

PROCUREMENT DEPARTMENT
Rm 120 Municipal Services Building
Philadelphia, PA 19102-1685
FAX: (215) 686-4716

CITY OF PHILADELPHIA

Hugh Ortman
Procurement Commissioner

October 14, 2011

BID NUMBER: S2XT6880
TITLE: Tiller Ladder
DEPARTMENT: Office Of Fleet Management
DATE TO OPEN: October 19, 2011 at 10:30 AM

ADDENDUM # 1

TO ALL BIDDERS:

You are hereby notified of the following changes to the above mentioned bid:

Bid S2XT6880 has been postponed to October 24, 2011 at 10:30 a.m.

Below are answers to the questions submitted from the pre-bid meeting.

QUESTION 1

Pg. 12 of 19, Item 3.2.2, Award

Please clarify that the 5% contingency in not to be included in the proposed price.

ANSWER 1

Section 3.2.2 BASIS OF AWARD specifically states "the basis of award is based on Item 5.1 only, excluding items 5.1.1 to 5.1.4". Do not include any contingency in your pricing of 5.1.

QUESTION 2

Pg. 17 of 19, Item 4.2.7, Escalation Price

Please clarify Escalation Price regarding increases for subsequent contract renewal options. Paragraph 1 indicates prices can be increased or decreased; however, paragraph 4 is unclear in regards to price increases.

Section 3.2.7 references section 4.2.7 and we do not understand the intent of this section. This paragraph appears to describe a commercial vehicle and does not take into account the complexities of a custom built vehicle as described in the specification. The last sentence in this paragraph says "In no event shall the increase prices exceed the dealers cost sheet and pricing level for vehicles under similar terms and conditions". Based on this we are to understand that there is no provision to escalate the vehicle price over the contract period. Is this the intent of the City of Philadelphia?

ANSWER 2

The intent of this section 4.2.7 is to set a basis for future price increases. You may only change your price at contract renewal periods. The price you provide with your bid shall be the price for the first year of your contract.

The language is set for commercial type vehicles since they are the majority of vehicles and equipment purchased by the City. For this bid the following pricing information, at a minimum, shall be provided:

Engine
Exhaust system (including emissions)
Transmission
Cooling system
Differential
Axles
Tires and Wheels inc trailer
Generator system
Aerial Hydraulic system
Aerial ladder

QUESTION 3

Pg. 17 of 19, Item 4.2.7, Escalation Price

Please clarify last paragraph of this section, pertaining to dealers cost sheet?

ANSWER 3

I will use an example to explain the meaning of this last paragraph. We shall use an axle for reference. Your cost for the front axle at time of bid is \$5,250.00 and your cost sheet supports this price. When and if you submit your request for an increase in price for the renewal of the contract in the following year, you again must show your cost sheet. For this example the same front axle a year later is now \$5,500.00 and you have your cost sheet to prove the increase to \$5,500.00. You cannot provide your cost sheet at \$5,500.00 but tell us you want to charge 6,000.00. This paragraph allows a vendor to pass increased cost of components to City but does not allow the vendor to increase profit margin.

QUESTION 4

Pg 1 of 86 - GVWR Header

Please clarify the GVWR description for tractor. (Tractor GVWR 63,500lbs) Should this be 47,000lbs for the tractor and or 68,500lbs for the complete vehicle GVWR.

ANSWER 4

The GVWR listed next to tractor is the GVWR (combined) from our last order of aerial ladders. I should have listed the 47,000lbs and stated estimate. Also see section 3.2 (page 12 of 86) APPARATUS DIMENSIONS. In this section we intentionally left as blank since manufactures may provide various axles so this blank is to be filled in when submitting your bid. This estimate shall be for GVWR at time of delivery including average payload.

QUESTION 5

Pg 1 of 86 -Intent

We do not use solder connections anymore. We use a crimping and heat sealing process which is current to today's technology. We believe this exceeds the soldering process.

