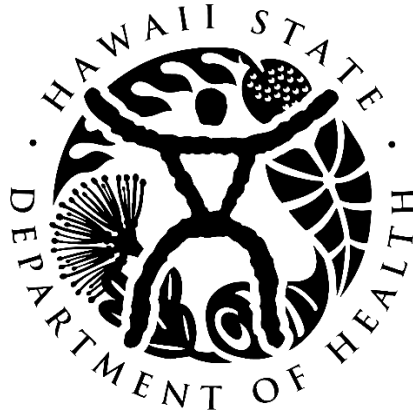




REQUEST FOR INTEREST ("RFI")

RFI No. RICA-HTH-730-BP1-RRV-F2

Procurement of Rapid Response Vehicles

June 29, 2026

Note: *It is the Provider's responsibility to check the public procurement notice website or to contact the Request for Interest ("RFI") point-of-contact identified in the RFI for any addenda issued to this RFI. The State shall not be responsible for any addenda issued to this RFI. The State of Hawaii Department of Health shall not be responsible for any incomplete responses submitted as a result of missing addenda, attachments or other information regarding the RFI.*

State of Hawaii | Department of Health
Emergency Medical Services & Injury Prevention Systems Branch

HAWAII STATE DEPARTMENT OF HEALTH
EMERGENCY MEDICAL SYSTEMS & INJURY PREVENTION SYSTEMS BRANCH

June 29, 2026

REQUEST FOR INTEREST NOTICE

For

RFI No. RICA-HTH-730-BP1-RRV-F2

Procurement of Rapid Response Vehicles

Pursuant to Chapter 103D-202, Hawaii Revised Statutes, and Chapter 3-122-16, Subchapter 4.5, Hawaii Administrative Rules (“HAR”), “Source Selection for Federal Grant,” the State of Hawaii Department of Health (“State”), through the Emergency Medical System & Injury Prevention Systems Branch (“EMSIPSB”), request interest and comments from current and prospective providers for Procurement of Rapid Response Vehicles for the United States Department of Health and Human Services, Centers for Medicare & Medicaid Services (“CMS”) Rural Health Transformation (“RHT”) Program.

Each interested provider responding to this RFI must submit a response setting forth the provider’s qualifications and plans for meeting or exceeding performance expectations based on the evaluation criteria. Responses must be organized to address each requirement in a format that is easy to follow. Responses shall be financially advantageous to the State.

For purposes of this RFI, the terms “Contractor” and “Provider” may be used interchangeably and shall refer to the entity submitting a proposal in response to this solicitation.

From the release date of this RFI to the submission deadline, any inquiries and shall be directed at the sole point-of-contact identified below.

State of Hawaii Department of Health
Emergency Medical Services & Injury Prevention Systems Branch
Leahi Hospital, Trotter Building Basement
3675 Kilauea Avenue
Honolulu, Hawaii 96816
Telephone: (808) 204-2616

Any questions prior to the deadline may be addressed via e-mail to:

EMSIPSB: doh.rica.emscares@doh.hawaii.gov.

Carbon Copy douglas.asano@doh.hawaii.gov.

I. IDENTIFICATION AND PURPOSE

The Rural Health Transformation Program is a federal initiative intended to strengthen and modernize rural health systems through sustainable, community-driven approaches that improve healthcare access, quality, and health outcomes in rural communities.

Project duration, award amounts, matching requirements, and additional funding details will be subject to CMS guidance and the final federal funding announcement.

The full details of the federal funding opportunity are posted on the CMS website at: <https://www.cms.gov/priorities/rural-health-transformation-rht-program>.

Federal Funding Disclosure: This solicitation is funded by a Rural Health Transformation Plan grant award totaling \$188,892,439.75, one hundred percent (100%) funded by the U.S. Department of Health and Human Services, Centers for Medicare and Medicaid Services, with \$0.00 (0%) financed from non-governmental sources.

II. DESCRIPTION OF THE GOOD(S) OR SERVICE(S)

SCOPE OF WORK

A. Overview

Provider shall furnish and deliver three (3) new, current, tested and certified commercially produced surface emergency rapid response vehicles, referred to as a Rapid Response Vehicle (“RRV”), Ford F-250, with all standard production equipment and advertised features, unless otherwise specified below.

Rapid Response Vehicles will be built on 4x4 crew cab chassis.

Quantity: one (1) shipped to Kahului Harbor, Maui, Hawaii.

Quantity: one (1) shipped to Nawiliwili Harbor, Kauai, Hawaii.

Quantity: one (1) shipped to Hilo Harbor, Hawaii Island.

The specifications below cover the general requirements, which include: the type of construction and test to which the RRV shall conform; and certain finishing details such as equipment and appliances. The minor details of construction and materials, which are not specified, shall be the responsibility of the Provider to design and construct all features, but subject to final approval of the Officer-in-Charge (“OIC”)

The manufacturer of the specified vehicle shall be in the process of becoming a current participant in Ford’s Pro Upfitter Program or have an existing Ford Qualified Vehicle Modifier (“QVM”) on file for review by OIC upon request.

B. Time of Performance

The initial period of performance for this scope of work is anticipated to begin in July 2026 to and including October 30, 2026. Based upon performance, need, federal funding requirements, and any other requirements, the time of performance may be extended for additional periods as determined by the State.

C. Specifications

1 MINIMUM REQUIREMENT STANDARDS

1.01 MATERIALS

The highest degree of quality materials and building processes is required for the RRV proposed. At a minimum, the manufacturer must meet all current safety

and design guidelines set forth by the Society of Automotive Engineers (SAE). The proposal must also result in the completion of an emergency RRV that complies with all the requirements for emergency response vehicles as set for by the National Highway and Transportation Safety Administration (NHTSA) and the United State Department of Transportation (USDOT).

2

CHASSIS

2.01

OEM CHASSIS

OEM Chassis	
Quantity: 3 - 2027 Ford F-250 Super Duty Crew Cab Chassis, 4 x 4, meeting all the specifications of Section 2.01	
1.	3-year/36,000 mile "Bumper to Bumper" warranty
2.	410 ampere ("amp") alternator (67B)
3.	Upgraded heavy-duty front suspension
4.	Operator-Commanded Regeneration circuit

2.01.01

SPECIFIC RATINGS

Detail	Description
4 x 4 CHASSIS	
Drive	4 x 4
Gross Vehicle Weight Rating	10,000 lb
Wheelbase	160"
Rear Differential	4.10 ratio, limited slip wide track rear axle

2.01.02

POWER TRAIN

- a) Engine
 - i. 7.3L 2 Valves per Cylinder ("2V") Dual Equal Variable Camshaft Timing ("DEVCT") Naturally Aspirated ("NA") Port Fuel Injection ("PFI") V8 Gas
- b) Transmission
 - i. TorqShift 10-speed automatic transmission with selectable drive modes: Normal, Eco, Slippery Roads, and Tow/Haul
 - ii. 4x4 Drive: Electronic Shift on the Fly with auto-locking wheel hubs
- c) Exhaust System
 - i. System complies with Federal Motor Carrier Safety Regulations, Part 393.83

2.01.03

STEERING

- a) Power assisted
- b) Steering Damper
- c) Manual tilt and telescoping steering wheel/column

2.01.04 SHOCK ABSORBERS/STABILIZER BARS

- a) Heavy-duty gas shock absorbers
- b) Front and rear stabilizer bars

2.01.05 BRAKES

- a) Four-Wheel Disc Brakes with Anti-Lock Brake System (ABS)
- b) Trailer Brake Controller

2.01.06 TIRES AND WHEELS

- a) LT275/65Rx20E BSW A/T, 4x4
- b) Jack and tire changing tools

2.01.07 ELECTRICAL

- a) Alternators – Dual rated at 410 Amps total
- b) Battery – Grp65 68AH 750-CCA, Absorbent Glass Mat (“AGM”)
- c) Stationary Elevated Idle Control
- d) Vehicle Integration System 2.0

2.01.08 INSTRUMENT PANEL AND CONTROLS

- a) Gauges
 - i. Speedometer
 - ii. Turbocharger Boost
 - iii. Fuel Level
 - iv. Indicator lights
 - v. Odometer/Trip Odometer
- b) Tire Pressure Monitoring System
- c) Cruise control, with steering mounted controls
- d) Audio – AM/FM stereo with MP3
- e) SYNC 4 – 8” touchscreen in center stack
- f) 4.2” Cluster Display
- g) Ford Pass® Connect 5G Wi-Fi Modem
- h) Rearview Camera and Prep Kit (872)
- i) Ford Co-Pilot 360
 - i. Audible Lane Departure Alert
 - ii. Pre-Collision Assist with Automatic Emergency Braking

2.01.09 CAB EXTERIOR

- a) Trim Level – XLT
- b) Bumper – Chrome
- c) Grille – Bright chrome
- d) Tow Hooks – Two front
- e) Horn – Dual electric

Mirrors	
1.	Manually telescoping/folding trailer tow
2.	Power, heated glass/ heated convex spotter
3.	Integrated clearance lamps/ turn signals
Lights	
1.	Headlamps – Auto On/Off, Quad beam jewel effect, halogen
2.	Daytime running lamps
3.	Fog lamps

2.01.10

CAB INTERIOR

Trim Level – XLT	
Seats	
1.	Cloth 40/20/40
2.	Combination lap and shoulder harness
3.	Side door armrest
Flooring – Black vinyl (166)	
Climate Control	
1.	Heavy duty, fresh air, high-capacity heater/defroster
2.	Manual, single-zone air conditioning system
Airbags	
1.	Driver and passenger frontal and side airbag/curtain
2.	Passenger side airbag deactivation switch
Other	
1.	Dome light, with dual map lights
2.	Auxiliary 12 VDC Power point
3.	Interior hood release
4.	Power door lock & windows
5.	Remote keyless entry w/Anti-Theft
6.	Cloth sun visors

2.01.11

COLORS

- a) Exterior – Oxford White (**Z1**)
- b) Interior – Medium Dark Slate

2.02

CHASSIS MODIFICATIONS

The following modifications shall be made to the chassis by Provider.

