

**NFCC Transport Officers Group (TOG) and**

**Fire Commercial Transformation Programme (FCTP)**

**DS339-20 Framework Agreement for Emergency Response Vehicles for UK Fire and Rescue Services**

**Statement of Requirements – Pumping Appliances**

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# Instructions

Requirement highlighted in grey are set at Framework level. Majority of the grey framework requirements are protected, and Contracting Authority’s are unable to edit or delete the requirements for both Parties assurance.

|  |  |
| --- | --- |
| 5.4 | The occupancy of the vehicle is specified by the Contracting Authority.  |

Requirements in white are Contracting Authority / FRSs requirements.

|  |  |
| --- | --- |
| 1.8 | **Contracting Authority’s Requirements:**The vehicle transmission shall be:Automatic [ ] Semi-Automatic [ ] Manual [ ]  |

The Statement of Requirements (SOR) has been laid out as follows to ensure a standard approach is taken in a format most suitable for both Parties.

**Bidders**

The Bidders must submit a response to each requirement in this document regardless of its highlighted colour e.g. Framework Requirement in grey and Contracting Authority/FRSs Requirements in white.

The Bidders must submit supporting documentation or evidence to support their response. The attachments and supporting documents must be clearly marked with the reference number of the relevant question(s).

Please refer to the evaluation marking guidance in the Invitation to Tender (ITT) Section 2 for details of how each element will be scored, and to ITT Section 4 for the summary of questions set out within the tender documents.

**Contracting Authority/FRSs**

Contracting Authorities should review the requirement and available information on the Framework Agreement and expand or clarify information if required. Please ensure that you reference any appendices within your requirements.

Contracting Authorities are required to fill out the following sections:

* Section One: Introduction to Requirements
* Section Two: Chassis and Cab
* Section Three: Fire Engineering
* Section Four: Body build
* Section Five: Electrical Installation
* Section Six: Stowage
* Section Seven: Radio Communication and Data Capture
* Section Eight: Additional Requirements
* Section Nine: Equipment List

Please ensure that you fill out any boxes in white including the boxes that have ‘Contracting Authority’s Requirements’ in them.

Example of Framework Requirement with Contracting Authority’s Requirements

|  |  |
| --- | --- |
| 5.4 | The occupancy of the vehicle is specified by the Contracting Authority.  |
| **Contracting Authority’s Requirements:**Number of occupants - 5 |

If any sections are not relevant to your vehicle, please add ‘not applicable’ to the title and delete the rows below that relate to that section.

Example of a non-relevant section

|  |  |
| --- | --- |
| **No.**  | **Requirements** |
| **10. Roof Walkways – Not Applicable**  |

Please ensure that you delete the guidance notes before submitting your tender to the Bidders.

Please note that Appendix 2b – Standards and Legislation may not capture all standards and legislation applicable to your procurement or those captured may have been superseded. Contracting Authority/FRSs should review and update as necessary for their procurement.

**Supporting Documents**

Note that this document is only one document that forms the Further Competition, the following documents are included as part of the Further Competition.

|  |
| --- |
| Invitation to Tender |
| Appendix 1  | Evaluation Marking Guidance |
| Appendix 2a | Contracting Authority Statement of Requirements for Pumping Appliances (this document) |
| Appendix 2b | Standards and Legislation Requirements |
| Appendix 2c  | Contracting Authority Statement of Requirements for Non-Technical Requirements |
| Appendix 3 | Questionnaire |
| Appendix 4 | Pricing Schedule |
| Appendix 5 | ITT Declarations Document |

# Section One: Introduction to Requirements

The following information provides an overview of the Contracting Authority/FRS’s requirements.

|  |  |
| --- | --- |
| **Name of Contracting Authority/FRS** |  |
| **Internal Project / Procurement Reference** |  |
| **Summary of your FRS and Requirements** |  |
| **Number of Vehicles** |  |
| **Delivery Address** |  |
| **Expected Life for the Special Vehicle(s)** |  |

# Section Two: Chassis and Cab

The Framework has set out Technical and Non-Technical requirements (Appendix 2c - Statement of Requirements – Non-Technical) and the Standards and Legislation (Appendix 2b – Standards and Legislation) that must be adhered to. Within the following table, the requirements column allows Fire and Rescue Services to detail their requirements in addition to the requirements set out in the Framework.