ANSWER 5

The City inserts this specification to verify that electrical connections will live for the expected life of this apparatus. In the City's world this is 20+ years. We fully understand that most OEM's have crimping and sealing processes in place that meet or exceed this specification. OFM will conduct an inspection of the crimping process and where specific type of crimps and weather proof connections are used at the Pre-construction meeting.

QUESTION 6

Pg 8 and 12 of 86 Item 3.1.2 and 3.1.18, Window Controls

Will the City accept electric window controls?

ANSWER 6

The City will not accept electric window controls, only manual operation.

QUESTION 7

Pg. 9 of 86, Item 3.1.7, Engine Enclosure

What is knock trim?

ANSWER 7

This is a piece of metal reinforced material that has a very tight fit in a 'U' shape that fits over an edge of metal. The trim fits tightly and must be hit with a plastic or rubber hammer to be installed, hence the term "knock trim".

QUESTION 8

Pg 10 of 86, Item 3.1.9, Interior

Our standard finish on our dash is painted, we do not offer power coat. Is this acceptable?

ANSWER 8

Your standard finish will be acceptable.

QUESTION 9

Pg 10 & 11 of 86, Items 3.1.11, 3.1.13, Seats

We do not use ABTS seating; seat belts are secured to the walls and posts of cab. Will the City accept this style seating?

ANSWER 9

The City has many vehicles in service with the type of seatbelt system you describe. Our preference is to use the modern design of ABTS and request that you seriously reconsider use of ABTS, however, we will not consider the securing of belts to post and walls as an exception. The seating must be Bostrum high back and be covered as described in our specification.

QUESTION 10

Pg. 11 of 86, Item 3.1.15, Cab Tilt Mechanisms

Will the City accept a manual back-up cab lift system capable of lifting cab in five (5) minutes in lieu of two (2) minutes?

ANSWER 10

The City will accept a back-up manual cab pump system that lifts the cab in five (5) minutes if that is the best you can provide. To be very clear this will be an item tested during acceptance of all OEM vehicles. If your / any OEM back-up cap lift system fails to lift the cab completely within the two (2) to five (5) minutes required, you will fail the inspection. The failure to meet this specification will be sufficient reason not to accept one or all of the apparatus.

QUESTION 11

Pg. 12 of 86, Item 3.2, Apparatus Dimensions

Would a travel height of 134" be acceptable, the 132 travel height may affect ground ladder storage?

Our preliminary drawing shows a 134" travel height, will this be acceptable?

ANSWER 11

The City will accept a travel height of 132" to 134". No additional height will be accepted.

QUESTION 12

Pg. 12 of 86, Item 3.2

The outrigger spread as shown on this page is 14 feet. During Pre-bid meeting the City stated that the tip of the aerial ladder must be certified at 500lbs. This cannot be done at current overall dimensions. What is the correct spread of the jack and tip load rating?

ANSWER 12

The outrigger spread shall not exceed 14 feet. Tip rating shall be handled further in this addendum.

QUESTION 13

Pg. 13 of 86, Item 3.3.1, Cab Paint

We do not paint with PPG. We request the City approve as equal Sikkens paint and process.

ANSWER 13

The City will accept Sikkens as an equal.

QUESTION 14

Pg. 14 of 86, Item 3.3.1.1, Aerial Device Painting

Will a fully painted aerial ladder be acceptable in lieu of zinc coating on the ladder sections?

ANSWER 14

The City requires a fully painted aerial ladder. We also understand that each OEM may have a special paint or coating used on friction areas. This is acceptable as well.

QUESTION 15

Pg. 18 of 86, Item 5.1.3, Wipers

Will the City accept use of a single electric motor windshield wiper motor installation as an alternate to dual electric motors?

ANSWER 15

In the past the City did accept this single electric motor and we have found that there is too much strain and failures occur. The City will accept only two (dual) electric motors.