2.02.01

RUNNING BOARDS

Running boards made of bright aluminum diamond plate for a Ford F-250 Crew Cab shall be securely mounted on both sides of the chassis with OEM fasteners.

2.02.02 MUD FLAPS

- a) Two black rear mud flaps shall be installed: one behind each set of rear wheels.
- b) Two black front mud flaps shall be installed: one behind each front wheels.

2.02.03 CHASSIS MISCELLANEOUS

- a) An ABC 5 lbs fire extinguisher with an Amerex #861H SAE-J3043 compliant bracket shall be installed on the vehicle. Location TBD at time of pre-construction conference.
- b) White transportation plastic shall be installed on the chassis hood prior to the completed vehicle leaving manufacturer's facility.

2.02.04 ANTI-THEFT SYSTEM

RRV shall be equipped with an anti-theft system that maintains functionality of all electronic functions including environmental controls, land mobile radios, lights, computers, etc. without leaving the vehicle vulnerable to theft. Intermotive Idle lock or equal to allow engine to idle with key removed and transmission locked in park.

3. CONVERSION SPECIFICATIONS

Electrical systems installed by upfitters conversion companies are often the most common sources of vehicle failures. To ensure reliability, the vehicle shall use a professionally designed electrical system that is durable, easy to operate, and simple to service. Components must be readily available, nonproprietary, and rated to carry at least 125% of the maximum load.

All material utilized shall be of the correct type, alloy, and thickness to withstand the intended usage and provide protection against cracking, corrosion, or metal fatigue. All materials utilized shall be of open stock origin, commonly available through local sources, for rapid and economical repair or modification of the body. Any use of proprietary parts or materials in construction is unacceptable, due to potential delays or difficulties in future repairs or service.

NO EXCEPTIONS TO BE TAKEN IN THIS AREA.

This specification has been designed and written to fill specific needs of this agency. Where brand name, make, or model of equipment has been specified, no exceptions shall be allowed. To meet these objectives, the electrical system shall comply with the following minimum design requirements:

3.01 ELECTRICAL SYSTEM

Electrical systems and components added by conversion companies oftentimes are the most troublesome and failure-prone aspects of the vehicle. A

professionally engineered and technical electrical system must be utilized, enhancing the durability of the final product.

The system must be simple in design, enabling its use and understanding by many potential users. Troubleshooting, repairs, and replacements should be fast and straightforward. Parts must be readily available and of common varieties.

Wiring and other components must be rated to carry 125% of the potential load. To ensure the objectives outlined above are achieved, the following minimum electrical system design requirements apply to this section.

- a) Deutsch weatherproof quick disconnects shall be installed for any components installed in the OEM dash to allow the State to disconnect aftermarket and OEM wiring to work on equipment.
- b) Deutsch weatherproof quick disconnects shall be installed between the cab and module for ease of servicing. The quick disconnect(s) between the chassis and module electrical system shall be installed on the frame rail.
- c) **Photos shall be provided to the State of the locations of Deutsch connectors behind the dash.**

3.02 CENTRAL ELECTRICAL DISTRIBUTION CENTER

The electrical system added by the conversion Provider shall feature one centralized electrical distribution center, from which all typical loads are switched. The actual distribution of power will occur on a printed circuit board(s), which is standard and interchangeable with other like conversions of the same manufacturer. Distribution panels that are not standard in design and that are not readily interchangeable will not be considered. In addition, bidders who design and build vehicles with multiple locations for electrical devices shall not be considered.

3.03 SOLID-STATE CONTROL

The problematic nature of mechanical and moving part devices such as relays, breakers and high-amperage switches all controls of any converter added load on the vehicle must be controlled via solid-state Metal–Oxide–Semiconductor FieldEffect Transistor (MOSFET) technology. This solid-state control shall be in the form of low resistance FieldEffect Transistor (FET) which shall all be controlled by one central processor. Functions such as on/off states, flashing, load management, etc shall be controlled through a programmable processor and switched at the load level using solid-state devices.

3.04 MULTIPLEXED CONTROLS

All vehicles on which conversions are built are using a form of multiplex communications and control, namely controller area network bus (or CANBUS). Either Society of Automotive Engineers (SAE) standard Article J1939 or similar CAN-BUS protocol is now utilized by all major vehicle manufacturers. The State requires the same technology for the Provider added electrical system. A standardized electrical control and wiring system is required that shall be used in all Provider modified vehicles. All components in

the added electrical system must be standard and common to all vehicles modified by Provider.

These parts must be readily available and interchangeable between all similar models offered. Since solid-state and logic-controlled technology is commonly available, widely used across the industry, and not proprietary to any one manufacturer, and since this technology has been proven to be more reliable with increased benefits, a blanket exception or “clarification” regarding the electrical specifications contained herein will not be accepted.

All added loads shall be wired (in a similar manner to all vehicles modified by the Provider) to a central distribution module in the vehicle. This module must have the ability to control a minimum of twenty-eight (28) high amperage, 6A loads and four (4) low amperage or logic, 2A loads. This system shall be capable of controlling up to 40A of total power. All functionality such as flashing, turn-on/turn-off, timer circuits and load management shall be controlled from the actual output module and not additional flashers or control boxes. The system shall further have sixteen (16) discrete logic inputs for interface to vehicle. Such signals as park, reverse, low-beam, high-beam, brake, etc. shall tie into the system via these inputs. All modules shall communicate with each other on a common network drop via 2-wire CAN-BUS harness and shall connect to the main CPU and control panel via a locking Deutsch style connector. All communication with displays, switch panels, additional input/output modules shall be achieved via this multiplex (communication) drop.

In addition, this system shall have a minimum of six (6) outputs capable of pulse width modulation (PWM) of its respective output down to a minimum of 1% of its full output. This shall allow for dimming or reduction of power to that output for such things as softstart, light dimming and motor controls. This feature shall be software controlled and selectable by the Provider.

Under no circumstances may the operation of the central processing unit for the input or output controls be based upon the use of mechanical relays. Relay-based systems require higher amperage to operate and rely on mechanical contacts which arc and degrade during designed use, thus creating short duty cycles and decreased life for the vehicle electrical system. Relay-based systems, due to those limited short life cycles shall not be considered.

3.05

INTEGRATED FUNCTIONALITY

Conventional, mechanical controls rely upon multiple modules or devices to achieve complex switch and functions. With an increased number of parts comes increase chance of failure. For this reason, the State requires all flashing, load management and control matrix decisions be controlled by one processor controlled module. The system must be able to control all functions such a flashing, load management, load cancel options, master circuit enable functions, etc.

3.06

OUTPUT CIRCUIT PROTECTION

This electrical system shall have special over-current detection features on all high side outputs that allow filtering an inrush current. When an output is turned ON, the inrush current should not exceed 2.5 times the maximum current value during 500 milliseconds, 2.125 times between 500 and 750 milliseconds and 1.75 times between 750 and 1000 milliseconds. After 1000 milliseconds, the current should be stabilized and not exceed 1.25 times the maximum current value. Otherwise, an over current should be detected.

In the case of a short circuit, when the inrush current exceeds 2.5 times maximum current value, the smart output devices disable itself instantaneously and then the over current detection feature will not be involved. When an over-current is detected on an output, the output is turned off to protect the system and the wiring.

The system will attempt periodically to resume from the overcurrent condition by allowing the output to be turned on. The period time between attempts starts from 5 seconds and increases by 0.5 seconds each time the device remains in over-current until reaching a maximum 30 seconds -time base period. The output is activated once per 30 seconds as long as the current flowing through the output exceeds the device limitation keeping the output in the over-current condition. That periodic attempt procedure allows the output to resume when the short circuit is removed.

3.07

AUTOMATIC LOAD MANAGEMENT

The Provider shall include a built-in programmable load management system into the main CPU. The addition of aftermarket, non-integrated load managers which are not laptop programmable shall be considered non-responsive and be rejected. Vehicle electrical system shall contain the ability to automatically manage all loads controlled by the system and switch panels. The system must continually monitor the vehicle's charging state while sitting (in park) "on the scene". The system shall have the ability to automatically shut-down any of the outputs controlled by the system. The priority of these loads as to which order or whether they shed shall be programmable and easily changed without any mechanical interface with electrical components via a software interface and any standard personal computer.

If a voltage deficit condition continues for more than 90 seconds while the vehicle is parked the system shall begin to shed loads one-by-one (one load every 90-seconds) until the system voltage stabilizes at an acceptable (programmable) voltage level. During this deficit and while the load management is active, the system shall notify the user that this condition is present by displaying "LOAD SHED ACTIVE" on the front message display unit.

