

IFB 6100034811 Dump Trucks Questions and Answers

Question 1: Under Type IV stainless steel dump, page 23. Mounting uprights are 6" steel channel extrusion will be 304, channel is not available in 201.

Answer 1: We are ok with accepting the 304 stainless verses the 201 steel.

Question 2: Basically what we are requesting is the approval across the board to be able to bid 201SS cross member-less design heavy duty dumps for all the different size chassis from the single axle regular cab, crew cab, all the tandems and tri axle trucks as well as our Blackbelt Maxx VS the Ejector body.

Answer 2: We will not allow the cross-member less bodies as approved equals to our aluminum body dump trucks. The only truck that is approved cross-member less is the tandem axle stainless steel specification 053100 thru 053181

Question 3: Wanted to confirm that there is no bid bond or performance bond required.

Answer 3: NO BONDS ARE REQUIRED FOR THIS IFB.

Question 4: Vehicle Delivery Requirements as described in form# PCID NO. 1067 do not pertain to this PA DOT bid other than what is specified in the PA DOT specifications.
a. First Aid Kit, Tire Inflation system

Answer 4: Both the First Aid Kit and the Tire inflation monitors: applies to vehicles of 10,000 GVWR or less.

Question 5: Triangle Kit- hold down kit does not have to be exactly as in drawing EQN-66A That the hold down system as Delivered in your prior Macks is satisfactory.

Answer 5: TRIANGLES AND HOLD DOWN KITS AS DELIVERED IN PREVIOUS BUILDS WILL BE ACCEPTED

Question 6: Washer Reservoir – can be located under the hood or behind cab.

Answer 6: PREFERE UNDER THE HOOD BUT WILL ACCEPT EITHER

Question 7: Under Electrical Section of Chassis specifications- The Power distribution Center is not part of the chassis specs but is listed under the body specifications.

Answer 7: POWER DISTRIBUTION CENTER SHALL BE MOUNTED ON THE SPREADER CONSOLE PEDISTAL AND WIRED PER EQN 562 WITH INDIVIDUAL PORTECTED CIRCUITS.

Question 8: Tri-Axle- the lift axle capacity is 20,000 lbs.

Answer 8: YES

Question 9: Front Tires: Bid calls for Bridgestone M844F which are no longer available, request Bridgestone M854

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Answer 9: BRIDGESTONE M854 WILL BE ACCEPTED

Question 10: Confirming that no bright finished hood intakes (hood grille) or Grille is required

Answer 10: NO BRIGHT FINISH IS REQUIRED, HOWEVER SPEC WILL BE ADJUSTED TO STATE "FIXED GRILL SHALL BE OF A CORROSION RESISTANT MATERIAL"

Question 11: Front Suspension- Some specs call for mulit-leaf springs some do not. Do you want Multi-leaf front springs (which is my suggestion- carries static weight such as plows better)

Answer 11: WE WANT A MULIT-LEAF SPRING PACK ON ALL TRUCKS

Question 12: Front Shocks- Are they required ?(Front Shocks are not required with Multi-Leaf front suspension but are available)

Answer 12: SHOCKS ARE NOT REQUIRED

Question 13: Driver's Seat Safety Switch- minimum rating 8 or 11 lbs. Bostrom / National told us the minimum threshold was 11 lbs. another vendor said they were told 8lbs. no other rating is available.

Answer 13: WE WILL ACCEPT A SWITCH WITH A MINIMUM OF 8 LB

Question 14: Heatshield covering DPF – pass side between steps- must be bright finish – previous orders it was a steel cover.

Answer 14: BRIGHT FINISH IS NOT REQUIRED, HOWEVER NON RUSTING MATERIAL SHOULD BE UTILIZED

Question 15: 1 year bumper to bumper warranty is to include towing – Note in our case it is to the nearest Mack dealer not to a PA Dot shed.

Answer 15: THIS IS ACCEPTABLE

Question 16: Electrical – If audible alarm is supplied for the 4 ways and turnsignal circuit, it should have on/off capability. Requesting that this be deleted. Please confirm that this is legal both for State and Federal Regs.