QUESTION 16

Pg. 22 of 86 – Item 7.3 - As per 41-V-20M:86

Please clarify. Is there a specific component or reference to Purchasing Description (i.e. Shock Absorbers/front Axle) relative to the 41-V-20M:86 reference in this section?

ANSWER 16

The 41-V-20M:86 is a Procurement department specification that has been included in every bid the City issues. The current specification follows that format and wherever there is a corresponding (exact) number on our bid as in the 41-V our specification overrules.

QUESTION 17

Pg. 26 of 86, Item 9.2, Engine

Will the city accept a Cummins ISX 11.9 – 500hp @ 1800rpm engine with engine torque of 1645lb-ft at 1200 rpm?

ANSWER 17

The City will remain with the ISX 15 as specified. We reviewed the ISX 11.9 emergency application brochure and we would prefer not to have an engine that must run at peak to provide the needed horsepower. We have also been informed that the price difference between the two engines is only \$1,000.00. Since this a very heavy piece of equipment and can have various loading scenarios we will stay with the larger engine.

QUESTION 18

Pg. 26 of 86, Item 10.2, Air Cleaner

Our air intake system meets the Cummins requirement and has the air cleaner assembly mounted to the right side chassis frame rail. The air cleaner assembly is completely sealed as required in your specification but it does slightly sit below the top of the frame rail. The City currently operates a similar configuration in a vehicle today. Will this design be acceptable to the City?

ANSWER 18

The City does learn from our mistakes and we are very concerned with emergency response in flood situations. We are willing to accept your installation as long as the air Intake is plumbed above the top of the frame rail height and a positive locking clamp(s) are used on hose connections in lieu of standard hose type clamp(s).

QUESTION 19

Pg. 32 of 86, Item 14, Electrical System (Connection Box)

We do not use a main terminal box where the chassis wiring transitions to the body and the aerial. We use a harness specially designed specifically for the application of Deutch connectors that meet military specification.

ANSWER 19

The City requires a connection box to be located in the “A” compartment located on the tractor on the officer’s side. This compartment will house the majority of all electrical transitions and panels. This affords our technicians one location for start of all electrical diagnosis. This must be provided, extend your wiring to this location and install a connection box or it will be considered an exception. Additional discussion will be held

QUESTION 20

Pg. 32 of 86, Item 14.1

Your specification calls for 350 degree (min) flame retardant loom. The loom we use as a standard is rated from 250 to 30 degrees. Is this acceptable?

ANSWER 20

In our discussion we have learned that the 350 degree loom, although available may not have the overall life span that we desire. All vendors shall note the request for 350 degree loom is removed and we will accept a loom with a heat protection between 250 and 300 degrees. This correction also applies to the reference of 350 degree loom in the trailer section Item 46.3.

QUESTION 21

Pg. 40 of 86, Item 14.11.3, Generator Monitoring Display

Please provide Generator Monitor location since this vehicle does not have an operator's gauge panel.

ANSWER 21

We agree that this Apparatus does not have an operator's gauge panel as thought of for an engine pumper, but in our operation we consider the first aerial compartment on the driver's side to be our operators gauge area. As described above this is the area for the mounting of the Generators (FROG) as well as all other electrical gauges and wiring related to the generator.

QUESTION 22

Pg. 41 of 86, Item 14.11.8, Auxiliary Power Source

Please provide the location / compartment to house this item?

ANSWER 22

This Auxiliary power source item shall be located in the first aerial compartment on the driver's side.

QUESTION 23

Pg. 44 of 86, Item 15.2, Front Tires

Will the City accept front aluminum wheel size of 22.5"X 9" for the Michelin 315/80R 22.5 20 PR rated "L" tire?

ANSWER 23

The City will accept either a 9 inch or 12 ¼ inch width rim. The OEM is responsible to choose the proper rim for the tire specified to meet the weight rating as required. Engineering support for the decision may be required at the Pre-Award or Pre-Construction meetings.

QUESTION 24

Pg. 44 of 86, Item 15.3, Rear Tires

Our design (engineers) recommends the use of 12R22.5 tires on the tractor drive axle. Will this be acceptable to the City?