Load management systems must be programmed through a microprocessor based logic and memory system rather than a series of mechanical relays. Systems that require manual activation of load management will not be acceptable. Once the deficit condition ceases to exist, the system must be capable of restarting any disabled circuit without any action required by driver. Further, ALL loads must return to normal operation when vehicle is taken out of park, regardless of voltage or load shed condition.

In addition to controlling all emergency warning devices, the main system CPU shall always stay active and draw not more than 120mA of current while continuously monitoring all bidder added equipment. This shall include all items wired to battery hot such as flashlight chargers, portable radio chargers and the like. The main system shall also control any ignition switch items such as the siren amplifier, two-way radios, etc. such that functional programming control can be achieved.

The Provider is required to furnish a system that permits the State officer in charge the ability to determine prior to vehicle delivery the order and priority of each load to shed. The system must be designed such that future changes to load shed states or priority order be changed easily and without rewiring of the vehicle.

3.08

BATTERY DRAIN PROTECTION

The main electrical system shall continuously monitor All Provider added electrical devices, even when vehicle ignition is off. This unit can be set in a low consumption mode (sleep mode). In this mode, the module draws only 14 mA at 13.5V and can remain powered at all times. In sleep mode, this system shall continuously monitor the main and secondary CAN-BUS networks as well as several key inputs (ignition, shoreline, door open) to ensure the vehicle remains “ready for service.” If at any time the system detects changes on these key inputs, the system shall “wake-up” and resume normal operations.

This battery drain protection shall serve to ensure all Provider added equipment (flashlights, laptops, portable radios, etc.) remains ready for service while maintaining the ability for the vehicle to start and respond at a moment’s notice.

Due to the nature of this emergency vehicle, the use and need for conventional battery switches that cuts all power to the converter added equipment shall be deemed unacceptable and non-responsive. All add equipment shall be maintained in a ready and charged state, placing a whole conversion battery switch is not desired by the State and shall be rejected.

3.09

PRIMARY CONTROL PANEL

A unitized, modular touchscreen control panel will control the electrical distribution center. This control panel is to be of a type common to all vehicles built

by the Provider, such that it could be interchanged with a panel from a similar vehicle. The control panel shall interface with main I/O control module via a 2-wire CAN-BUS network cable using locking Deutsch style connector. At a size of 4.3” this bright Thin-Film Transistor (TFT) Liquid Crystal Display (LCD) screen featured with a resistive touchscreen shall be of the embedded, open architecture platform designed for in-vehicle use. The entire unit shall be IP67 rated allowing for external vehicle conditions including dirt, dust, moisture, and allows for outdoor use.

For maximum flexibility, each control panel shall have programmable “soft switches” that shall be non-latching. All latching of load “on” shall be achieved through the system processor, allowing a single load to be switched from any control panel in the vehicle. If so desired, the system may be programmed such that any load may be controlled by multiple locations and have the ability to turn on or off from any switch panel in the vehicle. All associated virtual switches shall indicate the status of the activated load at each control panel (regardless of which switch was pressed). The use of mechanical, current carrying non-unitized switch panels, particularly those that would require tools or diagrams to replace/repair is considered unacceptable.

3.10 SYSTEM STATUS MESSAGE DISPLAY CENTER

In addition to providing primary switch control, the front main control panel shall display vital statistics about vehicle health and indicate status of several key areas of the vehicle. A minimum of the following information shall be displayed on this front control/display panel:

- a) Voltage status of the vehicle charging system
- b) Status of the shoreline
- c) Status of any emergency warning lights (either through an icon or alert)
- d) Status of any door or compartment door open on the vehicle
- e) Overall status of the system (display prominently any faults)

Display unit shall include an elapsed timer function to allow selected countdown functions to be used. (Section 3.11 related). This display shall be easily read during both daylight hours and in the dark.

3.11 ELAPSED EVENT TIMER

On the main control display touchscreen, there shall exist an elapsed timer or ground operations timer feature for timer reminder functions during for typical EMS operations. This timer shall provide for user selectable count down functions from 1 minute to 90 minutes. At the end of the user selected timeframe, the display shall visually and audibly alert the user that the time has elapsed, at which time another timer round can be set.

Due to space limitations and functionality, State is requiring the timer function

be built-in to the existing message displays. The addition of external clocks or timing devices shall be deemed unacceptable.

3.12 HOUR SERVICE METER

The primary message display center shall include a cumulative hour meter function built-in. During standard power-up (ignition voltage sensed) the main display in the vehicle shall display the total elapsed service hours of the vehicle since delivery from the Provider. This meter shall be integrated in the primary display of the vehicle and shall have the ability to be calibrated, reset or adjusted through the back or circuit card portion of the device.

Due to space limitations and functionality, the State is requiring the hour meter be built-in to the existing message displays. The addition of an external or separate hour meter device shall be deemed unacceptable.

3.13 LOW AMPERAGE SWITCHING:

All switches and touchscreens used on the primary switch panels shall be of a low amperage design. These switches send only an “on” or “off” signal to the electrical distribution center, minimizing the electrical burden placed upon the vehicle as well as improve efficiency by minimizing voltage drop. These switches shall draw no more than 10 mA each and shall be moisture proof, rated for not less than 5 million operations from the manufacturer. Furthermore, all switches shall be permanently soldered to a PC-board, eliminating the possibility of loose switch connections. Under no circumstance is the use of circuit breaker switches or high amp switching considered acceptable, due to their bulk and inefficiency.

3.14 USER-CHANGEABLE LEGENDS

Each display shall include programmable, custom virtual switch legends that can be configured via a simple XML file and uploaded to the system touchscreen display. Engraved or vehicle specific legends are not acceptable, as they are not easily changed should the State switching needs change. Instead, the legends will be separately and individually changeable, and the vehicle will be supplied to the State with an assortment of spare legends for possible reconfiguration.

3.15 120V SHORELINE INDICATION

Due to the emergency response and readiness nature of this vehicle, each message display located at the switch control panels shall display the status of the 120V Alternating Current shoreline when engaged. This message shall display “SHORELINE ENGAGED” as well as display the battery voltage level of the entire system.

3.16

ORIGINAL EQUIPMENT MANUFACTURE (OEM) INTERFACE

The electrical system shall interface with the vehicle via logic input taps or CAN-BUS message integration only. These taps shall draw NO current and only sense (maximum of 5mA) the signal state of the line. Any tap which interfaces with the vehicle's OEM wires shall be achieved using solder and heat shrink in accordance with Ford Pro Upfitter modifier standards. Each OEM wire shall be soldered to Providers tap using electrical no-flux solder and covered by adhesive lined heat shrink tubing. Provider shall not use Scotchlok or t-tap style connections nor tap senses that utilize relays coils or current drawing devices.

To allow the maximum configuration and future feature expansion, the minimum vehicle signals to be tapped and wired to the main system board are:

- a) Ignition
- b) Start
- c) Brake
- d) Park
- e) Reverse
- f) Horn
- g) High-beam
- h) Low-beam
- i) Rear Door Open

3.17

ELECTRICAL SUPPORT & DOCUMENTATION

The System's functionality shall be programmable via a standard laptop computer using a serial DB9 or Universal Serial Bus ("USB") connection. All features such as load shed priority, flash patterns, override keys, cancel keys, matrix switching must be programmable and easily changed without any wiring or connection changes. The Provider must also provide a full vehicle manual, bound in a 3-ring binder or similar device to include the following:

- a) Full Warranty Information
- b) Special Care Instructions
- c) Burn-In Report (charging system performance results)
- d) All Added Equipment Manuals and Warranty Cards
- e) Electrical System Operating Instruction Manual
- f) Full set of wiring diagrams/schematics of all converters added electrical devices.
- g) Any Contracted supplied radio communications operating system instructions, etc.

3.18

WIRING STANDARDS

Wiring to be automotive type meeting or exceeding SAE J1128-GXL rated for minimum of +125 degrees centigrade. All wiring to be stamped with permanent,

indelible marking describing "plain word" function not less than 6 inches apart for the entire length of the wire. Each run to be rated for 125% the specified ampacity of the connected load. All wires to be run in split corrugated, nylon loom with minimum temperature rating of +115 degrees Centigrade. Loomed harnesses to be wire tied to frame and chassis not greater than 16" apart. Any high voltage lines such as strobe cables and harnesses to be shielded and within independent harness from all other wires. All pass through holes cut in body of vehicle where wire harnesses travel to have standard Heyco style bushings to protect from chaffing. All holes that pass to exterior of body to have approved sealing compound to seal wires from weather.

3.19 CONNECTIONS AND TERMINATIONS

All connections made within the body, away from possible weather to be standard crimp style terminals with nylon insulation. Terminals must be crimped with approved tool specific to connector being used. All exterior connection (made on outside of vehicle body) to be Delphi Weather Pack, sealed connector or equivalent and must protect against moisture, dirt and dust, minimum rating of -40 to 250 degrees Fahrenheit. All ground connections made on chassis frame or body on remote appliances to utilize star (toothed) ring terminal and be coated from weather and corrosion with silicon or approved sealing compound. All connections made inside the engine compartment are to utilize crimp style terminals with adhesive heat shrink over all connections.