Please note that the Bidder must ensure they fill out the Compliant and Bidder’s Response columns when submitting a bid.

|  |  |  |  |
| --- | --- | --- | --- |
| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 1. Chassis / Base Vehicle  |
|  | The vehicle shall be configured for right-hand driving and conform in all aspects to the requirement of EN 1846 unless specified by the Contracting Authority.  | Compliant Framework Requirement |   |
|  | The driving position shall be capable of being optimised to facilitate maximum all-round vision and therefore achieve the best possible visibility for a diverse range of drivers. No objects, equipment or labelling must be placed or located on the dash or windows which will affect the vision of the driver and comes under the categorisation of defects February 2021 v1.0 DVSA categorisation of defects.  | Compliant Framework Requirement |   |
|  | The Contractor must ensure that an additional form of retardation to normal braking e.g., a retarder and a method of manually operating the retarder. Any such retarding system shall not have a detrimental effect on the handling of the vehicle.  | Compliant Framework Requirement |  |
|  | Enhanced traction control and other electronic safety technologies are required by the Contracting Authority to meet its operational needs.  | Compliant Framework Requirement |  |
|  | Vehicles fitted with fixed anchorage points (towing eyes or balls) at the front and rear of the vehicle as required by BS EN 1846 shall be tested, certified, and marked with Safe Working Load. in KG.Towing eyes must be marked for use, which must be agreed with the Contracting Authority. Anchorage points for working at height, on the Appliance roof shall be sufficient to enable their use as anchorage points for restraint/fall restraint purposes), and likewise tested, certified, and marked with SWL. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | Contracting Authorities may have a requirement for a vehicle mounted winch system of a capability determined through operational risk assessment.Where a vehicle-mounted winch is stipulated, it shall be fitted in such a manner as to minimise the hazard presented to other road users and must not affect any vehicle safety systems e.g., advanced driving systems, radar etc.  | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | **Contracting Authority’s Requirements:**The vehicle transmission shall be:Automatic [ ] Semi-Automatic [ ] Manual [ ]  |  |  |
|  | The vehicle must be fitted with specified tyres with a specified load rating and speed rating. These must be suitable for the full range of blue light emergency operational use reasonably anticipated by the Contracting Authority for the vehicle and be demonstrated as such through approval testing and lifetime considerations such as steering, braking, maximum axle loadings and wear rates. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:**Type of Tyres - ??Load rating - ??Speed rating - ?? |  |  |
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| 2. Power Take Off |
|  | The pump drive shaft to be as straight as possible, to reduce noise & mounted within the tolerances specified by the shaft / universal joint manufacturer. | Compliant Framework Requirement |  |
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| 3. Cab Exterior  |
|  | The Contracting Authority requires the vehicle to be fully lockable (including any equipment lockers) operated from the driver’s position and any other positions required by the Contracting Authority to support operational requirements as determined through appropriate risk assessment.  | Compliant Framework Requirement |  |
|  | The Contracting Authority may require civil disturbance protection systems, such as (but not limited to) reinforced glass or specialist cab door locking systems.  | Compliant Framework Requirement |  |
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| 4. Crew Cab Interior  |
|  | The design of the vehicle shall maximise the safety of operators and passengers through the provision of occupant protection systems. All ancillary installation (such as Mobile Data Terminals (MDTs) etc.) shall be fitted so as to not impede the operation of airbags and other safety devices fitted. Cab and crew cab crash protection shall be afforded by certification to ECE 29 a, b and c.  | Compliant Framework Requirement |  |
|  | Unimpeded access and egress of all doorways and other access points will be provided for all crew/personnel wearing different configurations of Personal Protective Equipment and Respiratory Protective Equipment. High visibility grab handles shall be fitted at all access points to allow three points of contact and appropriate lighting to illuminate the steps and area around the doors. | Compliant Framework Requirement |  |
|  | The Contracting Authority may require the Vehicle/s to be fitted with equipment to enable remote monitoring from within the vehicle cab. For example (but not limited to), reversing sensors, cameras, proximity devices, CCTV and telematics data gathering. Such devices may be required for safety and/or evidence gathering.Please detail CCTV requirements in section 25.  | Compliant Framework Requirement |   |
|  | The Contractor shall ensure the Vehicle provides adequate heating and ventilation to maintain crew comfort and glass demist. | Compliant Framework Requirement |  |
|  | Noise levels within the crew cab shall comply with the requirements of The Control of Noise at Work Regulations 2005 and shall be less than 80dB(A).  | Compliant Framework Requirement |  |
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| 5. Crew Cab – Number of Seats / Fire Crew  |
|  | The seatbelts fitted to the vehicle shall allow for a reasonable degree of free movement that will be facilitated through the provision of three-point inertia adjustable seat belts. All crew seat belts, and their anchorage points shall provide the same level of occupant restraints and shall conform to relevant regulations. | Compliant Framework Requirement |  |
|  | All seats shall be fitted with occupancy warning devices with audible and visual warnings displayed to the driver to indicate seat occupancy and seat belts use. | Compliant Framework Requirement |  |
|  | The seatbelts must be a bright colour e.g., yellow or red, to make them easily differentiated from the BA straps in ‘rig on route’ seating.  | Compliant Framework Requirement |  |
|  | The occupancy of the vehicle is specified by the Contracting Authority.  | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:**Number of occupants - ?? |  |  |
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# Section Three: Fire Engineering