ANSWER 24

The City will accept either the 315/80R22.5 as specified or the 12R22.5 on the proper sized rim as suggested by your engineering staff. Each engineering staff may design their vehicle differently in this area depending on axle provided.

QUESTION 25

Pg. 44 of 86, Item 15.3.1, Rear Wheels

Please review the rim size for the rear tires. Is a 22.5" X 12.5" a typo?

ANSWER 25

Upon review, the International Tire and Rubber Association (ITRA) has published a guide in which it states a 315/80R.22.5 shall be mounted on a 22.5" X 9" inch rim.

QUESTION 26

Pg. 68 of 86, Item 36, Communication Devices

Please provide model of radio harness, model of antennas and brand and model of radio. Please provide radio model number and MDT part numbers, if available.

ANSWER 26

For bid purposes please use a Motorola Brand, Astro-Spectra model. The City has various radios and our communications division makes the decision as we provide them the delivery dates of the vehicles. We will firm up exact radio to be installed at Pre-Construction meeting.

QUESTION 27

Pg. 69 of 86, Item 37.1, Intent of Aerial Specification

Your specification calls for an optional bolt on tip. Is this a requirement for the ladder?

ANSWER 27

The City is interested in a bolt on tip, however, this is not to be part of any OEM bid to be submitted or included in quoted price or shall it increase any wheelbase due to anticipated request. To be further discussed at Pre-Construction.

QUESTION 28

Pg. 69 of 86, Item 37.1

Please confirm the ladder tip rating will be 500 pounds.

ANSWER 28

Please refer to questions for pg. 71 of 86, Item 39.2 below.

QUESTION 29

Pg 70 of 86, Item 38.1, Trailer Wheelbase

With our current design, we can achieve 327" wheelbase with a 250lb tip load and 359" wheelbase with a 500lb tip load. These exceed wheel base stated in specification. Will this be acceptable?

ANSWER 29

The City wheelbase shall be met + or – a few inches. See answer above concerning bolt on tip. Also Section 3 Item 3.2 Apparatus Dimensions state that the overall length shall be 55'6inches. A wheelbase as requested of a minimum of 327 inches will increase overall length. Both of these excessive measurements will make your apparatus dimensions an exception. Exceptions may not be taken. Limiting overall length is not done to eliminate or favor vendors; length is a very large factor as to how the apparatus are stored in existing Philadelphia Fire houses.

QUESTION 30

Pg. 70 of 86, Item 38.2, Trailer Axle

We only offer a TAK 4 independent suspension for the trailer axle. Will the City find this an approved equal?

ANSWER 30

The City will accept the TAK 4 as an equal.

QUESTION 31

Pg 70 of 86, Item 38.2

I see a blank next to the wording "Meritor MFS-20- _____". Are bidders required to fill in this blank upon submission?

ANSWER 31

Yes, all vendors must provide the make and model of the rear axle to be provided along with the capacity rating.

QUESTION 32

Pg 71 of 86, Item 39.2, Outriggers

The requirement of the ladder having a 500 pound tip load, the outrigger spread will be 16 feet.

Please confirm the aerial tip load requirement. The specification is confusing in regards to the performance requirement for a NFPA 500lb device. The statement that requires a 250lb tip rating on the device is contradictive.

We can achieve a 14 foot spread with a 500lb tip load, however, the wheelbase must be 359" for the trailer?

ANSWER 32

The City requires a 14 foot outrigger spread due to the small streets in the City. We require a ladder construction rating of a 500lb with a final tip load rating of 250lbs. We understand that the outrigger spread and tip rating are directly related.

We require a ladder tip load rating of 250lbs and a maximum outrigger spread of 14 feet. Sorry for any confusion in the specification or during discussion at pre-bid meeting.

QUESTION 33

Pg. 71 of 86, Item 39.3, sub point #4 rotation

Please clarify rotation past centerline is 5 degrees past centerline not 5 percent.