Answer 16: TURNSIGNAL INDICATOR LAMPS ARE REQUIRED NOT AUDIBLE SIGNALS. THIS WILL REMAIN IN THE SPEC

Question 17: Brake Lights to come on with Engine Brake- Request that they come on with engine brake in High position only not low.

Answer 17: BRAKE LIGHTS SHOULD ACTIVATE IN ALL POSITIONS

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Question 18: Front Axle- Request that unitized/ maintenance front hubs are acceptable- same as with your last Mack orders.

Answer 18: THIS IS ACCEPTABLE

Question 19: Steering- Power Steering- Does your current Macks meet the steering requirements of 1 steering wheel revolution per second with front axle fully loaded?

Answer 19: YES

Question 20: Drive Line- Meritor 18MXL Extended Lube Mainshaft and 17 MXL Extended Lube driveshafts both with grease fittings are acceptable.(they are factory balanced)

Answer 20: WE REQUEST ONLY SPICER LIFE XL OR MERITOR RPL SERIES BE USED

Question 21: Wheels/Tires- “ The dual rear wheel/tire assembly shall have clearance between the inner dual and brake drum and between the inner and outer duals” Does your existing Macks meet this requirement? Too much of a variance to determine adequate spacing.

Answer 21: YES THEY DO, WE DON'T WANT TIRES RUBBING EACH OTHER WHILE LOADED AND CHAINED.

Question 22: Ejector Body- Frame requirement- Request .44” thick frame instead of .50” and rbm of 3,160,000 inch lb per rail instead of 3,200,000 inch lb per rail

Answer 22: WE WILL NOT DIVIATE FROM THE .50 AND 3,200,000 INCH LB PER RAIL

Question 23: Pre-bid meeting attendance- did this pertain to subcontractors as well? If a body company who did NOT attend the mandatory pre-bid calls and wants to give me a quote, is it acceptable since me being the primary bidder attended the meeting?

Answer 23: Only those who will be bidding on the IFB are required to attend the pre-bid conference.

Question 24: Extension- We are requesting an extension of 2 weeks for the following reasons:

- A lot of the specifications have required extensive engineering RALPH
- Warranty – What is being requested requires additional research by the manufacturer. For example the emissions you are requesting a 5 year warranty regardless of atmospheric conditions which basically has no conditions which is not normal for any manufacturer’s warranties. Secondly the Transmission warranty of 5 years for the transmission, including call internal / external components, cooler electronic controls, harnesses, connections and modules- Allison’s extended warranty only covers the transmission and module and no custom warranty is available. Not sure if any truck OEMs are going to cover everything on a component that they did not manufacture. Any Warranty requests requesting 10 years of coverage requires additional time for the OEM to research. RALPH
- Training requirements- extensive custom request need additional time to develop custom pricing.
- Surely I am not the only bidder asking for an extension! RALPH

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Answer 24: The Bid Submission Deadline has been extended till 08/13/2015.

Question 25: Specification: 052650 thru 052983 Question 1, on page 37 of the Tandem Plow Truck Spec, the Freedom controller is listed as the only controller option for the Tyler ZV spreader. Please add the Spread Smart RX Touch as an approved controller for the Tyler ZV Spreader system.

Answer 25: THE SMART RX TOUCH CONTROLER IS AN APPROVED EQUAL AND WILL BE ACCEPTED.

Question 26: Specification: 050900 thru 051125 Page: 28 Second Bold: NOTE:Question 2, all electronic control modules shall be mounted within the cab in a location to provide access for servicing and prevent damage: Is the term servicing meaning removal of the module and replacing it with a new module, or is servicing meaning removing the module replacing the failed component of the module and returning module into service with a new warranty?

Answer 26: WE ARE LOOKING FOR THE MODULE TO BE MOUNTED IN A WAY AND LOCATION TO PROVIDE EASY ACCESS FOR THE REMOVAL AND REPLACEMENT OR SERVICING (DIAGNOSIS) IF THE MODULE SHOULD EXPERIENCE A PROBLEM. IF THE MODULE IS REPLACED THE MANUFACTURES STANDARD WARRANTY SHOULD COME INTO EFFECT FOR THE NEW COMPONENT.