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| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 6. Water Installation and Tank |
|  | The water installation shall be compatible with the National Operational Guidance Programme for UK Fire and Rescue Service, both when operated in isolation and when operated in series/relay at a maximum performance of the combined vehicles. | Compliant Framework Requirement |  |
|  | All elements of the water installation, supplies and deliveries shall be able to be isolated individually.  | Compliant Framework Requirement |  |
|  | Water installation output shall be sufficient for operational firefighting. | Compliant Framework Requirement |  |
|  | All ‘low pressure’ inlets and outlet hose coupling shall be compatible with BS 336 instantaneous couplings. Please see 8.2 for CAFS coupling requirements.  | Compliant Framework Requirement |   |
|  | The water installation design must fully consider the engine and power take off torque requirements of the vehicle so as to optimise the engines power and efficiency. The resultant noise levels must not exceed the first level of protection. | Compliant Framework Requirement |   |
|  | The water installation shall be designed to be operated with sea water, foul, and contaminated water (possibly containing foreign bodies), mains water, fresh water, and the range of commercially available fire-fighting foam solutions. Anodes or other means to reduce internal corrosion of the pump must be part of the pump design.  | Compliant Framework Requirement |  |
|  | The water tanks must be baffled. | Compliant Framework Requirement |  |
|  | On board water supply tank(s) shall provide for a continuous delivery to the main fire pump in accordance with the Contracting Authority’s operational requirements and the limitations of Vehicle. The supply shall not restrict the designed performance of the pump.  | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | The water installation shall be capable of maintaining a continuous supply across the full range of pump performance whilst being augmented from a pressurised source. | Compliant Framework Requirement |  |
|  | The accurate content of water and firefighting media tanks shall be visually and/or audibly indicated at the pump operator’s position at all times. The level of accuracy of this indication shall be specified by the Contracting Authority. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | Water systems shall be designed to prevent frost damage and facilitate repair and preventative maintenance. | Compliant Framework Requirement |  |
|  | The Contracting Authority may require delivery of water through an additional fixed or semi-fixed e.g., roof mounted monitors.  | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
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| 7. Pump, Controls and Instrumentation |
|  | The fire-fighting water pump and its installation shall be capable of receiving pressure fed supplies from a wide and varied range of sources in line with BS 336-2010. The design shall enable these to supply, both directly to the pump from between one and four delivery hoses and to the on-board water supply/tank from between one and two delivery hoses. | Compliant Framework Requirement |  |
|  | Controls that provide variable and finite command of pump performance shall be provided and be capable of being operated with a gloved hand. | Compliant Framework Requirement |  |
|  | A set of pump operating controls within the vehicle cab to engage or disengage and monitor pump operation.  |  |  |
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| 8. Foam / CAFS |
|  | Systems for storing and delivering firefighting media other than water will be required as specified by the Contracting Authority. | Compliant Framework Requirement |  |
|  | For CAFS, the Contracting Authority may require low pressure outlets with Storz connection. This will allow the Contracting Authority to ensure operators only use the dedicated CAFS outlets when in use. Please see 6.4 for instantaneous couplings requirements.  |  |  |
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| 9. Hose-reel |
|  | High-pressure hose reels shall be equipped with a power assisted rewind system. A backup manual rewind system shall be provided.The system shall also include provisions to prevent hose entanglement and enable acute angles of hose deployment.The water delivery performance of the hose reel shall be to the specified performance of the Contracting Authority and meet BS EN 1947:2014. | Compliant Framework Requirement |  |
|  | To ensure that suction and delivery hose can connect to existing water systems, suction and delivery equipment shall provide compatibility from the range of Contracting Authority existing systems as specified. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
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# Section Four: Body build

