

ADDENDUM THREE, QUESTIONS and ANSWERS

Date: January 23, 2019

To: All Bidders

From: Julie Schiltz, Buyer
AS Materiel State Purchasing

RE: Addendum for Invitation to Bid Number 5992 OF Pre-Bid Conference to be opened January 30, 2019 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. 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.

<u>Question Number</u>	<u>ITB Section Reference</u>	<u>ITB Page Number</u>	<u>Question</u>	<u>State Response</u>
1.	A	37	On VII.Body A.Bodies 12. Side brace support. Can we remove this side brace? We have removed this on our standard bodies. We can now get more liquid capacity with this removed. Monroe can provide 270 gallon tanks per side for liquid.	No: Please comply with specifications as written
2.	G		Transmission / Can verbiage be change to HD4000 or HD4500 as these are current models?	Yes NDOT will use the HD4000 and HD4500 as the models for Allison transmission
3.	J.		Brakes / AD-IP not available. As the OEM standard, is the Wabco System Saver HP with integral air governor acceptable?	Yes NDOT will accept the Wabco System Saver with integral air governor.
4.	K.		Fuel Tanks / Davco 384 is not available. Is the Davco 487 Fuel/Water Separator With ESOC and 12 Volt Preheater	Yes NDOT will accept the Davco 487 Fuel/Water separator with ESOC and 12 volt preheater.
5.			Will the State of Nebraska accept an automated manual transmission in lieu of the Allison 4500 RDS? The technology has evolved to where they are now better and more fuel efficient than the Allison. Every OEM now offers a 12 speed automated transmission.	No: Please comply with specifications as written

6.			<p>Will the State increase the CFM requirement of the air compressor to 30+ due to the tow plow and the additional air volume requirement it creates? 18 CFM is less than the standard on all OEMs.</p>	<p>No NDOT will not increase Minimum CFM.</p> <p>Per Viking Tow Plow this is the minimum need.</p> <p>This is just minimum we will accept higher CFM's.</p>
7.			<p>Will the State give consideration to production turnaround in the event that a bid is nominally higher? Some OEMs have lead times in excess of 365 days which is NOT conducive to the State's truck purchasing needs.</p>	<p>Per section I.DD ... bids will be awarded according to the provisions in the ITB</p> <p>Price; Location; Quality; Delivery time; and,</p> <p>NDOT will review all build lead times of all bidders.</p>
8.			<p>Will the State accept unitized front axles?</p>	<p>No: Please comply with specifications as written</p>
9.			<p>There isn't a cross auger section in the valve spec. If we quote what you need, we won't be priced the same as those who quote what is specified. If we quote what is asked for, it won't be correct on the truck. Are these still the functions you want? Hoist*-Tow Plow Steer**-tow plow lift**-Priority**-plow lift**-plow angle**-conveyor reversing**-cross auger**-pre-wet**-spinner**-tow plow pre-wet.</p> <p>Wing-Wing-Wing on different valve section per options requested.</p>	<p>NDOT will change this to read: for the correct bidding.</p> <p>Valves is to be arranged as follows:</p> <ul style="list-style-type: none"> a. Closed center inlet with relief b. Hoist=4 way, 26 GPM,500 psi down port relief. c. Plow lift=4 way, 16gpm d. Plow angle=4 way, 10gpm e. Wing toe=4way, 10gpm, 500 psi down port relief f. Wing heel=4 way, 10gpm, 500 psi down port relief, 2000 psi up port relief (required) g. Auger=4 way, 17gpm motor spool h. Spinner=4 way, 10gpm motor spool i. Prewet=4 way, 6gpm motor spool j. Tow Plow steering=4 way, 10 gpm k. Tow Plow raise/lower=3 way, 10gpm l. Trailer spreader=4 way,

				<p>15gpm motor spool</p> <p>m. Trailer spinner=4 way, 10gpm motor spool</p> <p>n. Trailer prewet=4 way, 6gpm motor spool</p> <p>o. Endcover</p>
10.			<p>Will the State increase the minimum CFM of the air compressor since the addition of the tow plow more than doubles the air volume required for safety in case of an air leak being able to maintain brake pressure and avoid an accident. 18 CFM is less than the standard CFM of a 6.7 liter medium duty engine. The CFM really needs to be a minimum of 30 CFM to avoid accidents.</p>	<p>Please refer to question #6 for NDOT's answer</p>
11.			<p>Will the State allow for automated transmissions to be bid as a direct competitor to the Allison in lieu of as an option price? PTO is off of the crankshaft so there is no reason to require a torque converted transmission. Fuel economy is 10-15% better with an automated transmission. Automotive OEMs are ALL moving to an automated transmission because the technology has made them better than the torque converted gearboxes. The 10 speed transmission that both Ford and General Motors use in their pickups is a dual clutch automated manual.</p>	<p>Please refer to question # 5 for NDOT's answer</p>
12.	VII.Body A	14	<p>The bid it calls out for Whelen light boxes in the dump body on Page37 VII.Body A. 14. We have been installing the complete Whelen light package on the other trucks but it doesn't call that out in the spec. I would just like clarification if we are to include the Whelen lights in the base bid.</p>	<p>On primary bid we just call out for the Whelen light boxes to be part of the body</p> <p>There is a line item for the installation of the Whelen Safety light systems.</p>

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