Request for Proposals

Fire Tender Apparatus

January 14th, 2026

Saddle Hills County is accepting proposals for the purchase of two (2) Fire Tender apparatus, to be based at the Blueberry and Happy Valley fire stations.

Overview:
Tandem axle, diesel, automatic transmission, day cab truck with 3,000 Liter per minute rated pump, midship mounted, PTO driven, pump & roll capability, a 3,000-imperial gallon (13,639 Liter) booster tank, ULC S515 listed and compliant with NFPA 1901 standard for Automotive Fire Apparatus.

- **Proposal to identify deviations / alternates from the guide specifications.**
- **Detailed Specifications must accompany the proposals.**

Proposals will be accepted **until 2:00 pm on Tues, February 17th, 2026** at the Saddle Hills County admin office located at 79177 Range Rd 84 (the junction of Highway 49 and Highway 725) west of Spirit River, Alberta. All proposals must be received by that time. Late submissions will be not accepted.

Proposals shall be sent to Saddle Hills County, RR-1 Spirit River, AB.
Attention: Brice Daly Fax: (780) 864-3904, e-mail: bdaly@saddlehills.ab.ca

Lowest priced (or any) proposal will not necessarily be accepted. If no acceptable proposals are received, an order will not be issued. Saddle Hills County is not responsible for any cost associated with preparation of a submission.

For further information contact Brice Daly – Manager of Protective Services
Ph: (780) 864-3760 or email: bdaly@saddlehills.ab.ca

General Notes

- This RFP is for (2) fire tender apparatus, for a targeted delivery of early 2028.
- The Proposals shall include an option for a 3rd fire tender apparatus with a targeted delivery date of late 2029, through RMA/Sourcewell or similar purchase agreement.
- Proposals shall include delivery to County P.W. shop, at 79177 Range Rd 84, in Saddle Hills County, Alberta, after completion (at factory) of ULC road and pump tests.
- Average elevation of service area approx. 2,200 ft. above sea level.
- Apparatus road performance must meet NFPA 1901 requirements.
- 2 factory inspections will occur (pre-build meeting and prior to apparatus leaving the factory)
- Quoted price to include all taxes, duties and fees (applicable at time of RFP deadline).
- Payment(s) will be as per mutually agreed terms in purchase agreement.

- Proposals to provide performance bond to guarantee the completion and delivery of the apparatus.
- 2 copies each of operational & service manuals must be provided upon delivery.
- Operation and maintenance training will be provided for firefighters (+/-12 persons) at each station.
- Unit is intended for both On-Road and Off-Road use.
- Components or equipment of inferior quality will not be accepted.
- Specify component type, make & model where applicable.
- Warranty on materials and workmanship.
- Specify point of service, parts distribution & field repair/service capability.
- Weight analysis required to confirm GVWR will not be exceeded when fully loaded.
- Manufacturer's certification of GVWR or GCWR along with certification of GAWR, shall be supplied on a label affixed to the vehicle.
- Include dimensional drawings with quote.

GUIDE SPECIFICATIONS

Chassis and Vehicle Components (Manufacturer supplied)

- Tandem drive axles, Day Cab chassis.
- Provide an optional add-on price for an All-Wheel Drive (6x6) chassis.
- Red in colour with clear coat paint protection.
- 375 HP (minimum) turbo Diesel engine.
- Engine programming must be configured to prevent de-rating of engine during operation or driving due to periodic regeneration requirements.
- Provision for electronic automatic throttle/pressure governor.
- Lube, coolant, fuel and air filters suitable for fire ground application (No paper air filters).
- 120 Volt engine heater connected to a non-auto-eject shoreline located near the driver's step.
- Vertical engine exhaust system.
- Alison automatic transmission with auxiliary braking system.
- Front axle rated at 16,000 lbs.
- Rear axles rated at 46,000 lbs.
- The vehicle will have 374" in overall length.
- Wheelbase (approximately 232") per requirements of body design.
- 50-gallon fuel tank located under driver's step.
- Air disc brakes with ABS.
- Twin air horns, mounted on front fenders.
- 3-piece front bumper constructed from steel, chromed finish with cut-out for siren-speaker.
- Front tow hooks.
- Halogen headlights.
- LED turn signals (NFPA 1901 compliant).
- 12V power point located in the dashboard.
- Front high back bucket seats (no factory console).
- Seat covers.
- Hub piloted wheels.
- Tires suitable for soft ground and gravel roads.
- Limited slip twin rear axles.
- Driver-controlled rear differential-lock (crosslock).
- 1 set of single rail tire chains
- Repair manual/Parts manual.