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| **No.** | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 10. Roof Walkways |
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| 11. Vehicle Markings & Livery |
|  | Vehicle conspicuity shall comply with the current road vehicle lighting regulations and provide high levels of visibility in all weather conditions and times of day. Should a national identity be implemented during the life of the framework this will form part of the requirement.  | Compliant Framework Requirement |  |
|  | The Contracting Authority colour finish of vehicles and bodies will be utilising standard manufacturers colours as close to RAL 3002 Red.  | Compliant Framework Requirement |  |
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| 12. Bodywork & Body Stowage |
|  | The vehicle specification and design shall give due consideration of the chassis manufacturers and industry best practice guidance on overall Vehicle and axle loadings and shall not exceed 90% permissible axle weights and maximum authorised mass of the vehicle, without the expressed permission of the Contracting Authority. | Compliant Framework Requirement |  |
|  | Vehicle design, stowage layout shall enable even side-to-side weight distribution with the lowest centre of gravity and shall prevent oversteering.  | Compliant Framework Requirement |  |
|  | Road and off road (if applicable) handling characteristics shall be suitable for the vehicles safe use in a range of environments and blue light driving conditions specified by the Contracting Authority. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | Vehicle design shall take account of rigours of operational use and emergency response, driving; for example, through and over traffic calming measures. | Compliant Framework Requirement |  |
|  | Interlock systems shall be incorporated to enable ancillary systems to operate only whilst the vehicle is stationary, and the parking brake is applied (except where Contracting Authority explicitly specifies otherwise). | Compliant Framework Requirement |  |
|  | Vehicle dimensions shall be in compliance with the Construction and Use Regulations and BS EN 1846. The Contracting Authority may wish to specify particular dimensions for operational needs, e.g., departure angles or maximum vehicle heights. | Compliant Framework Requirement |   |
| **Contracting Authority’s Requirements:** |  |  |
|  | Ultra-high pressure systems may be fitted as specified by the Contracting Authority.  | Compliant Framework Requirement |  |
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| 13. Stowage Lockers |
|  | Vehicles shall provide adequate stowage for an inventory of equipment stipulated by the Contracting Authority, to support operational requirements as determined through appropriate risk assessment. Please see Section Four.  | Compliant Framework Requirement |   |
|  | Access to equipment shall be fully and readily adjustable and adaptable to enable reconfiguration of the area as operational needs change throughout the life of the vehicle. Use of the available stowage volume shall be maximised. | Compliant Framework Requirement |  |
|  | The disposition, security and accessibility of each item of inventory shall be suitable for safe use by a diverse workforce and in accordance with individual Contracting Authority employment policies. Accessibility of each inventory item and manual handling requirements shall be subject to the risk management processes set out in The Manual Handling Regulations for each stowage compartment. A complete copy of the RA is to be provided with the first vehicle at delivery.  | Compliant Framework Requirement |  |
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| 14. Stowage Tunnel |
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# Section Five: Electrical Installation