Question 27: Would the State accept bids from a body manufacture / vehicle up-fitter that did not attend the pre-bid meeting on the 27th.

Answer 27: In order to be eligible for award, an offeror must be an Authorized/Franchised dealer representing the manufacturer of Vehicles offered to the Commonwealth. Only those who will be bidding on the IFB are required to attend the pre-bid conference.

Question 28: The tarp specs on the tri axle truck A-A4 Page 35 are different than all of the other tarp system specs. The difference is that the Roll Rite, Rite-Touch Controller is not included in the tri axle spec and the tarp material does not include the 400 degree temperature requirement.

The specification on the tri-axle is the exact spec that was used on this contract in 2012 and subsequently Penn DOT added the controller mentioned above.

Answer 28: WE WILL ADD THE REFERENCE FOR THE RITE-TOUCH CONTROLLER TO THE TRI-AXLE SPEC

Question 29: The other new item in these specifications is the 400 degree temperature requirement. This was not required in the 2012 specs. Roll Rite provided a vinyl tarp with a "rip stop" feature. 400 degree material is available but at a much higher cost. Is the rip stop material as is being purchased currently an acceptable product? Roll Rite is not aware of any performance problems with the tarp materials that have been used since 2012.

Answer 29: THE DEPARTMENT WILL ADJUST THE SPEC TO READ "MATERIAL SHALL BE ABLE TO WITHSTAND TEMPERATURES ACCOCIATED WITH HAULING HOT ASPHALT"

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Question 30: One last item. The ejector body does not lift off the chassis like a dump body does. Therefore the Contact plate electrical requirement would not be necessary. Please advise if we should not include the contact plate electrical connection in the ejector body quote.

Answer 30: **HARD WIRED WILL BE ACCEPTED**

Question 31: Clairification

Answer 31: **JUST FOR CLAIRIFICATION, THE RUBBER ON THE BULK HEAD THAT IS THE WIDTH OF THE CAB PROTECTOR IS NOT A WIND DEFLECTOR. IT IS A DIRT SHREADER DESIGNED TO KEEP MATERIAL FROM FALLING IN FRONT OF THE BODY. A WIND DEFLECTOR THE WIDTH OF THE BODY/TARP IS STILL REQUIRED IF A TARP IS**

Question 32: I know this was already talked about in the pre-bid meeting. I believe Five Star mentioned that their fender flares are only 3 1/2" wide, however, their overall width is going to be 96". You had mentioned that was okay. We are in the exact same boat. Our fender flares are 3 1/2" wide, which will also put us at the 96" wide mark.

Answer 32: **WE WILL ACCEPT 3 1/2" FENDER FLARES AS LONG AS THE TIRES ARE COMPLETELY COVERED**

Question 33: Will you except a horizontal tail pipe ILO the vertical stack for the single axle crew cab? Freightliner does not offer the option for a vertical tail pipe when a crew cab is selected, only horizontal.

Answer 33: **THE DEPARTMENT WILL ACCEPT A HORIZONTAL EXHAUST SYSTEM ON THE CREW CAB SINGLE AXLE DUMPS ONLY.**

Question 34: Dump Body: Many sections notate reference drawing EQN-79s. I don't see this drawing included in the drawing packet. Can a copy of EQN79S be supplied?

Answer 34: **YES**

Question 35: Page 21: Rubber Track Extrusion Q. Can PennDot provide clarification on rubber track extrusion, with possible visual or informational drawing? Is this a remnant of the aluminum body spec with the purpose protecting the aluminum from dissimilar metal and still required with the stainless body option? If required to minimize vibration or metal to metal wear, can a rubber mounting pad consisting of a 3" wide x 1/2" rubber molded to a .13" steel backing plate be utilized? This mounting pad configuration is bolted into place to the chassis frame rails and easily replaceable if needed. See attached spacer pad installation page.

Answer 35: **THE PURPOSE OF THE RUBBER IS TO REDUCE METAL TO METAL WEAR, WE WILL ACCPECT HENDERSONS 3" X 1/2" MOLDED TO A STEEL BACKING PLATE ALTERNATIVE.**

Question 36: Rear Hinge: No drawing EQN-79S was located in the drawing packet.

