NEBRASKA Administrative Services

Byron L. Diamond
Director

Pete Ricketts, Governor

ADDENDUM THREE
QUESTIONS and ANSWERS

Date: March 31, 2016

To: All Bidders

From: Dianna Gilliland, Buyer
AS Materiel State Purchasing Bureau

RE: Addendum for Invitation to Bid Number 5227 OF to be opened April 12, 2016 at 2:00 p.m. Central Time

Questions and Answers

Following are the questions submitted and answers provided for the above mentioned Invitation to Bid (ITB). The questions and answers are to be considered as part of the Invitation to Bid. It is the Bidder's responsibility to check the State Purchasing Bureau website for all addenda or amendments.

Question Number	Question	State Response
1.	Option price for Grade 65 Body ILO of SS a. Clarification on Tailgate being Grade 65 or as in the past AR b. Paint Specification for Steel body c. This same question for Cab-shield being Grade 65 and a paint specification	Specifications are for stainless steel. For a steel option, Line 31 on the Invitation to Bid, specifications are added for Paint, Body and Stationary Cab Shield, at the end of this document, page 4.
2.	3H-6 Page 39 – "Switch panel to be Wired-Rite System Inc., Touch-guard or Force America Brands. Switches will have built i-in bus bar connecting, silk screen backlit function indicators and magnetic automatic reset internal circuit breakers. Wiring shall include adequate slack to allow entre panel to be easily removed for service or replacement." i. QUESTION : Please include the Cirus brand Hammerhead console mounted switch panel with CPU and power smart distribution as an equal to the Wired -Rite and Touch Guard.	The Cirus Hammerhead console is acceptable for IV.CAB AND CHASSIS 33.H.6.

3.	Under Hydraulic System: Driveline to be 1350 series Spicer. Is this correct? A more normal application would be a 1310 series. 1350 may be too large to pass through the front cross-member. We just want to confirm the driveshaft series.	Please comply with specification as written. 1350 Series Driveshaft.
4.	2. E.3 Page 22 - Is it the States intent to have the butterfly access panels for front wing options only?	Butterfly hood panel required only if OEM does not offer tilt forward Hood. Service access panel is required.
5.	3. A.4 Page 22 - Will it be required to relocate the TCM to the cab interior if not offered thru the O.E.M.?	No. Relocate TCM only with OEM supplied optional harness and mounting if available as OEM option.
6.	30. G.1. Page 35 - Is the stainless steel cab guard to be painted?	No. Stainless steel cab shield is not to be painted.
7.	31. A.1 Page 35 - Would the State prefer stainless steel mudflap brackets as body is stainless steel?	Yes. Body mounted mud flap brackets should be stainless steel.
8.	33. G.4 Page 37 - Weather proof valve enclosure - Mild or Stainless steel?	Manufacturer standard weatherproof enclosure required. May be mild or stainless steel.
9.	33. I Page 40 - Hydraulic reservoir - Mild or Stainless steel?	Change 33.I to read: Hydraulic reservoir constructed of stainless steel to be minimum 30 gallon oil capacity with five gallon expansion space for total volume area of 35 gallon.
10.	3. B. Page 62 - Is a fabricated front wing post acceptable? Fabricated post have been approved and supplied on past contracts.	Yes. Fabricated wing post may be acceptable. Vendor to supply drawing, material list or other information with bid for review by NDOR prior to award.
11.	4. B. Page 66 - Is a fabricated front wing post acceptable? Fabricated post have been approved and supplied on past contracts.	See # 10.
12.	Would the State except the Monroe Para-Glide front wing post as an option?	Vendor may supply pricing and information in regards to offering an alternative front wing post in lieu of specified post.
13.	Will the NDOR still release the Chassis Payment after the Chassis Pilot has been approved and the chassis have been delivered to the Body Companies as they have in the Past?	NDOR may release payment for the “Chassis only” portion of PO. Chassis must be delivered to and accepted by the body company. Balance of payment will be made only after delivery, inspection and acceptance of completed units.
14.	#7: Brakes - Bendix AD-9si dryer acceptable in lieu of AD-IP? Description: The new AD-9si has a spin-on desiccant cartridge and an air governor that is integrated into the dryer housing in addition to the following improvements: • A more compact and space-efficient design • Improved air flow and purge volume • Reduced weight: approximately 10 pounds lighter	Comply with specification as written. NDOR search found no information for “Bendix AD-9si”. Bendix model AD-IS, Wabco 1200P or Wabco 1200 Plus are acceptable OEM equivalents. Please state in bid what is to be provided.