3.20 WHOLE VEHICLE CIRCUIT PROTECTION

All electrical loads and appliances added by the conversion company shall be run through one master circuit breaker. This circuit breaker will be rated to handle all possible loads added to the vehicle and will be located as close as practicable to the vehicle battery(s). The purpose of this device is not only to protect the vehicle in the case of catastrophic failure or collision, but also to enable all non-OEM accessories to be removed from power for service or maintenance. The circuit breaker will feature a manual power-disconnect "trip" button, as well as positive indication of its "tripped" status.

3.21 CENTRAL FUSE LOCATION

All loads not directly switched by the Provider added electrical system shall be circuit protected via ONE (1) central fuse block. This fuse block shall be located external to any console or cabinet and shall require no disassembly or tools to access. Further, each load connected shall include a circuit number and be associated with dissimilar loads for ease of trouble shooting. All wiring information shall be located in bidder supplied documentation as to circuit number, wire marking and location.

Given the nature of this vehicle's operations, the use of hidden, buried or non-central fuse panels shall be deemed unacceptable. Further, there shall be no use of inline fusible links or additional fuses not centrally located at this one panel.

3.22 STROBE AND COMMUNICATIONS HARNESSES

In the manufacture of custom wire harnesses, under no circumstance shall strobe cables be incorporated into harnesses containing other types of wires, thus minimizing the potential for annoying or harmful interference or Radio Frequency Interference (RFI). Additionally, communications cables/antenna will not be run in harnesses that could engender similar problems.

4. BUILD STANDARDS

4.01 INSTALLATION OF ALL BODY LIGHTING & APPLIANCES

All body lighting shall be cut into the vehicle's body such that no possibility of corrosion or finish damage is likely in later years of ownership. All holes cut into the body of the vehicle for mounting of any lighting or added appliance by Provider will be done using the following standards.

All cuts must be sealed and primed with a self-etching type primer. All screws used to mount any appliance cut into the body of the vehicle must be of machine thread and be a minimum of 18-8 stainless steel in material. All screw holes must contain an approved Rivnut or Nutsert style device such that a machine screw can be used to mount appliance without the risk of strip out during maintenance or corrosion from removal. In no way shall sheet metal screws or any other self-tapping or self-threading screws be used to mount any lighting or other body cut appliance to the vehicle. The use of sheet metal screws or similar fasteners shall be deemed unacceptable.

4.02 MOUNTING OF ROOF ITEMS

All roof mounted items shall be mounted such that not to cause damage to roof structure or weaken the roof in any way. Structure supports shall be added, where needed for heavy items. All interior headliners and trim shall be removed in order to run cables and mounting fasteners properly. Rooftop items shall be through bolted to the roof using 18-8 Stainless Steel machine bolts and lock nuts. The use of self drilling or sheet metal type fasteners shall be unacceptable.

Any penetration through roof skin shall be back sealed (from inside vehicle) using approved silicone adhesive sealant. All cables shall be run tight to roof skin and taped to roof and side structure posts so as not to vibrate behind trim or headliner. All trim and headliners shall be replaced to OEM standards so that no evidence of equipment or wires have been added.

4.03 ROUTING HARNESS AND WIRES

All converted added wiring harnesses and cables shall be run (when inside vehicle) behind structural supports and cross members. Cable runs from engine to console, console to rear electrical compartment and rear electrical to vehicle body shall be achieved by running protected, loomed harnesses down frame rails, outside vehicle body. All harnesses shall be run alongside OEM harnesses and fastened a minimum of every 16" using appropriately rated cable ties. Under no circumstances shall any cables be run under carpet, upholstery or step trim due to likelihood of future damage. No cable or harness shall be run through the vehicle's firewall.

5. EMERGENCY LIGHTING AND SIGNAL

Drawing: See 17.01 Figure 1.

5.01 LIGHTBAR ROOF MOUNTING

As it is necessary to make an opening in the vehicle roof for lightbar cable(s) to be routed, proper and effective sealing of these hole(s) is of importance. All wire holes through the vehicle roof will be protected with self-sealing, waterproof, hole grommets. The lightbar shall be mounted securely at each foot into the vehicles body using Rivnut style fasteners. The use of self-tapping screws, hook style mounts or through bolting shall be prohibited. For interior lightbars, the lightbar body shall be secured to the OEM ceiling via secure fasteners into the body structure.

The Provider shall provide and install the following lightbar:

Manufacturer: WHELEN

Type: LIBERTY

Model: BB2SP3D

Description: 54" Liberty DUO WCX Center Model, Promo BWBB1223,
RED/White (R/W Front with TD, Alley, R/A rear)

Light bar shall have the ability to placed in "cruise mode" where only a small portion of the outer corners/edges of the red LED light bar remains steadily illuminated to keep vehicle recognizable without intensity of full emergency lights.

5.02 TRAFFIC ADVISOR MOUNTING

As it is necessary to make an opening in the vehicle roof for traffic advisor cable(s) to be routed, proper and effective sealing of these hole(s) is of importance. All wire holes through the vehicle roof will be protected with self-sealing, waterproof, hole grommets. The traffic advisor shall be mounted securely into the bed topper at each foot using Rivnut style fasteners. The use of self-tapping screws or through bolting shall be prohibited.

The Provider shall provide and install the following traffic advisor:

Manufacturer: WHELEN

Type: DUOLED

Model: TADF8 - RA: Traffic Advisor, Front Load, DUO Super-LED, 8 Red/Amber

5.03

BODY LIGHTING

The Provider shall provide and install the following body lighting:
Additional items for this section.

Item	Mounting Location	Quantity	Instructions
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Grill - Built-In	4	
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Fenders (Both) - Front Center Over Wheel	2	
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Fenders (Both) - Rear Center Over Wheel	2	
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Bumper, Rear - Built-In	2	
I2L: Ion Super LED DUO Series, Red/White	Liftgate, Rear - Interior Surface	2	
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Body, Rear	4	Vertical, adjacent to liftgate
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	SEE NOTES THIS ITEM	4	Sides of cap, vertical. Red warning in park Red/White warning in driver or park override Steady white scene feature green command feature
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Running Boards, Kick Space Area	4	Running board vertical uprights
PROG - NOTE: Programming Note		1	Standard CORE programming functionality. Red warning, introduce flashing white. Solid white scene override

5.04**SIREN AND AUDIBLE DEVICES**

The Provider shall provide and install the following siren and audible devices:

Siren Model: C399, CenCom Core Amplifier Control Module, Flashing Outputs, Includes 3 CAN ports.

Additional items for this section.

Item	Mounting Location	Quantity	Instructions
SA315P, Compact 100W Poly Siren Speaker	TBD	2	
SAK61AD: Ford F-250	TBD	1	
SAK61AP: Ford F-250	TBD	1	
C399SP: SCANport KIT FOR C399	TBD	1	
HOWLER: Howler Low Frequency Siren, w/ Amplifier and 2-Speakers	TBD	2	
HWLRB35: Howler Mounting Bracket	TBD	2	

5.05**WORK LIGHTING**

The Provider shall provide and install the following work lighting:

- a) Rear Hatch Liftgate Lighting
- b) Spotlight

Additional items for this section.

Item	Mounting Location	Quantity	Instructions
E45-0B03-1: Black Parallel Mount Screw Clip Qty 2	*STD	8	Cap lamp mounts.
E45-WBP10-1: 60 LED Premium 47.5" Aluminum Extrusion Lamp White	Liftgate, Rear - Interior Surface	1	
E45-WBP12-1: 72 LED Premium 56.5" Aluminum Extrusion Lamp White	*SEE NOTES THIS ITEM	3	Side toolboxes, center of cap (interior.)
E10-WS00-1: Ground/Flood Light LED, Waterproof w/ SS Bracket		6	Underbody/puddle lamps
ECVDM TAL00: LED Dome Light, 6" Round w/ Red LED Night Light, 10-30v - White LEDs/White Lens	Headliner - Front	1	

6. CONSOLE

6.01 GENERAL CONSOLE CONSTRUCTION METHODS

The Provider will provide and install a front console to house all necessary switching, signaling and communications controls, as well as any added cup holders, map books and 12-volt power-points, as desired. The primary console construction (sides, front, and rear) shall be of black textured power formed aluminum material. Whenever functions of the OEM are interrupted by the console (rear radio or HVAC controls, ducting, etc) these features shall be reintegrated into the new console. Due to the continual and strenuous use of these vehicles, materials that chip (such as Formica) or stain (such as unprotected carpeting) will be considered unacceptable.

6.02 SCULPTED CONSOLES

The provided console shall be scribed to mate tightly to the OEM vehicle body and dash, enabling the most effective use of all possible storage space. This installation typically necessitates the loss of certain OEM functions (power points, cup holders) therefore, these functions shall be reintegrated into the new console. The obstruction of vital OEM features (front HVAC controls, audio system) is not acceptable. Interference with OEM airbags or any other supplemental safety systems will be deemed unacceptable.

6.03 FRONT CONSOLE

The Provider shall supply, upon submission of his/her proposal, a preliminary Computer Aiding Drafting (CAD) drawing detailing the overall design, dimension and materials/finishes that will be supplied on the finished product. These prints must be too scale and must be the drawings used for preliminary design, final approval and final fabrication. This type of "Consistency of design" is required and pertains to any designs that must be approved the State prior to fabrication. Any bids submitted without CAD drawings shall not be considered.

