

**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 – Special Vehicles**

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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

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.  | 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 |  |
|  | Enhanced traction control and other electronic safety technologies are required by the Contracting Authority to meet its operational needs.  | Compliant Framework Requirement |  |
|  | **Contracting Authority’s Requirements:**The vehicle transmission shall be:Automatic [ ] Semi-automatic [ ] Manual [ ]  |  |  |
|  | The Contractor must ensure that an additional form of retardation to normal braking e.g., a retarder and 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 |  |
| **Contracting Authority’s Requirements:**The Contracting Authority requires ??. |  |  |
|  | Vehicles fitted with fixed anchorage points (towing eyes or balls) at the front and rear of the vehicle as required by BS EN 1846 (where applicable) shall be tested, certified, and marked with Safe Working Load. in KG.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 Safe Working Load. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:**The Contracting Authority requires the towing eyes to be marked for use with ??. |  |  |
|  | 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 does not affect the operation of any autonomous braking systems fitted to the vehicle. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:**The Contracting Authority requires ??.  |  |  |
|  | 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. 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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| 3. 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 |  |
| **Contracting Authority’s Requirements:** |  |  |
|  | 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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| 4. Crew Cab - Seating  |
|  | 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.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.  |  |  |
| **Contracting Authority’s Requirements:**Number of occupants - ?? |
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# Section Three: Fire Engineering

## This section is not applicable to Special Vehicles.

# Section Four: Body Build

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| --- | --- | --- | --- |
| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 5. 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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| 6. 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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| 7. 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. The overall vehicle and axle loadings 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 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 (where possible). 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:** |  |  |
|  | Anchorage points for working at height, (or in the cage or fixed on boom or ladder sets for Aerial Appliances), shall be sufficient to enable their use as anchorage points for rescue purposes), and likewise tested, certified, and marked with Safe Working Load. | Compliant Framework Requirement |  |
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# Section Five: Electrical Installation

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| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 8. 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:** |  |  |
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| 9. 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 second crew member to assist remote identification of street names or house numbers as define by the Contracting Authority.  | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:**The Contracting Authority requires ??. |  |  |
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| 10. Scene Lighting |
|  | Vehicles may feature elevated directional and scene lighting to illuminate scenes to assist safe operations up to a reasonable distance as stated by the Contracting Authority. | Compliant Framework Requirement |  |
| **Contracting Authority’s Requirements:**The Contracting Authority requires ??. |  |  |
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| 11. 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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| 12. 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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| 13. 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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# Section Six: Stowage

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| --- | --- | --- | --- |
| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 14. Vehicle Inventory |
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| 15. Crew Cab Stowage  |
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| 16. Equipment Stowage |
|  | 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. | 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 in The Manual Handling Regulations for each stowage compartment. | Compliant Framework Requirement |  |
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# Section Seven: Radio Communication and Data Capture

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| --- | --- | --- | --- |
| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 17. 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 |  |
| **Contracting Authority’s Requirements:** |  |  |
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| 18. Radio Installation |
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| 19. CCTV |
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# Section Eight: Additional Requirements

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| **No.**  | **Requirements** | **Compliant (Y/N)** | **Bidder’s Response** |
| 20. 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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