Control Console Inside Cab

An aluminum cab console assembly installed between the driver and passenger seat to contain:

- Lighted rocker switches for emergency lights and scene lights.
- Pump-to-Tank control switch.
- PTO control switch.
- Lighted rocker switches for Left and Right ground sweep nozzles.
- Control head for the siren.
- Joystick control for deck-gun, with an extension cord.
- Pump & Roll pressure gauge
- Electronic water level indicator.
- Motorola XPR 2500 two-way radio (400 MHz, M/N AAM02QNH9JA1AN) ready to program.
- Motorola APX 1550 two-way radio (P25, 700MHz, M/N M36URS9PW1BN) ready to program.
- 1000-watt inverter for 120V power.
- Dual USB power connector with rubber cover.
- Space for cellular booster.

Lighting

- All lighting to be LED except headlamps.
- Controls for emergency lights to be lighted rocker switches including E-Master switch.
- Controls for scene lights to be lighted rocker switches.
- 56" Whelen, Model Justice JE2NFPA, LED lightbar (or equivalent).
- Upper rear warning lights.
- Directional Traffic advisor lightbar, to be located on rear of apparatus.
- Intersection & lower Body warning lights: 2-each side, 2-front, 2-back.
- Floodlights 2-each side.
- LED compartment lights with automatic switches when the roll-up doors are open.
- Underbody lighting.
- Two (2) sidestep lights, one (1) on each corner of the tailboard.
- Exterior pump panel lights.
- Internal pump compartment light.
- (4) Whelen model M9LZC LED scene lights to be installed on the body, (2) on each side.
- Control of the right & left scene lights to be from the cab, (1) switch for each side.
- (2) Whelen model M9LZC LED scene lights to be installed on the rear body. Control of the rear scene lights to be as follows:
    - Turn on with a switch in the cab,
    - Turn on when the transmission is on reverse and the E-Master is turned on,
    - Turn on with a waterproof switch, located on rear of body, when the parking brake is set,
    - Turn off when the parking brake is not set.
- A rear waterproof scene light switch to be located on the left rear side of body.
- (1) 46" firetech brow light for front scene lighting, to be mounted on front of apparatus cab.
- Control of the rear scene lights to be as follows:
    - Turn on with a switch in the cab,
    - Turn off when the parking brake is not set.
- Electrical system load management device per NFPA 1901 requirements.
- Low voltage electrical system tested in compliance with current NFPA 1901 requirements and a certificate shall be supplied.
- Brake, signal and clearance lights to meet NFPA 1901, DOT and provincial standards.

Electronic Siren & Speaker

- Electronic siren, complete with microphone, connected to high power siren/speaker, to be mounted in front bumper.
- Rumblers (ultrasonic warning) mounted on front of truck in bumper.

12 Volt Electrical System

- Master battery disconnect switch, to be located close to the driver seat. NFPA compliant with a green indicator light in the dash.
- DTNA Genuine 370RC, 12 V maintenance-free, 2000 CCA batteries.
- One pair of battery jumper studs with plastic color-coded covers, to be included near the front wheel well.
- C510 14 V / 275-amp alternator or equivalent.
- Kussmaul model 4012 Master Chief battery charger/conditioner to be provided. The charger will be connected to the vehicle batteries and it will be located in the cab, behind the driver seat and the charge indicator display will be within the Auto-Eject cover.
- All 12-volt electrical wiring installed by the fire apparatus manufacturer shall be of the carrying capacity commensurate with the anticipated maximum circuit loading.
- Insulation shall be in accordance with the Society of Automotive Engineers for such loading at the potential employed.
- The wiring shall be secured in place, readily accessible, and be protected against heat, water and physical injury.
- The wiring harnesses shall be encased in nylon high temperature split flex automotive loom.
- All electrical connections shall be stud type bolted or soldered/heat shrink connectors.
- The complete electric system shall be protected by bolt-on automatic circuit breakers.
- Switches in the chassis cab shall be lighted rocker types or comparable.
- All switches shall have a permanent label indicating switch function.
- All switches, siren controls & two-way radios shall be mounted in console between front bucket seats.
- All system electrical components and devices shall be located in places that are not subject to road spray or gravel damage from the vehicle wheels.