15.	#8F: Engine Do we need to include a snow door for the air inlet/air cleaner?	Snow door should be installed if available from OEM. Please state what is to be provided.
16.	#10B: Cooling How do we mark the bid sheet properly if our OEM does not require a coolant filter?	Vendor should check box "No & Provide Alternative" and then state in comment box no filter required.
17.	#11C: Fuel Tank Davco 482 allowed in lieu of 384 model? See attached	Comply with specifications as written. Fuel Water Separator to have engine coolant heater and 12 volt pre-heater. Davco 482 does not appear to have option for engine coolant heating of fuel.
18.	In regards to frame strength, will you accept 2,460,000 RBM in lieu of 2,500,000?	Comply with specification as written.
19.	Will the State allow for the inclusion of a driver's side airbag as in ALL passenger cars for the safety of the State employees?	Vendor may supply driver's side airbag as standard OEM equipment.
20.	Will the State accept 'black' plastic mirror heads in lieu of 'chromed' plastic mirror heads? Same material, different finish.	OEM "Plastic" mirrors shall have a "bright steel or chromed" exterior appearance.
21.	5. A.2 -We only have the option for sealed front hubs. This is what we install up to 23,000 lb front axles. Will this be acceptable? Can provide additional information upon request.	Comply with specification or mark exception box. Vendor should supply information in comments box.
22.	5. B and 5.B.1-Specifications called for both 40,000 lb and 46,000 lb rear suspension. Could you clear this up?	Rear axles may be rated for 20,000 pounds each, 40,000 lbs. tandem. Suspension assembly shall be rated at 46,000 pound capacity.
23.	8. A – Our 11 liter engine exceeds your specifications. It has 1560 lb ft torque and 395 HP. This is a solid platform we have had out since 2007 and pull have been pulling loads over 80,000 lbs.	Comply with specification as written.
24.	8. B – Is horizontal exhaust to mean under cab dpf/scr with vertical stack?	Comply with specifications. DPF/SCR exhaust system should be under cab if possible. Vertical mount in back of cab may interfere with cab shield and wing post installations.
25.	11. A.2 – if stainless fuel tank is not available what material would be required? Do you want to specify the tank strap material, stainless or steel.	If stainless steel fuel tank cannot be provided then OEM steel or aluminum tank is to be provided. Fuel tank straps shall be stainless steel.
26.	11. B – If stainless tank is available but not in truck manufacturers data book would this be acceptable.	Vendors may outsource fuel tank. Vendor to provide information on manufacturer, tank specifications, and supplier part number. After market fuel tanks shall be "certified" to meet FMCSA Standards for "side mounted" fuel tanks. FMCSA regulations Section 393, subpart E
27.	20. C – will 24 si alternator or leece neville be acceptable?	Comply with specification as written.
28.	Will the spec be changed to state the stainless steel fuel tank straps MUST be bid?	Fuel tank straps shall be stainless steel regardless of tank construction.
29.	Can the Wabco 1200 UP air dryer be bid? It is nearly identical to the AD-IP. http://www.meritorwabco.com/MeritorWABCO_document/SP0993.pdf	See answer to #14.
30.	What is the final stance regarding unitized front axles? The answer seemed vague, 'comply with spec or check no and provide alternative". Need clarification	See answer to question #21.

Part of Questions 1, above:
Additional Specifications for Option Line 31 on the Invitation to Bid.

YES	NO	NO & PROVIDE ALTERNATIVE	1. PAINT
			A. Dump bodies must be thoroughly cleaned and metal treated per paint manufacturer's recommendations.
			1. Metal will be completely primed with rust inhibitive primer/sealer that is recommended by paint manufacturer and compatible with top coat listed in Item 3 below. Primer sealer to be 2 to 3 mil dry thickness.
			2. Automotive caulk will be applied to all open seams.
			3. Top coat will consist of multiple coats of activator hardened acrylic or polyurethane paint and be 2 to 3 mil thickness.
			B. Color will be identical to yellow of chassis.
			1. Finish must be smooth, shiny, free of runs, oversprays and/or other defects.
			2. Paint and application must be of high quality.
			3. Primer and paint must be free of lead and chromate.
			4. Exception is that hydraulic system components for dump body, snow plow hitch and tool box are to be black which shall be primed before painting.
			5. Bidder must submit information on brand, type of paint and primer with proposal.
NOTES/COMMENTS:			