ANSWER 33

This is a typo. The correct relationship between rotation of the aerial ladder and the centerline of the apparatus in a short jack situation is only 5 degrees.

QUESTION 34

Pg 79 of 86, Item 46.2, Trailer Body Fabrication

Our fender wells are not removable. Maintenance in the areas are performed from underneath.

ANSWER 34

The exact reason you stated that maintenance and repairs are performed from beneath is our reason for requiring the fender wells be bolt in type. This is a custom vehicle; please modify your construction to meet our specification.

QUESTION 35

Pg 79 of 86, Item 46.3, Electrical Wiring

Our design does not use a main terminal box where the chassis wiring transitions to the body and the aerial. We use a harness specially designed specifically for the application of Deutch connectors that meet military specification.

ANSWER 35

The City requires a connection box to be located in the first aerial compartment on the officer's side. This compartment will house all electrical transitions and panels. This compartment will include the power supply to operate the majority of electrical systems in the aerial. We realize that there will be some wire feeds coming through the 5th wheel and they vary by manufacturer. This compartment affords our technicians one location for start of all electrical diagnosis in the aerial trailer. This must be provided, extend your wiring to this location and install a connection box or it will be considered an exception. The details will be discussed at the Pre-Construction meeting with the awarded vendor.

QUESTION 36

Pg 80 of 86, Item 47.1, Adjustable Compartment Shelves
What is the weight rating of the adjustable shelves?

ANSWER 36

Please use the weight rating of 250lbs per shelf.

QUESTION 37

Pg. 80 of 86, Item 47.2, Compartment Lighting
The specification requires Amdor lights and references Robinson doors in section 47.8.
Will the Robinson lights be acceptable if we use the Robinson door?

ANSWER 37

The City will accept Robinson (ROM) lighting as long as the V-3 style is provided. The approval of equal shall be cost neutral to the City.

QUESTION 38

Pg 83 of 86, Item 52.5, Tiller Cab Doors
The NFPA specifications require that all cab doors have an audible warning device as well as an indicator light. The City specification does not call out that requirement.

ANSWER 38

The City wishes that this apparatus be built in accordance with the NFPA requirements and both the audible warning device and lights shall be provided.

QUESTION 39

Pg 84 of 86, Item 52.3, Tiller Cab Interior
The specifications require the installation of an Atkinson Intercom system between the tiller cab and the tractor cab. The specifications also require a FireCom system. Please confirm that the City of Philadelphia requires both types of communication systems.

ANSWER 39

The City of Philadelphia does require both types of communication systems.

RELATED QUESTIONS BUT NOT PART OF SPECIFICATIONS

QUESTION 40

In past bids City specifications required provision of camera systems of this type of apparatus. Was this requirement mistakenly omitted?

ANSWER 40

The City PFD believes that the tiller driver has enough responsibility driving without taking their eyes of the road to glance down at the monitor. The camera systems are not required on this apparatus.

QUESTION 41

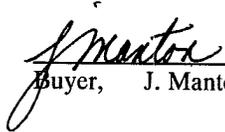
I overheard a side discussion concerning proprietary parts. How did that conversation relate to the build of this apparatus?

ANSWER 41

The City maintenance division OFM has major issues with OEM's using proprietary parts in construction of all makes of apparatus. There are times when a part is needed but we can only purchase from the OEM when we know that the part is made and distributed under another make and part number (label). OEM holds other distributors under an agreement not to distribute the part under a proprietary agreement.

All bidders shall provide a list of proprietary parts with their bid. No sheet metal or structural parts are to be included on this list. Failure to provide the list may be considered as an exception.

Please sign, date and return this addendum with your bid to the Procurement Department, 1401 J.F.K Boulevard, Bid Room 170A, Philadelphia, PA 19102-1685 as it now becomes a part of the proposal.


Buyer, J. Manton

AUTHORIZED SIGNATURE

FIRM NAME (PRINT)

DATE

JM/sj