120/240 Volt Electrical System

- All 120 Volt wiring will be 14ga or larger where necessary.
- 1000-watt inverter for 120 Volt power when in operation, and 120 Volt power while connected to shore-power (in bypass mode).
- Two (2) GFI protected 15A duplex receptacles in cab console.
- 120 Volt shoreline “Auto-Eject”.

Additional Components

- Kussmaul electric Auto-Eject with 20-amp receptacle, installed in the LH cab step.
- Auto-Eject shall automatically eject the electrical plug when the engine starter is activated.
- Chrome shore power cover over engine heater inlet.
- Kussmaul Air Auto-Eject for an external pressurized airline, installed in the LH cab step.
- Emergency engine shutdown.
- Non-removable ignition key.
- Engine systems monitor with display on operators control panel.
- Rear tow eyes.
- Heavy-duty mud flaps behind the front & rear wheels.
- Back-up alarm on the rear of the apparatus body.
- Rear view back-up camera, with 7” color/sound display in cab.
- Drain control cover.

Fire Pump

- Centrifugal pump with a minimum pump capacity of 3,000 L/min.
- Pump to be Midship mounted, PTO driven, in fully enclosed compartment.
- Pump & roll capability.
- Electronic pressure control governor.
- Trident Air primer system (must be oversized).
- Stainless steel manifold and piping.
- (1) 2½" discharge with 30-degree chrome elbow in the left L1 compartment.
- (1) 2½" discharge with 30-degree chrome elbow in the right R1 compartment.
- (1) 2½" discharge with 30-degree chrome elbow on the rear of the apparatus.
- (1) LDH discharge with 4” valve and 30-degree Storz elbow in the right R1 compartment.
- LDH discharge to be equipped with Elkhart model UBEC2 electric valve controller
- Rear-mounted 1” x 200’ booster hose reel, with 200’ of rubber hose. Electric (or air powered) rewind and pressurized air valve for expelling water from hose.
- Akron FireFox remote controlled monitor, mounted at top of pump compartment, with 2” inlet.
- Monitor to have low-flow adjustable electric fog nozzle (60, 95, 125, 150, 175, 200 GPM).
- Monitor remotely controlled with joystick mounted on console in cab with an extension cord.
- Ground sweep nozzles mounted on both sides under the front bumper.
- Panel controls and displays designed to allow a logical gauge-to-control lever layout.
- Pressure gauges to be located directly above the discharge controls.
- Discharges, intakes & controls must have color coded tags. Color coding as per NFPA 1901 shall be used.
- Pump Compartment – stainless steel panel that encompass all discharge and intake ports.
- Easy access to the fire pump for maintenance and servicing.
- Pump comp. heater connected to truck’s cooling system, with valves for summer shutoff.
- Auxiliary cooling system and heat exchanger.
- Pump enclosure lights.

Inlets

- Main inlets on each side of the truck behind L1 and R1 roll-up doors, to be equipped with 5“ NST threaded fittings, with long handle chrome caps.
- (2) manual butterfly (high efficiency) valves with chromed finish handwheel and position indicator will be provided on the main pump inlets.
- (2) 2½" suction inlets with chrome plugs, retaining chains, and ¾" bleeder valves, behind L1 and R1 roll-up doors
- 2½" suction inlets to have manual lever controls, integrated to the valve.
- All inlets to be equipped with strainers.