YES	NO	NO & PROVIDE ALTERNATIVE	2. BODY
			A. Western style Crossmemberless design.
			B. Unless stated otherwise, all steel to be minimum Grade 65 with 80,000 p.s.i. tensile strength, 100% continuous weld construction, welding.
			C. Length of 14 feet required. Cylinder to be front mounted no dog house.
			D. Inside width of minimum 84 inches required
			1. Overall outside width at corner post shall be 96 inches.
			E. Front, sides and tailgate to be 42 inches high.
			F. Upper tailgate hinge to be flush with top of tailgate. To be roll tarp compatible.
			G. Minimum capacity of 12 cubic yards struck.
			H. The sides shall be 10 gauge steel.
			1. Side sheets and rub rails to be one piece, no splices.
			2. Top rail shall be formed to a boxed section.

			a. An access hole shall be placed into top rail from inside of the rear corner post on each side to allow placement of light wiring inside top rail by NDOR.
			3. Bottom rail shall be formed to create a boxed section connecting to the floor.
			4. Two intermediate horizontal side rails.
			5. All horizontal sections shall be tapered to shed debris.
			I. Floor will be minimum one-piece construction of 3/16” AR450 steel.
			1. Floor section shall be formed to meet the sides at a 2-inch radius or 45 degree kneebend
			J. Head shall have boxed and continuous welded top section.
			1. Additional bracing shall be either a stamped-in vee, or continuously welded horizontal rib
			2. 10 gauge material.
			K. Tailgate shall be 3/16-inch AR450 steel.
			1. Fully boxed exterior ribs which shall be AR450 steel.
			2. Two intermediate horizontal ribs which shall be AR450 steel.
			3. All horizontal sections to be tapered to shed debris
			4. Double acting without lengthy projections from the apron or rear bolster.
			5. Upper hinges to be offset
			6. Minimum 3/8 inch banjo eyes to secure and adjust chains. Banjo eyes to overlap corner post for welding
			7. Over center locking with steel or cast iron hardware. Latching mechanism to be independently adjustable.
			8. Minimum 3/8-inch spreading chains
			9. Solenoid activated air tailgate controlled from cab. Solenoid air vent shall be stainless steel. Example: Legris 0683-001
			10. Air cylinder to be double acting and retracted when gate is closed. Location to be a minimum 2-1/2 feet from hinge point at rear of body and between longitudinals.
			11. Cylinder rod to be stainless steel.
			12. A warning light in the cab shall indicate when the tailgate is released.
			13. All lines and wiring entering the cab shall have the proper grommets and be silicon sealed.
			14. A 2” x 12” x 1/8” mild steel bracket shall be installed 16” from left side of tailgate on the lower rib to accommodate mounting of license plate. It shall not interfere with the tailgate chain.
			L. The rear face of each body cornerpost shall have three 2 1/2 inch x 6 3/4 inch oval And one 2-1/2 inch round cutout to accept:
			1. Top oval for strobe light to be installed by the Department of Roads