6.04 ALUMINUM CONSOLE FEATURES

The face surface (top) of all front consoles shall be constructed of .090 aluminum sheet(s). These faceplates will be cut to size using CNC or sheering operations, other cutting methods are unacceptable as they lead to sharp edges and distortion. Under no circumstances shall these cutouts be performed by hand. The Provider must have the ability to duplicate these items without the original unit in shop. All holes necessary in the faceplate (radios, switching, etc) will be die-cut to a maximum allowable tolerance of +/- 0.003" through the aluminum. Gaps around mounted appliances will not be acceptable and shall be deemed unacceptable. The finished product will feature rounded edges and corners to prevent injury to people or equipment. Aluminum provides excellent durability and a common ground reference for all electronics in the console. The use of wood or laminate covered wood on the faceplates is unacceptable.

6.05**FACEPLATE COATING**

Fabricated .090 aluminum faceplates will receive a protective black textured powder coating. This material shall have a textured finish, minimizing potential glare while providing easy maintenance and cleaning. This coating will be highly resistant to scratching, scuffing, chipping or staining, and will be able to stand-up to most typical chemical exposures. The use of laminate such as Formica or PVC coating shall be deemed unacceptable.

6.06**ATTACHMENT OF CONSOLE**

The console shall be attached using structural angle brackets rated for a minimum of 100 pounds of force. A minimum of three attachment points are required and the console is to be fastened to the OEM floor using ¼" self-tapping lag screws.

6.07**CONSOLE FEATURES**

In addition to the above listed console specifications, the front full-floor console shall include the following features:

No.	Features	Quantity
1.	12V power points	1
2.	Adjustable armrests	2
3.	Cup holders	2
4.	USB power points	2
5.	Provider-supplied and installed L3Harris premium vehicle charger, PN: XL-CH6H, hard-wired permanently into the aft console to secure and charge L3Harris XL-200P portable radios	1
6.	Provider-supplied and installed magnetic palm microphone holders for L3Harris XL-200 microphone and Whelen public address system microphones	2
7.	Provider-supplied and installed durable "CAUTION" plate, securely mounted using permanent mechanical fasteners to ensure it remains affixed under all operating conditions. The plate shall be designed to match the console and read as follows: "CAUTION: ELECTRONICS" "Fluids only permitted in securely capped containers."	

In addition to the above listed console specifications, an overhead console shall be provided and include two (n=2) overhead speakers to be connected to the State-supplied Land Mobile Radio. One for future use as needed.

7.**COMMUNICATIONS**

7.01 INSTALLATION STANDARDS

All communications equipment, whether The State or Provider supplied, shall be installed per all manufacturers' recommendations. Power (12V+) supplied to this equipment shall run straight to the battery of the vehicle on a minimum of #6 gauge cable to minimize noise. All grounds shall be common and run to chassis frame using a minimum of #6-gauge cable to minimize noise. All weather-exposed connections must be coated to prevent corrosion. Any external speakers must be installed and have power and resistance ratings matching those of the speaker outputs on the equipment. Any cable runs to these speakers longer than 24" must utilize a minimum of 18 Ga., shielded, approved speaker cable. All radio equipment installed must be tested and operated within manufacturer's specifications prior to delivery of the vehicle. The Land Mobile Radio must be noise free (less than 10dB of spurious noise per unit) and be fully functional upon delivery.

7.02 THE STATE FURNISHED DEVICES

The Provider shall install the following new factory sealed State provided Land Mobile Radio as follows: L3 Harris XL-200M multiband radio transceiver with two remote heads, auxiliary speakers, and microphones. The LMR shall automatically power on when the vehicle starts and power off 30 minutes after the vehicle is shut down, without any driver or operator intervention.

Install the Following in Front Console		
Item	Mounting Location	Quantity
State-supplied LMR (L3 Harris XL-200) remote control head, speakers, and microphone	TBD	1
Install the Following in Rear Console		
Item	Mounting Location	Quantity
State-supplied LMR (L3 Harris XL-200) remote control head, speakers, and microphone	TBD	1

7.03 ANTENNAS

- Three Larsen 27 MHz to 6 GHz NMO or equivalent grade universal antenna mounts with RG-58U low loss, dual shield cables with FME male connectors shall be installed on the module roof. Antenna cables shall terminate: two in Electronics Cabinet #16 and one in driver's console.
- The Provider to provide and install single STI-CO Brand VHF/UFH/7-800 MHz antenna (RFMT-NT-V/U/C) or equivalent grade for use with L3 Harris XL-200M multiband radio transceiver.
- Provide and install a Panorama PN# LG-IN2444-W Mako 5G dome antenna to be connected to the Cradlepoint R1900.
- A cap shall be installed on each base that does not have an antenna installed and weatherproof sealed for future use.

- e) Provider to provide and install Starlink Mini Satellite Dish with cables connecting to on board Cradlepoint router. The dish mount shall have a durable, secure enclosure at its base to protect the mount and wiring from debris. All required connections shall be completed, including antenna, cabling, power, and grounding.

8 COMPUTERS

8.01 INSTALLTION STANDARDS

All computer related devices are to be mounted in approved brackets or straps and are to be secure in mounting method. Any items mounted in the cab of the vehicle are to be mounted such that they do not interfere with the normal function of the driver or driver's airbag and SRS system. Any swing arm devices mounted in the passenger area shall be delivered in the position that will not interfere with the passenger airbag system.

8.02 DOCKING STATION

The Provider shall provide and install Gamber Johson Mobile Data Terminal docking station and pole assembly for a the State-supplied-and-installed Panasonic FZ-G2 Toughbook laptop.

- a) Assembly should include a power adapter and pole mount.
- b) Mongoose 9" locking slide arm.
- c) Flat vertical surface base or matching equivalent to match console requirements.

8.03 ROUTER

The Provider shall provide and install and provide vehicle power for a Cradlepoint #R1900 ruggedized 5G router.

9 REAR CABINET

Drawing: See 17.02 Figure 2.

9.01 GENERAL REAR CABINET CONSTRUCTION METHODS

This section shall describe the basic design and construction requirements of the rear storage cabinet(s). Cabinetry shall be built to the States' requirements. The use of modular or pre-constructed cabinetry shall be unacceptable and shall serve to disqualify any potential Provider.

9.02 REAR CABINET DESIGN

The Provider shall provide a wooden cabinet for installation in the rear of the vehicle. All wood materials shall be constructed from lumber-core (LC) or veneer-core (VC) plywood. The use of particulate board, MDF, or any other engineered wood products for structural purposes is strictly prohibited and shall

render the bidder's proposal non-compliant. The cabinet shall be constructed using ¾-inch LC or VC plywood and shall be glued and screwed at all fixed joints.

9.03 CONSTRUCTION

The Provider shall provide a wooden cabinet for the rear of the vehicle. All wood shall be Lumber-core (LC) or veneer-core (VC) core ply. The structural use of any particulate or engineered wood products is prohibited and shall disqualify any Provider if used. The cabinet shall be constructed using LC and VC ply of ¾" thickness and be glued and screwed together at all fixed joints.

9.04 FINISH

The inside of all rear and mid-row cabinet surfaces shall be finished using a pure polyurea (Polybuild) coating that is UV stable, impervious to water, blood and other contaminants. This coating shall be applied as one contiguous layer leaving no seams, cracks or joints. This finish shall be applied with a minimum finished thickness of 100 mills (2.5mm)

All open and exposed edges of the material which makes up the rear cabinetry, shall be eased over by a minimum of 1/4" radius, smoothed and the interior/exterior finish material shall be rolled around all edges to produce a seamless, contiguous coating. No applied molding, rubber tee molding, or other trim be applied to any finished edges.

9.05 REAR CABINET FEATURES

A base cabinet to fit within a F250 shall be provided and mounted on cargo slide platform to include the following features:

Item	Mounting Location	Quantity	Instructions
Cargo Side Platform - 2000 lbs with 100% travel 3 7/8" High x 74" Long x 41" Wide		1	
Adjustable Shelf (each)		1	
Wire Cable Management System (Cablechain-Igus) for roll out cabinet.		1	
12V USB and USB Type C Faceplate Mounted Outlet		1	
12V Accessory Plug Adapter Socket		1	
120V GFI 15A Receptacle		1	
Magnetic Dry Erase Board		1	Dry-erase panel on sides of cabinet
Sundry Drawer, 24" Deep		1	
Drawer Divider System: Include 5 Div		1	
12 inch long Angled L-Track Aluminum		1	Adjustable tie-down track.

9.07 INSTALLATION / ATTACHMENT

The rear cabinet system must be structurally mounted in the vehicle. The use of self-tapping or lag type screws for primary attachment is unacceptable. The cabinet must be bolted into the vehicle through a structural plate or frame rail within the vehicle. Bolting through the sheet metal floor is unacceptable. The use of existing seat mounts or other structural OEM mounting devices is ideal, since these devices typically are testing for strength. Bolts must be a minimum of 3/8" in diameter; grade 5 and the nut on each bolt must be fully threaded onto the shank with 1-2% of the threads exposed above the nut. The use of washers is imperative where the nut meets the undercarriage of the vehicle; the minimum standard is one flat washer against the chassis and one lock washer between the flat washer and nut. There shall be a minimum of two (2) bolts used and/or a maximum spacing of 360 square inches between bolts. The bolts shall be torqued to 100 ft/lbs. each.