Booster Tank

- 3,000 imperial gallon (13,639 Liter) copolymer polypropylene booster tank.
- Baffles, both longitudinal & latitudinal to minimize water surge during travel. Openings in the baffles positioned to allow water flow to NFPA standards during filling or pumping operations.
- Electronic tank level indicator for water tank, on pump panel and in cab console.
- At the front, under the tank, there will be a dirt collector with a 3" plug at the bottom of the collector to allow full draining of the tank with valve.
- Manual fill tower to be located to the forward area of the tank. Fill tower to be 14"x14" with a 6" vent/overflow pipe to be installed halfway-up the tower, running to a point behind rear wheels.
- Fill tower will be located 1/3 or 1/2 back from the front.
- 4" electric butterfly valve to be installed between the pump suction and the booster tank. The valve shall be provided with 4" piping, flex hose and stainless-steel hose clamps connected to the tank. The valve control will be located at the pump operator`s panel in tri-way on the center console and will always visually indicate the position of the valve with a red/green lamp.
- The fire pump suction inlet will be provided with a tank-to-pump check valve. The check valve is designed to automatically open when drafting from the on-board water tank and close if the pump suction receives water pressure from an outside source.
- Lifetime warranty on tank (on site repair or replacement).
- Newton 10” square rear dump valve with 180-degree swivel chute on rear of truck.
- Direct fill inlet (Fireman’s Friend device) on rear of body with a 30-degree 4" diameter elbow with a 4” Storz inlet, and a 4” Storz x 2.5” BAT female swivel cap.

Portable Dump Tank

- (1) 3,000 Imperial gallon, 22 oz vinyl, portable water tank, with aluminum support frame.
- Ziamatic hydraulic quick-lift system for portable dump tank, on right, upper side of body.

Apparatus Body and Hose Storage

Apparatus body and extruded superstructure constructed entirely of aluminum plate and extrusions. The substructure shall be constructed of aluminum channel.

- Modular design to make it possible for the body to be removable from the chassis for major repair or mounting on a new chassis.
- Body design shall make the maximum use of available space for compartment storage.
- Lower compartments on right and left sides of body.
- Pump panel & compartment doors shall be roll-up doors, with 1” aluminum double wall slats.
- Bottom panels to be double wall reinforced with stainless steel lift bars.

- Compartment floors – Sweep Out design for easy cleaning.
- All compartment seams sealed, and compartments to have adequate ventilation.
- Full-length rub rail along the sides to provide protection against abrasions.
- Open grip / non-slip sidestep and tail decking material.
- Sidestep and tail deck with clearance lights. (Metal rock protection guards for the inside of clearance lights and wires).
- Corrosion Protection for all body parts and attachments made from dissimilar metals.
- Trays to accommodate (3) 15’ lengths of 5” rigid suction hose, on left, upper side of body.
- Wide step at rear end of main hose bed.
- Grab bars & steps at the front corners of the body to accommodate access onto top of truck in accordance with NFPA standards.
- Fold down ladder on left side of rear of body to access the main hose bed and top of truck.
- 2 – wheel chocks mounted below the driver’s side compartments.

Crosslays

- (2) 1.5” pre-connect hose speedlays c/w 1.5” ball valves, 1 ½” NPSH male swivel outlets.
- Speedlays to be located at front of body, above the pump, to allow the use of the hose and nozzles from either side of the apparatus.
- Beds to have “U” shaped aluminum hose trays for easy loading of (2) 200-ft hose lays.
- Cargo mesh or solid end covers to prevent hose/nozzle from sliding out of hose beds.