			2. Middle oval for Truck-Lite model 60004 or Grote equivalent back up light.
			3. Bottom oval for Truck-Lite Model 60050R or Grote Equivalent LED stop/tail and turn light.
			4. A Truck-Lite model 10050R or Grote equivalent clearance light shall be installed at the extreme top facing rearward.
			5. All lights shall be positioned high enough to be visible from rear when a Department of Roads spec spreader is installed with the auger trough cover in the raised position.
			6. The outer face of each cornerpost shall have cut out for a Truck-Lite model 10050R or Grote equivalent clearance light that shall be installed in each rear cornerpost.
			7. A triple ID Truck-Lite Model 10050R or Grote equivalent clearance light set shall be located above the pintle hook mounting inside the truck frame rails, facing out to the rear.
			8. These lights shall use a Truck-Lite Model 50398 or Grote 494955-01 harness which will connect all the box lamps and shall terminate in a sealed Betts Dri-Seal Circuit Box # 351044 at rear of the truck.
			9. The circuit box shall be placed for easy maintenance above the pintle hook mounting inside the truck frame rails, facing out to the rear.
			a. All plug-in connectors shall be liberally coated with a corrosion preventative dielectric lubricant such as Truck-Lite NYK77 compound.
			M. The under-structure shall consist of two longitudinals.
			1. Minimum 10-inch height.
			2. Sidewalls of longitudinals to be flared to support minimum 10-inch section of floor.
			3. Constructed of 3/16-inch steel.
			4. ¼ inch wear plates to be skip welded to bottom of longitudinals.
			N. Dual safety struts, which are to be positioned so that the top of body is 12-1/2 feet from grade when struts are used are required.
			1. Safety struts shall pivot on chassis and self-position when body is lowered on struts.
			O. Red light for indicating when body is in up position is required and will be located in dash area. An indicator in the heads-up display is acceptable.
			1. A 30mm magnetic proximity switch to be stainless steel.
NOTES/COMMENTS:			

YES	NO	NO & PROVIDE ALTERNATIVE	3. STATIONARY CAB SHIELD
			A. Cab shield shall cover rear, one half of cab.
			1. Be reasonably close to top of cab.
			2. Allow visibility from rear cab window.
			3. Shall be the same width as widest part of cab above doors.
			4. Standard eight inch channel will be used as uprights to top parts of cab shield and for top crossmember. Channel shall be 8 inch and minimum of 11.5 pounds per foot. Formed channels may also be used providing they are as strong or stronger than the standard 8" channels. Formed channels to be approved by Nebraska Department of Roads prior to use and installation
			5. Each upright shall be bolted with minimum of five each of 5/8inch grade 8 bolts to chassis rail. Welding and gusseting of right hand upright to wing sub-frame is acceptable.
			6. Upright flanges shall face away from center of chassis.
			7. Uprights shall be further stiffened to rail with 8 inch length of 3/8 inch by 3 inch by 3 inch angle irons placed on top of rails and properly welded to uprights. This angle iron may also act as the bottom support for the hydraulic reservoir. This angle iron shall not be welded to frame rails but must rest squarely on chassis rail.
			8. All seams to be continuous, skip weld will not be accepted.
			B. Top crossmember shall be adequately welded to uprights and gusseted with two 1/4 inch steel plates of 6 inch by 6 inch by about 8-1/2 inch dimensions at rear part of assembly
			C. Cab shield shall be welded to uprights and top crossmember. Cab shield material shall be a minimum of 10 gauge thickness.
			1. Reinforced and weld to crossmember with two 3 inch by 1-3/8 (4.1) channel irons, which extend the full length of cab shield and align with eight inch channel uprights.
			2. Adequately gusseted from 3 inch x 4.1 channel iron to eight inch channel iron.
			3. Welded to 4.1 channel iron with flanges downward
			4. Meet all OSHA standards
			5. Have provisions that do not allow ponding of water. (No Drain Holes).
			D. Heavy duty, expanded steel metal with about one inch by two inch openings shall be welded to cab shield to protect rear cab window are:
			1. Shield shall be placed to allow ample visibility from rear window
			2. Outer skirts of cab shield shall extend a minimum of six (6) inches below rear cab window

			3. A two-inch angle iron will be welded to uprights near top of hydraulic reservoir for welding bottom of mesh.
			4. An approximate 3 inch opening from top of reservoir to angle iron is required to allow hand access.
			E. Adequately-sized openings with rounded corners will be necessary in eight inch channel uprights for filler tube, temperature/sight gauge and other hydraulic components to be mounted on left side of truck. Openings will be done in a professional manner with straight sides with minimum one-half inch radius corners.
			F. Welding to be continuous on both sides of gussets, channels and cross members.
			G. Three (3) strobe light mounting brackets are required to be installed on each unit. Bracket sample will be provided by NDOR to provide successful bidder with proper bolt pattern for NDOR lighting.
			1. Brackets to be welded prior to painting cab shield.
			2. One bracket shall be mounted centered on top of cab shield. The other two brackets shall be mounted on top of cab shield, one on each side. Placement of brackets shall be such that auxiliary plow lights will not impair visibility of strobe lights.
NOTES/COMMENTS:			

This addendum will become part of the ITB and should be acknowledged with the Invitation to Bid.