10 EXTERIOR ACCESSORIES

10.01 EXTERIOR ACCESSORIES MATCH

All exterior accessories shall be matched to vehicle make and model and installed following manufacturer recommendations and instructions. Original vehicle shall not be structurally modified to install the equipment listed herein.

10.02

BED TOPPER

A one-piece topper shall be provided sealed against water and weather intrusion. The topper shall be the same height as the OEM cab. The topper shall include corner and roof reinforcements as needed. The topper shall be constructed of min .060 aluminum. The color shall match OEM color of the vehicle. The topper shall include the following:

- a) A one-piece rear lift-up door, hinged at the top the provides a wide, unobstructed opening to the truck bed.
- b) Solid side doors with lockable latches, standard toolboxes on both sides.
- c) 12v LED rope lights for rear door, curbside and streetside toolboxes.
- d) Door-ajar prop switch sensor for all 3 doors.
- e) Two (2) clear adjustable work area lights upper inside of rear lift-up door with individual switches to allow area lighting when rear door is in the open position.
- f) Four (4) 9-LED work/area luminaires mounted on the streetside and curbside surfaces of the bed topper. The forward-positioned luminaires shall be fixed-aim units. The rearward-positioned luminaires shall be adjustable through a minimum of 90 degrees to allow projection of illumination to the lateral or aft zones of the vehicle.

Item	Mounting Location	Quantity	Instructions
Full Rear Hatchback Door for Commercial Bed topper (in lieu of hatch)		1	
Paint Match, to OEM Chassis		1	
Reverse Camera with Truck Harness for Bed Topper		1	
Full Toolbox in Side Compartments for Commercial Bed Topper		2	
Tool Board Backer and Poly Liner for Side Toolbox Compartment (each)		2	
9 LED Work and Area Light	Street and Qurb side on Bed Topper	4	

11

ELECTRICAL UPGRADES

11.01

ELECTRICAL UPGRADES

The Provider shall provide an electrical analysis as part of their submission showing the following data points: vehicle alternator output rating, total predicted current draw, and total reserve capacity. The reserve capacity shall be calculated as:

(Vehicle Alternator Output – Total Amp Draw of Proposed Equipment) ÷ Vehicle Alternator Output

This calculation shall be expressed as a percentage. If the reserve capacity is less than 25%, the Provider must propose mitigation steps to resolve the deficit and ensure proper vehicle performance.

11.02 ELECTRICAL UPGRADE ITEMS

- a) Shoreline PN: 091-55-15-120 Description: Super Auto Eject 15-AMP, 120V Color: White to match vehicle color.
- b) Battery Charger: 45-AMP Charger, with built-in charge wizard.
- c) Inverter: 1000 Watt Progressive Dynamics PD1600 Series
- d) 120V GFCI 15A receptacle in topper side toolboxes. Provide and install two (2) upfitted 120 VAC, 15 A, GFCI-type duplex receptacles. Each receptacle shall be integrated into the vehicle's AC electrical subsystem, properly grounded, and protected by a GFCI device in accordance with OEM installation practices and relevant electrical codes.

12 CONSPICUITY MARKINGS

Reflective UV protected vinyl graphics shall be supplied by the Provider to conform to any transportation safety or regulatory compliance issues. If indicated all reflective material is 3M Scotchlite 680 Series Premium Reflective vinyl (or higher quality) with a minimum outdoor guarantee of three (3) years. All graphics to be hand applied using techniques outlined by the manufacturer. Continuous runs of striping that require splicing together of striping material shall use overlapping splices. Butt joint splices shall not be permitted.

The Provider shall supply, upon submission of his/her proposal, a preliminary Computer Aiding Drafting (CAD) drawing detailing the overall conspicuity markings that will show on the finished product. These prints must be too scale and must be the drawings used for preliminary design, final approval and final fabrication. Fonts and design details to be finalized at time of contract award.

12.01 COLOR SCHEME

Any base color shall be painted to match OEM Oxford White.

Detail	Description
Stripe 1	
Color	Orange (#680CR-14)
Size	1" H
Style	Straight
Material	Reflective Scotchlite
Location	Streetside and curbside of module, wrapping around to rear radius, 1" gap above Stripe #2
Stripe 2	

Color	Orange (#680CR-14)
Size	6" H
Style	Straight with upward angle, forward
Material	Reflective Scotchlite
Location	Streetside and curbside of module, wrapping around to rear radius, centered between Stripes #1 and #3
Stripe #3	
Color	Orange (#680CR-14)
Size	1" H
Style	Straight with upward angle, forward
Material	Reflective Scotchlite
Location	Streetside and curbside of module, wrapping around rear radius, 1" gap below Stripe #2
Rear Chevron #4	
Color	Red (#983-72) / Fluorescent Yellow Green (#983-23)
Width	6" H per stripe
Style	Diagonal stripes alternating between the two colors
Material	3M Diamond Grade
Location	Rear of RRV - one-piece rear lift-up door.

12.02

LETTERING

Streetside:

- Item #S1** Decal: Great Seal of the State of Hawaii
Color: Multi-color
Size: 10"H
Material: 3M IJ680CR with protective UV laminate for longevity.
Location: Cab door, centered above striping
- Item #S2** Lettering: "HAWAII STATE"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Streetside of bed topper, centered, upper, middle
- Item #S3** Lettering: "DEPARTMENT of HEALTH"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Streetside of bed topper, centered below Item #S2
- Item #S4** Lettering: "EMERGENCY MEDICAL SERVICES"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit

Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Streetside of bed topper, centered below Item #S3

Curbside:

Item #C1 Decal: Great Seal of the State of Hawaii
Color: Multi-color
Size: 10"H
Material: 3M IJ680CR with protective UV laminate for longevity.
Location: Cab door, centered above striping

Item #C2 Lettering: "HAWAII STATE"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Streetside of bed topper, centered, upper, middle

Item #C3 Lettering: "DEPARTMENT of HEALTH"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Streetside of bed topper, centered below Item #C2

Item #C4 Lettering: "EMERGENCY MEDICAL SERVICES"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Streetside of bed topper, centered below Item #C3

Rear:

Item #R1 Lettering: "HAWAII STATE"
Font: Helvetica Neue Condensed Bold
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.
Location: Rear of module, centered on upper lift up door.

Item #R2 Lettering: "EMS"
Font: Helvetica Black
Color: To match Blue (#680CR-75) with Black (#680CR-85) outline
Size: Nominal to fit
Material: IJ680CR reflective vinyl with UV laminate for longevity.

Location: Rear of module, centered below Item #R1

13 VEHICLE WINDOW TINTING

Clear ceramic UV window film with Total Solar Energy Rejection of 40% or greater shall be applied to the windshield, driver, and passenger windows.

14 FRONT AND REAR SEAT COVERS

14.01 TACTICAL SEAT COVERS

Tiger Tough Seat Covers or equal tactical seat covers shall be provided and installed on all seats. Covers shall be MIL-SPEC 1000D Cordura.

15 MISCELLANEOUS EQUIPMENT

15.01 LOOSE EQUIPMENT

The following equipment shall be shipped loose with the vehicle:

- a) Touch-up OEM paint. One bottle.
- b) One warning kit: Qty: 6 ultra bright LED emergency traffic puck / flasher flare in a plastic container that meets federal safety standards.
- c) Spare tire & wheel.
- d) Jack & tire changing tools.
- e) One shop step stool.
- f) Two additional OEM key fobs (total of four)
- g) Double Stud Fitting w/ O-Ring- cargo tie-down hardware for L-Track (n=6)

15.02 REMOVEABLE FLOOR LINERS

Provide and install WeatherTech-type or equivalent removable rubber floor liners compatible with the OEM vinyl flooring. Floor liners shall be installed over the cab floor and shall provide full coverage of both the front and rear seating rows.

16 SERVICE

16.01 WARRANTY

The Provider shall have an established facility on the islands of Maui, Kauai and Big Island of Hawaii to service and repair the furnished RRV and equipment during the vehicle warranty period. The facility must be AUTHORIZED BY THE MANUFACTURE OF THE RRV to provide warranty service and repairs. If the Provider does not have its own facility on those islands, the Provider shall designate a facility that is authorized by the RRV manufacture. The State reserves the right to inspect the facility.

The Provider shall be able to offer local support services on the islands Maui, Kauai and Big Island of Hawaii to include, but not limited to, the following:

- a) Provide warranty services and inspection.
- b) Provide repair and mechanical services.

c) Provide technical support, training, troubleshooting, and diagnostic testing.