Main Hose bed

- The hose bed will be made above the water tank and be 11" deep.
- The sides of the hose bed will be made from aluminum tread plate.
- The hose bed shall have capacity, space for 800-ft of 4’’ and 600-ft of 2 ½” hose.
- The hose bed floor to be made of easily removable interlocking tiles, minimum 5/8’’ thick.
- (1) adjustable hose bed divider to be provided, constructed of 3/16" brushed aluminum plate with a reinforced aluminum base welded to the bottom. The rear end of the divider will have a 3" radius corner and a handle will be integrated to the divider.
- A black vinyl tarp will cover the main hose bed, retained by a Velcro tape affixed all around the hose bed. A hole will be made around the fill tower, to allow the cover to be opened freely.
- An orange strap will be installed to visually show where to open the tarp

Paint & Finishing

- The complete apparatus body shall be painted to match the chassis cab (Red).
- May be modified to ensure NFPA 1901 compliance.
- Wheel wells to be undercoated or lined.
- All compartments to be sprayed with polyurethane protective coating.
- Floors of cabinets to have rubber tile matting, removable for cleaning.
- Warranty on paint and finish.
- Reflective striping as per NFPA 1901 standard on all sides including front (Saddle Hills County striping design).

- Chevron striping on entire rear of apparatus as per NFPA 1901.
- Chevron striping on lower insides of all driver & passenger doors.
- Reflective decaling of Saddle Hills County fire services name, logo, fire district name, and apparatus designation.

Loose Equipment

Manufacturer Supplied Hose & Loose Equipment (quantities indicated are for each unit)

3 – 5” x 15’ rigid suction hose c/w 5” NST threaded connections (lightweight)
1 – TFT Low Level/floating strainer with jet siphon (5” NH and 1 ½” NPSH thread)
1 – 5” NH barrel strainer (aluminum)
8 – 100’ x 4” Storz LDH hose (through the weave rubber jacket)
2 – 50’ x 4” Storz LDH hose (through the weave rubber jacket)
4 – 50’ x 1 ¾“ hose (red) (Woven double jacket, 1 ½” NPSH thread)
4 – 50’ x 1 ¾“ hose (yellow) (Woven double jacket, 1 ½” NPSH thread)
12 – 50’ x 2 ½ “ hose (Woven double jacket, 2 ½” BAT thread)
1 – 4” Storz x 2 ½” BAT male x 2 ½” BAT male “Gated Wye.
2 – 1 ½” Akron TurboJet selectable nozzles (75 psi) with pistol grips. (NPSH)
1 – 2 ½” Akron TurboJet selectable nozzle (75 psi) with pistol grip. (BAT)
1 – 1” nozzle for booster line (low-flow).
1 – 1” nozzle for booster line (high-flow).
2 – Std. hose spanners with holder.
1 – Hydrant wrench (adjustable).
2 – Double Storz spanner sets with holders.
1 – DOT Emergency Road kit.
1 – 10 lb. ABC Fire Ext. in Cab.
2 – Pick head axes with brackets.
1 – 2 lb. dead blow hammer (polyurethane).
1 – 2 ½” x 1 ½” x 1 ½” gated wye (BAT/NPSH).
1 – 4” Storz x 5” Storz adaptor
1 – 4” Storz x 2 ½” female BAT swivel adaptor
1 – 4” Storz x 2 ½” male BAT adaptor
2 – 2 ½” double-male adapter (BAT).
2 – 2 ½” double-female adapter (BAT).
2 – 2 ½” female to 1 ½” male reducer (BAT/NPSH).

Certification, Testing and Listing to ULC Standards

- The fire apparatus shall be tested at the manufacturer's plant and listed by ULC to meet the requirements of ULC standard S515 (current version). A pump performance label form ULC shall be attached to the pump panel prior to delivery of the apparatus.
- Proposals must identify any deviation from this document of the provisions of NFPA 1901.

Documentation Upon Delivery

- One (1) hard copy and two (2) digital copies of the instruction sheet to register to web portal for access to chassis driver's, maintenance, parts, wiring, troubleshooting and workshop manuals.
- One (1) digital copy of wiring, for the body. The diagram will be As-Built Wiring Diagrams.
- Two (2) digital copies of the ULC or NFPA documentation (USB flash drive).
- One (1) copy of warranties, instruction and/or maintenance manuals of equipment will be included with the vehicle.
- Two (2) digital copy of operation manuals for the truck, including operation of the pump, the foam system and a basic troubleshooting guide.
- One (1) copy of FAMA Fire Apparatus Safety Guide.