

Vehicle Stabilization System Bid Specifications

Overall

The vehicle stabilization system must meet the following basic characteristics to be eligible for consideration.

- The system must be easily transported from the rescue vehicle to the rescue site with minimal effort by one person.
- All components shall be packaged in such a manner that one person can carry the entire system from the rescue vehicle to the rescue site in one trip.
- The system shall be designed and constructed in such a manner that deployment can be done easily and quickly by one person.
- The system shall be designed and constructed in such a manner that removal and stowing of the system is quick and efficient and can be done by one person.

Bid Specifications

The following specifications are not meant to disqualify or exclude any manufacturer. These specifications relate to general characteristics of a vehicle stabilization system that are deemed important by the end user and shall be considered minimum qualifications that must be met for the bid to be considered.

Please read each specification carefully and place a mark in the box provided. A mark in the "YES" box indicated you comply with ALL of the criteria stated in that portion of the specification. A mark in the "NO" box indicated you do not meet ALL of the criteria and will need to be explained in the exception area provided at the end of the specification form.

Specification	YES	NO
Main Body Specifications		
The vehicle stabilization system shall be constructed using 2" round steel tubing of no less than 0.065 wall thickness steel.		
The steel tubing used in construction of the system shall be zinc and clear chromate plated.		
The steel tubing used in construction of the system shall be powder coated red.		

Specification	YES	NO
The vehicle stabilization system must be capable of being constructed in 2 separate sizes of struts.		
Short struts shall have the capability of extending from a stored length of no less that 32.35” to a fully extended length of no less than 59.25.”		
Long struts shall have the capability of extending from a stored length of no less that 47” to a fully extended length of no less than 93.”		
Each strut shall have 2 telescoping sections that deploy from the main body of the strut.		
Each telescoping section shall have a permanent stop fixed at the end of the section to prevent tube separation. NO EXCEPTIONS		
The main tube and first telescoping section shall have a collar affixed to the section with an indexing notch. ALL holes in the system shall align when a pin is resting on the indexing notch. NO EXCEPTIONS		
Each main body and telescoping section shall have holes placed in them at no greater than 4.5” intervals.		
The strut system shall have the capability of supporting no less than 6,000 lbs. while fully extended and up to 12,000 lbs. when less than fully extended.		
The pins used in the system shall be of steel construction and have at least a tensile strength rating of 16,000 lbs.		
Each strut will require no more than 2 pins to complete the set up of the system. NO EXCEPTIONS		
There shall be a permanently affixed ratchet strap provided on each and every stabilization strut. NO EXCEPTIONS		
The ratchet strap system shall be capable of containing 27’ of strap material.		

Specification	YES	NO
<p>The ratchet strap system shall use 2" webbing style material that meets all C.H.P. and DOT Regulations. The strap material shall have a breaking strength of 12,000 lbs. with a working load of 3,335 lbs. or more</p> <p>NO EXCEPTIONS</p>		
<p>The ratchet strap system shall employ steel locking hooks capable of 15,000 lbs of strength</p> <p>NO EXCEPTIONS</p>		
<p>Pins shall be affixed to the strut or have spare pins on the strut itself for quick use if pins are lost.</p>		
<p>There shall be four anchor tops provided with each strut</p> <ul style="list-style-type: none"> • Flat top with holes capable of placing a 16D nail for use with structural collapse situations • Wedge top • Claw top • Square top 		
<p>One anchor top shall have the capability of placing a 3/8" chain in use for stabilization when chains are required.</p>		
<p>The base plate of the system shall be permanently affixed to the main tube by way of a nut and bolt configuration.</p>		
<p>The strut shall be able to stand upright without assistance, this shall be accomplished by way of a nut and bolt system that attaches the strut to the base. The nut and bolt system shall have the capability of being tightened or loosened to achieve desired effect.</p>		
<p>The base plate shall have a series of holes capable of passing a 1" piece of steel in the hole. This shall serve as a way to pin the base plate to the ground if there is a need to do so.</p>		
<p>The base plate shall have 2 separate upright wings with holes capable of placing auxiliary ratchet straps on the system.</p> <p>NO EXCEPTIONS</p>		

Specification	YES	NO
<p>Every strut in the kit shall come with the following components</p> <ul style="list-style-type: none"> • 1-flat top anchor cap • 1-wedge top anchor cap • 1-square top anchor cap • 1-claw top anchor cap • 1-spare ratchet strap 		
<p>Every strut kit of 2 or more struts shall have the following additional equipment contained in the kit.</p> <ul style="list-style-type: none"> • Carry handle • Hook cluster • Fine adjustment cap • Rewind handle • Accessory bag 		
<p>The spare ratchet strap system shall be a standalone ratchet using 2" webbing style material that meets all C.H.P. and DOT Regulations. The strap material shall have a breaking strength of 12,000 lbs. with a working load of 3,335 lbs. or more NO EXCEPTIONS</p>		
<p>The spare ratchet strap shall be a self contained system with the spare webbing material placed on a spool for ease of use and storage NO EXCEPTIONS</p>		
<p>The spare ratchet strap system shall employ steel locking hooks capable of 15,000 lbs of strength NO EXCEPTIONS</p>		
<p>The system shall have a carrying handle capable of containing 2 stabilization struts on each handle.</p>		
<p>The system shall come with a hook cluster consisting of</p> <ul style="list-style-type: none"> • 1-Large J hook • 1-small J hook • 1-Chain hook 		

Specification	YES	NO
The fine adjustment cap shall employ a 1" acme thread rod that can be screwed in or out to make fine adjustments on the system possible.		
The fine adjustment cap shall be capable producing no less than 7.5" of travel for fine adjustment capability.		
The system shall come with an accessory bag with enough storage space to adequately carry all of the spare parts associated with the strut kit.		