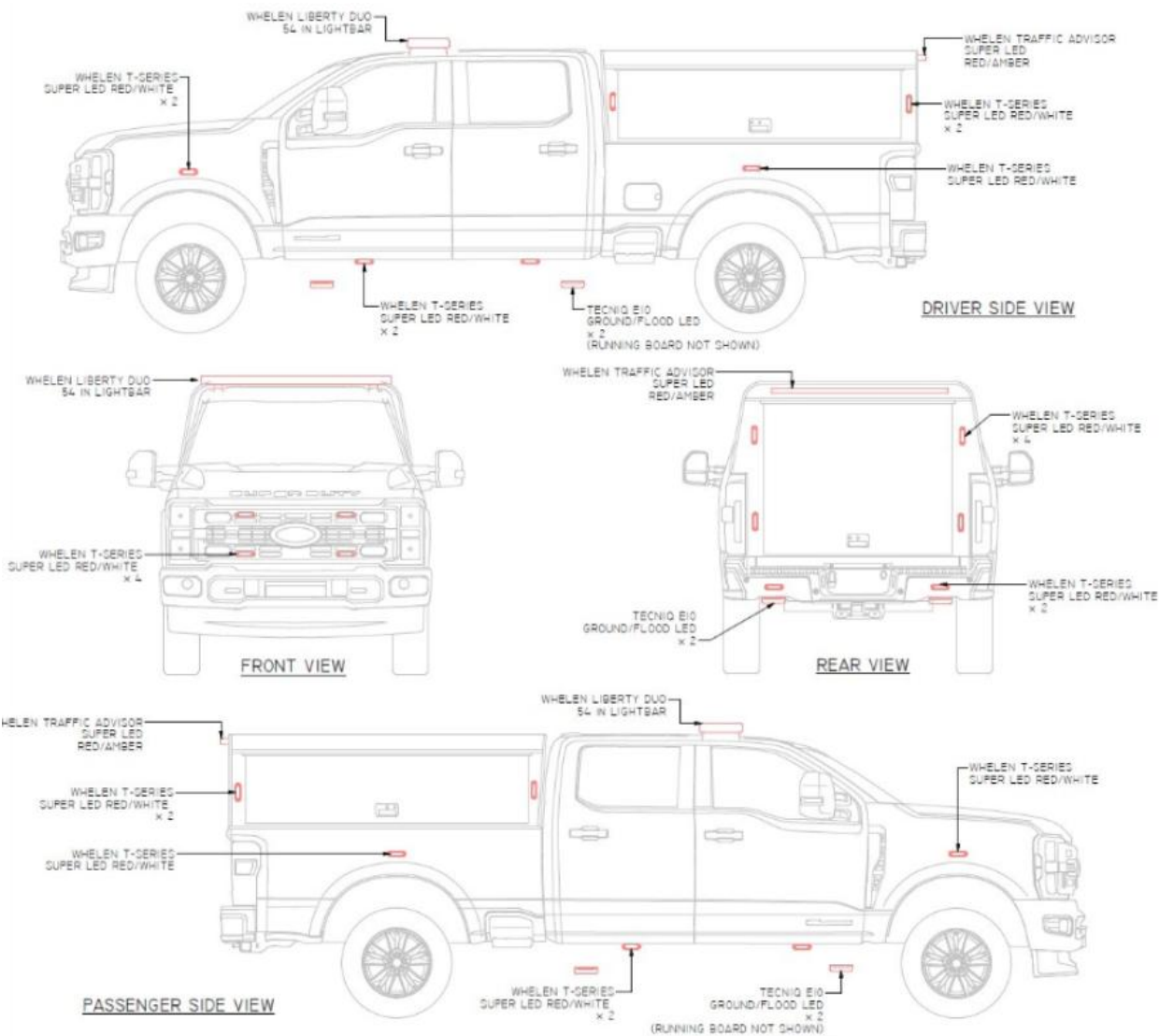
The State may request a copy of the agreement between the manufacture of the RRV being offered and the service and repair facilities. In addition, if the service and repair facilities are other than the Provider’s own, the State may request a copy of the agreement between the Providers and the designated facility to provide services and repair under the manufacturer's warranty.

17

17.01

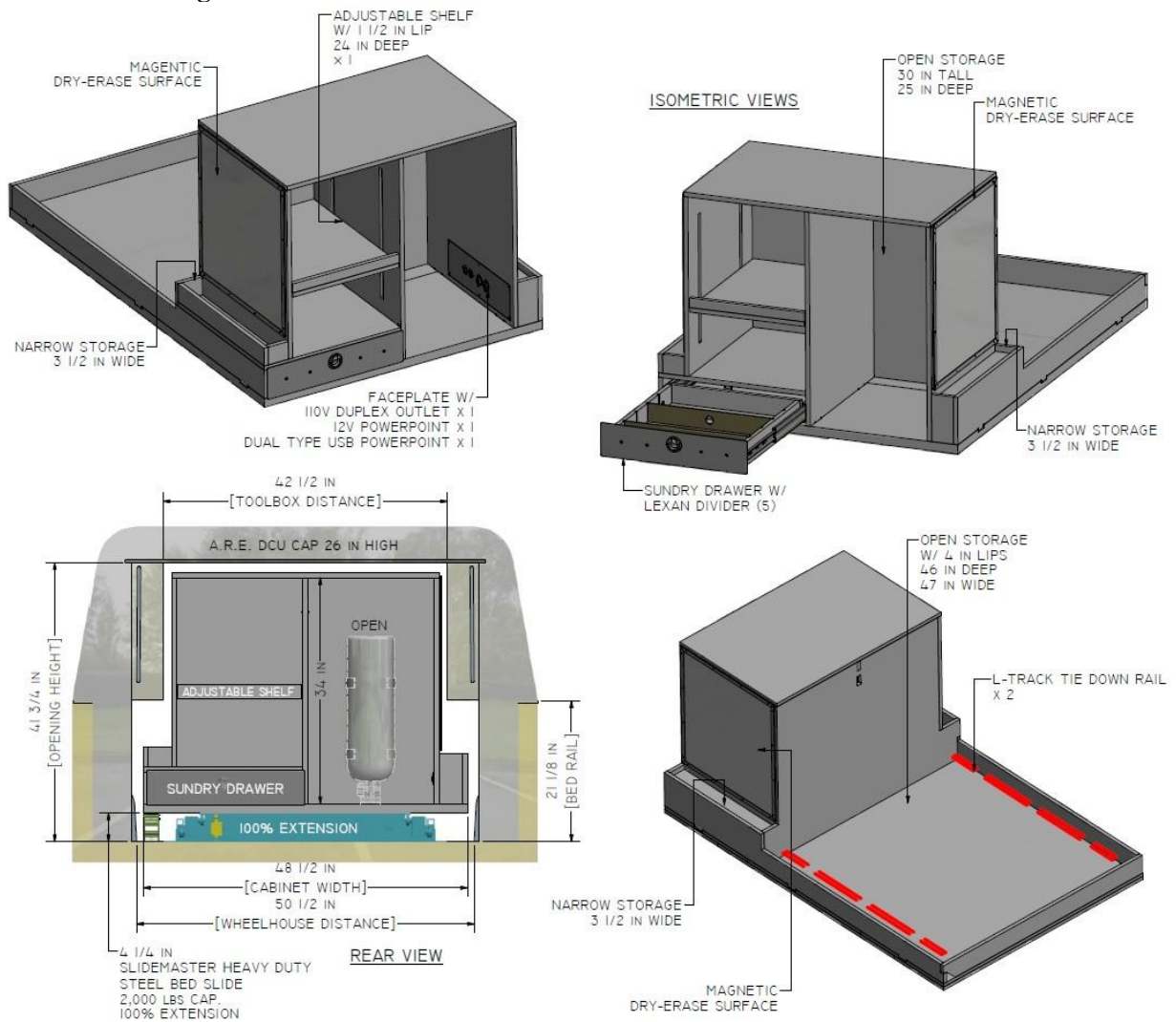
FIGURES

Figure 1



17.02

Figure 2



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III. EVALUATION CRITERIA

The selection of the Provider will be based on how well they meet the requirements of the strategies, organizational capacity, and demonstrated readiness.

The evaluation of responses received in response to the RFI will be conducted comprehensively, fairly, and impartially. Structural, quantitative scoring techniques and weighted totals will be utilized to maximize the objectivity of the evaluation.

When an evaluation committee is utilized, the committee will be comprised of individuals with experience in, knowledge of, and program responsibility for program service and financing.

A. General Qualifications

The Provider shall have all of the following qualifications:

1. Compliance with applicable federal, state, and industry design, construction, and performance standards for the type of vehicle and services required under this solicitation.
2. Manufacturing capacity to perform upfit construction in an established in-house manufacturing facility, including the ability to perform required warranty work.
3. A minimum of ten (10) years of experience in the vehicle upfit business.
4. Sufficient staffing, resources, and operational capability to coordinate vehicle delivery, inspection, training, and the provision of all required support manuals and documentation.

B. Evaluation Categories and Thresholds

Evaluation Categories

Points

Administrative Requirements

NOT SCORED

General Qualifications

Pass/No Pass

Applications that do not meet General Qualifications will not be scored.

Application

Experience and Capability:

15 points

Evaluates the Provider's relevant experience, expertise, and proven ability to perform similar work successfully.

Manufacturing Qualifications:

15 points

Demonstrates the Provider's ability to manufacture or provide the required products/services in accordance with project requirements.

Technical Specifications:

30 points

Measures how well the proposed solution meets the technical requirements and standards outlined in the solicitation.

Service Delivery:

10 points

Evaluates the Provider's approach to providing services efficiently, reliably, and within required timelines.

Warranty:

10 points

Reviews the Provider's commitment to correcting defects, providing support, and ensuring quality after delivery.

Price:

20 points

Assesses the reasonableness, competitiveness, and value of the proposed cost.

TOTAL POSSIBLE

100 points

Full points will be awarded to the response that exceeds the minimum requirements listed in the RFI.

IV. PROCEDURE FOR SUBMISSION

All responses shall be submitted electronically via email. If the electronic submission exceeds applicable email size limitations, the Provider shall notify the State and submit the response through an alternative electronic or physical file transfer method approved by the State. Only typed responses to this RFI shall be accepted.

