. FireTech or equal combination spot and flood optic configuration. Black housing. Note placed at the two sides of trailer at each corner side. Note: Minimum Raw Lumens-4752; Effective lumens-33265.4; Wattage-45W; Amperage @ 12v DC 3.75A; Beam pattern-combo.

TRAILER 7x14 Enclosed Base Trailer Specifications:	COMPLY	
	YES	NO
-Tandem 3500lb Freedom Electric Brake Axle with 4in drop -White .024 aluminum exterior with matching screws\		
-7 Way Plug -Ball coupler – 2-5/16in -12 Volt LED dome light with switch		
-All LED exterior lights -Fender lights -Aluminum teardrop fenders - Aluminum tread plate (ATP) stone guard on front-24in -Galvalume roof		
-Exterior trim		
-High tech roof sealant		
-Manual crank roof vent		
-Screwed exterior -1in x 1.5in tube walls and rafters -2000lbs tongue jack		
-2in x 4in tubing main rail		
-Additional height- +3in		
-A-frame style tongue		
-Floor cross members- 16in on center		
-Roof bows- 24in on center		
-Safety chains		
-Wall members- 16in on center -V-nose front with vertical aluminum tread plate (ATP) trim		
-3/4in Plywood floors		
-3/8 Grade A Plywood walls		
-Thermo ply ceiling liner		
-Medium duty ramp with 3/4in plywood, spring assist, and bottom flap		
-32in RV side door		
-Approximate interior height 75in (6ft +3in extra height)		
-Three-year manufacturer limited warranty		
-4 x ST205/75/R15 15in radial tires		
-4 x black powder coated modular style steel rims and one (1) spare tire and rim (note the below spec replace any of the standard spec listed above.)		
-1 upgrade tandem axles 3500 leaf spring to 5200 leaf spring (includes ST225 tire upgrade)		
-1 x 6in I-beam frame		
-1 x triple tube tongue on 7 wide		
-Additional height—7 feet inside (colored metal) (Please allow for about 1in tolerance)		
-Red .030 aluminum exterior with matching screws		

-1 x 100-amp electrical package- 100-amp panel box (12/2 wire on separate circuits), 2x receptacles, 2x3ft LED lights and 25ft shore power line		
-1 x 50-amp motor base plug w/twist lock ILO shore power receptacle		
-Luan ceiling liner -1 x remove roof vent -1 x extended tongue--+24in		
-Upgrade flooring crossmembers—16in on center to 12in on center		
-1 x flat front in lieu of v-front -1 x ramp and flap liner-coin rubberized tread plate (RTP) on rear ramp and bottom flap		
-Floor liner-coin rubberized tread plate (RTP) -1 x 3ft (H) by 5ft (W) lift up door (no glass)		
-One piece aluminum roof		
-1 x converter with battery & charger		
-Reinforced fenders, black in color		
<b>LOCATION DIMENSIONS ARE APPROXIMATE. ADJUSTMENTS ARE ACCEPTABLE BUT MUST MATCH THE LAYOUT OF THE PROPOSED ELECTRICAL COMPRESSOR.</b>		
<b>Note breaker box</b> will be on the (flat front) part drivers' side 8" from corner 13" from floor motor base plug will be driver side (not flat front) 20" from bottom trim and 6" from corner 1 st 110v receptacle. Flat front on passenger side 12" from corner and 50" off floor 2nd 110v receptacle drivers side rear 9" from rear door and 36" from floor 1st LED strip light will be 20" from flat front centered 2nd LED strip light with be 32: from front light towards rear centered side concession door will be centered over drivers side fender and axles and 24 to 25" from the fender to bottom of concession door.		
<b>GRAPHIX FOR TRAILER</b> Includes rear trailer wrap printed with gloss overlamine, reflective vinyl-7' x 7' chevrons; side lettering 84" by 36" for trailer sides with gloss overlamine, done to customer request. SCBA		
<b>CYLINDER STORAGE FOR TRAILER</b> Ziamatic SCBA cylinder storage, model number PACSR-B (42 units) Plastic quic-storage rack-black are rugged, molded plastic units are stackable for maximum usage of available space. Fits any air cylinder, most common 20lb or smaller, can be mounted horizontally or vertically. Strategically placed holes allow for air flow and water runoff, measures 8" by 24" in length and holds one cylinder. Includes the restraint straps, model-PACSR-RS. The NFPA 1901-96 requires restraint straps for SCBA air cylinder storage racks. The straps are designed to keep the air cylinder in place in the event of an accident or roll-over. The strap assembly bolts into place utilizing the four corner mounting slots.		