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| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 15. Alternative Power Generating Systems |
|  | The power generation capability shall exceed that required to power all vehicle systems and include a battery guard system. | Compliant Framework Requirement |  |
|  | Auxiliary power requirements may be required to exceed the provisions of BS EN-1846 to support operational requirements as determined by a Contracting Authority through risk assessment. | Compliant Framework Requirement |  |
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| 16. Electrics |
|  | Electrical installations with removable elements, such as auxiliary equipment shall be able to be isolated and/or insulated from the power supply. Examples of such equipment would be chargers, water heaters, CCTV modules etc. | Compliant Framework Requirement |  |
|  | Installations and their associated equipment shall provide compatibility with the range of existing systems stated by the Contracting Authority. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | All wiring to be sheathed and run-in conduit when it’s routed through lockers with no or minimum joins. Where wiring runs through the body work grommets must be fitted, and where applicable wiring must be clearly identified to denote its purpose. Where applicable, wiring/electrical circuits should be suppressed so as not to interfere with communication systems. All fuses, relays, circuit boards, diagnostic points must be easily accessible and clearly marked.  | Compliant Framework Requirement |  |
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| 17. Vehicle Battery and Charging  |
|  | Battery charging, whilst the vehicle is stationary in an appliance bay, shall be provided to support the requirements of a range of on-board systems. For an element of future proofing, the system shall provide a surplus capacity of a level to be agreed with the Contracting Authority.Alternative methods of supplementary charging such as solar should be considered. | Compliant Framework Requirement |  |
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| 18. Appliance Lighting |
|  | All work and storage areas of the Vehicle, including within the cab, shall be equipped with lighting to enable safe operations in low light conditions. | Compliant Framework Requirement |  |
|  | A means of illumination may be required for the Officer in Charge to assist remote identification of street names or house numbers as define by the Contracting Authority.  | Compliant Framework Requirement |  |
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| 19. Scene Lighting |
|  | Vehicles may feature elevated directional and/or scene lighting to illuminate scenes to assist safe operations up to a reasonable distance as stated by the Contracting Authority. | Compliant Framework Requirement |  |
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| 20. Telescopic Mast Light |
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# Section Six: Stowage

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| --- | --- | --- | --- |
| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 21. Ladder Stowage and Gantries |
|  | Provision shall be made for the secure stowage and carriage of ladders, gantries, stowage boxes and other equipment externally on the vehicle during transit. Equipment shall be determined by the operational requirements of the Contracting Authority. | Compliant Framework Requirement |  |
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| 22. Vehicle Inventory |
|  | The Contracting Authority may require the Vehicle to provide compressed air power via a number of outlets around the Vehicle that meet the requirements to operate pneumatic equipment items within the inventory. An auxiliary air tank may be required.  | Compliant Framework Requirement |  |
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| 23. Crew Cab Stowage  |
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# Section Seven: Radio Communication and Data Capture

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| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 24. Communications & ICT |
|  | Vehicles shall have provision for the communication and information technology equipment as specified by the Contracting Authority.Where such equipment is required, the installation shall be able to be completed during the manufacture of the Vehicle by the Contractor or another party in agreement with the Contracting Authority. | Compliant Framework Requirement |  |
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| 25. Radio Installation |
|  | All radio installation, communications and wiring must be compliant with agreed National Fire Standard (Airwave/ESN). | Compliant Framework Requirement |  |
|  | All installers must have appropriate certification and competence to undertake the work. | Compliant Framework Requirement |  |
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| 26. CCTV |
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| 27. Vehicle Control Systems |
|  | The Contracting Authority may wish to stipulate a Public Address system to support operational requirements as determined through risk assessment. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | Where specified by the Contracting Authority the operator shall be provided with controls that give variable and finite control of system operation that may be fixed and or remote. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | The Contracting Authority may require devices to monitor and record systems status and performance for both operator and management information. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
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| 28. Emergency Visual and Audible Warning Equipment |
|  | To promote safe progression through traffic, warning other road users and protection of operators at the incident, the vehicle shall be fitted with visual and audible emergency warning systems in accordance with the Contracting Authority’s requirements. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | Lock and open/shut status shall be audibly and visually indicated at the point of operation and be designed as to fail and designed to fail safe i.e., unlocked. | Compliant Framework Requirement |  |
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# Section Eight: Additional Requirements

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| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 29. Additional Requirements |
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# Section Nine: Equipment List

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| **No.**  | **Description of Equipment**  | **Quantity** | **Who provides the equipment?** | **Weight (if known)** | **Additional Information** |
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