All responses must be prepared in English and include a table of contents with page numbers as well as page numbers on each page. Responses must follow all forms and formats required by this RFI, and all financial information must be provided in U.S. currency.

Multiple or alternate responses shall not be accepted unless authorized. If a Provider submits alternate responses when such responses are not authorized, but clearly identifies one response as its primary response, the State reserves the right to consider only the primary response for evaluation and award purposes.

A. Delivery Requirements

1. Electronic Submissions

Providers are responsible for ensuring that all submission materials, including attachments, are complete, legible, and successfully transmitted to the designated email address by the submission deadline. The State shall not be responsible for delayed, incomplete, corrupted, misdirected, blocked, or undelivered email transmissions, including those caused by internet service interruptions, spam filters, file size limitations, or other technical issues.

Unless otherwise specified, all documents shall be submitted in PDF format. The State reserves the right to request resubmission of any files that are corrupted, inaccessible, or otherwise unreadable; however, the State is under no obligation to permit correction of deficiencies after the submission deadline.

All electronic submissions shall be sent

To: doh.rica.emscares@doh.hawaii.gov
Copied (CC): douglas.asano@doh.hawaii.gov

1. The subject line of the email shall state:

"RFI No. _____ Submission – [Provider Name]"

2. The body of the email shall include, at a minimum:
 - i. Primary contact person; phone number, and email
 - ii. Secondary contact person, telephone number, and email address (if applicable)

B. Format

Administrative Requirements	
1. Cover Letter	The cover letter shall include: - The legal name of the Provider. - The name, title, email address, and telephone number of the authorized contact person for the response; and - The total funding amount requested for the proposed project.
2. Table of Contents	Table of contents shall clearly identify all required sections and attachments.
3. Form A	Response Application Identification Form, attached as Exhibit A.
4. Blank Invoice	Submit a blank sample invoice in the format anticipated to be used for billing under the resulting contract.
5. Provider Compliance (Optional at the time of submission, required if an award is granted.)	If using Hawaii Compliance Express (“HCE”): Submit a current Certificate of Vendor Compliance issued through Hawaii Compliance Express. - If the HCE certificate indicates a Hawaii Department of Commerce and Consumer Affairs (“DCCA”) exemption, also submit a Certificate of Good Standing (“COGS”) issued by DCCA. If NOT using Hawaii Compliance Express: Submit all applicable compliance documents listed below. Each certificate must be valid at the time of submission: - State of Hawaii Tax Clearance Certificate (Department of Taxation) - IRS Tax Compliance Documentation (as applicable or equivalent federal tax clearance documentation) - Department of Labor and Industrial Relations (“DLIR”) Certificate of Compliance - Certificate of Good Standing issued by the DCCA Business Registration Division (not required for sole proprietorships or entities exempt from registration)
Evaluation Categories	

6. Experience and Capability	The Provider shall provide the number of years in business and the number of years providing the specific services required. This should include capability of being a vehicle upfit business. The Provider shall provide references, client listings, and/or at least three examples demonstrating relevant experience and capacity to perform the proposed services. Each reference shall include the organization name, contact person, contact information, project description, contract period, and scope of services provided.
7. Manufacturing Qualifications	The Provider shall provide sample projects and/or examples of relevant deliverables provided in the past showing Providers' ability to successfully perform the required services.
8. Technical Specifications	The Provider must provide a description of the specifications they intend to provide as outlined in this RFI.
9. Service Delivery	The Provider shall provide a timeline to identify key activities and deliverables to be completed with the expected delivery date to destination.
10. Warranty	The Provider shall submit a detailed description of the warranty coverage provided, including the coverage period, covered components, exclusions, warranty service process, and any applicable limitations.
11. Cost	The Provider shall submit a Firm-Fixed-Price for the complete manufacture of the rapid response vehicle and delivery to destination.

C. Confidentiality

If a Provider believes any portion of a response contains information that should be withheld as confidential, the Provider shall request in writing nondisclosure of designated proprietary data to be confidential and provide justification to support confidentiality. Such data shall accompany the response, be clearly marked, and shall be readily separable from the response to facilitate eventual public inspection of the non-confidential sections of the response.

Note that price is not considered confidential and will not be withheld.

V. DEADLINE

Submissions for the RFI shall be received no later than:

Close Time: 4:30 PM Hawaii Standard Time (HST)

Close Date: July 8, 2026

VI. SPECIAL PROVISIONS

A. Compliance

All Providers shall comply with all applicable federal, state, and local laws, regulations, ordinances, and requirements governing entities conducting business in the State of Hawaii.

B. Tax Clearance

Pursuant to Hawaii Revised Statutes (HRS) §103-53, as a prerequisite to entering into contracts of \$25,000 or more, providers are required to have a tax clearance from the Hawaii State Department of Taxation (“DOTAX”) and the Internal Revenue Service (“IRS”).

C. Labor Law Compliance

Pursuant to HRS §103-55, providers shall be in compliance with all applicable laws of the federal and state governments relating to workers' compensation, unemployment compensation, payment of wages, and safety.

Prior to contracting, owners of all forms of doing business in the state except sole proprietorships, charitable organizations, unincorporated associations and foreign insurance companies shall be registered and in good standing with the Department of Commerce and Consumer Affairs, Business Registration Division. Foreign insurance companies must register with DCCA, Insurance Division. More information is on the DCCA website.

1. Providers may register with Hawaii Compliance Express for online compliance verification from the DOTAX, IRS, DLIR, and DCCA. There is a nominal annual registration fee (currently \$12) for the service. The HCE’s online “Certificate of Vendor Compliance” provides the registered provider’s current compliance status as of the issuance date and is accepted for both contracting and final payment purposes.
2. Providers not utilizing HCE to demonstrate compliance shall provide paper certificates to the purchasing agency. All applications for applicable clearances are the responsibility of the Providers. All certificates must be valid on the date it is received by the purchasing agency. The tax clearance certificate shall have an original green certified copy stamp and shall be valid for six months from the most recent approval stamp date on the certificate. The DLIR certificate is valid for six months from the date of issue. The DCCA certificate of good standing is valid for six months from date of issue.

D. Wages Law Compliance

If applicable, by submitting a response, the Provider certifies that the Provider is in compliance with HRS §103-55, wages, hours, and working conditions of employees of Providers performing services.

- E. Campaign Contributions by State and County Contractors
HRS §11-355 prohibits campaign contributions from certain State or county government contractors during the term of the contract if the contractors are paid with funds appropriated by a legislative body.
- F. General and Special Conditions of Contract
The general conditions that will be imposed contractually are attached to the Solicitation/Notice. Special conditions may also be imposed contractually by the state purchasing agency, as deemed necessary.
- G. Insurance
Prior to the contract start date, the provider shall procure at its sole expense and maintain insurance coverage acceptable to the State in full force and effect throughout the term of the Contract. The provider shall provide proof of insurance for the following minimum insurance coverage(s) and limit(s) in order for the contract to be executed. The type of insurance coverage is listed as follows:
1. Commercial General Liability Insurance coverage issued by an insurance company in the amount of at least \$1,000,000 for bodily injury and property damage liability arising out of each occurrence and \$2,000,000 aggregate.
 2. Automobile Insurance issued by an insurance company in an amount of at least \$1,000,000 per occurrence.

VII. STATEMENT OF OBLIGATION

Neither the State nor any interested provider or interested party shall have any obligation under this RFI. This RFI is issued pursuant to Subchapter 4.5 of HAR Chapter 3-122.

Participation in this RFI is entirely optional. Submission of information or recommendations does not obligate any provider to participate in any future procurement process, nor does it confer any right to be included in any subsequent solicitation or award.

This RFI does not commit the State to award a contract, nor will the State defray any costs incurred in preparing responses or participating in any presentations or negotiations.

Furthermore, participation in this RFI is not required as a condition for responding to any future procurement action the State may issue.

STATE OF HAWAII
DEPARTMENT OF HEALTH
EMERGENCY MEDICAL SERVICES & INJURY PREVENTION SYSTEMS BRANCH
APPLICATION IDENTIFICATION FORM

RFI NUMBER: _____

RFI TITLE: _____

BUSINESS INFORMATION

Legal Business Name:
 Doing Business As:
 Business Telephone Number:

Business Address (Street Address) City, State, Zip Code:

Business Mailing Address
 (if different than Business Address):

Payment Mailing Address
 (if different than Business Mailing Address):

*If awarded, Form W-9 will be required for each address.

PRIMARY POINT OF CONTACT

Name:

Title:

Office Phone Number:

Mobile Phone Number (if any):

Email:

FISCAL RELATED POINT OF CONTACT

Name

Title

Office Phone Number:

Mobile Phone Number (if any):

Email:

BUSINESS ENTITYType of Business Entity (*check one*):☐ Non-Profit Corporation☐ Limited Liability Company☐ Sole Proprietorship☐ For-Profit Corporation☐ Partnership

If applicable, state of incorporation and date incorporated:

State:

Date:

FINANCIAL

Please indicate your preferred procurement method (e.g., purchase agreement, rate schedule, cost-reimbursement, budget-based, or other applicable procurement vehicle):

I certify that the information provided above is to the best of my knowledge true and correct.

Authorized Representative Signature

Date of Signature

Authorized Representative Name

Authorized Representative Title