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Q. Can we provide a weld in hinge assembly that consists of a full chassis frame width $\frac{1}{2}$ " hinge angle, with (2) per hinge block $\frac{3}{4}$ " hinge ears. The hinge blocks weld to the bottom of the Ibeam longsills. This is the same design that has been provided on the Henderson Munibody combination bodies we have supplied the state? Our hinge design utilizes a .25" wall bushing. See attached Henderson rear hinge assembly drawing.

Answer 36: WE WILL ACCEPT THESE HINGES IN LIEU OF OUR SPEC'D GREASBLE HINGES FOR THESE SPECS 053100-053181 ONLY

Question 37: Body Guides: Can the body guides be integrated into the hoist cradle. Henderson design uses hoist cradle integrated guides which mate to the body guides, aligning the body/hoist when lowered. See attached cradle drawing.

Answer 37: WE WILL ACCEPT THIS STYLE BODY GUIDE AS DESCRIBED ABOVE AND IN THE ATTACHED DRAWINGS.

Question 38: Page 22: Body Sides: Q. Specification calls for a structural stainless steel top rail tube. Henderson design utilizes a fabricated toprail which when paired to the body side sheet creates a fabricated tube top rail which provides a dirt shedding top section. 201 stainless structural tube is not commonly available and would not provide for a dirt shedding design. Please see top rail cutaway drawing attachment.

Answer 38: WE WILL ACCPECT A FABRICATED TOP RAIL PROVIDED IT ALLOWS MOUNTING FOR SPECIFIED SIDE BOARDS AND DIRT SHREADING CAPABLIITIES AS CALLED FOR IN THE SPECIFICATION.

Question 39: Q. Specification calls for (3) hand holds ($\frac{3}{4}$ " stainless steel stock) welded to the driver's side body front corner post. Can we supply a single $\frac{3}{4}$ " round stainless steel full height grab bar ILO (3) individual grab bars?

Answer 39: WE WILL ACCPECT THIS DESIGN

Question 40: Page 22: Ladder: Q. Spec calls for a fold up design...12" in width x 2" minimum depth ladder. Can we supply fold down ladder that would mount to the outside of the toprail/rubrail/side braces? Proposed ladder is full stainless steel construction with 16" in width x 1.5" grip step ladder rungs. See attached proposed ladder drawing.

Answer 40: WE WILL NOT ACCEPT THIS STYLE LADDER AND ASK FOR A PULL OUT FOLD UP LADDER AS PROPOSED IN THE SPEC.

Question 41: Page 22: Front Body Bulkhead Q. Specification calls for the bulkhead to be one piece which wraps around to create the front corner posts. The Henderson design has a headsheet which is seamed in the middle of the formed doghouse as a single sheet design would exceed in length x width of what is available from the steel companies. The headsheet panel terminates at the side panel junction. (see attached picture) The front corner post option is welded into place, located between the bottom of the side top rail and the top of the side rub rail. See front corner post drawing attachment with Henderson design.

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Answer 41: WE WILL ACCEPT THIS DESIGN FRONT BULKHEAD

Question 42: Q. The specification calls for (2) evenly spaced formed horizontal reinforcements (full width of body) shall be fully welded to the inside of the bulk head. Because the hoist doghouse extends into the body, the doghouse provides the additional structural support in place of the midway braces. The doghouse would also prevent the ability to extend a full width brace from side to side. Can the (2) evenly spaced reinforcements be eliminated? If not, can we install (2) braces extending from the side panels to the outer sides of the doghouse?

Answer 42: WE WOULD LIKE TO SEE THE 2 BRACES REMAIN, THEY CAN EXTEND FROM THE SIDE PANELS TO THE OUTER SIDES OF THE DOG HOUSE AND WILL BE ACCEPTED THIS WAY.

Question 43: Q. Can you clarify the required cabshield depth?

Answer 43: CAB SHIELD SHOULD EXTEND TO A CLOSE PROXIMITY WITH THE FRONT BULKHEAD SO AS TO ALLOW THE RUBBER DIRT EXTRUDER TO CONTACT AND KEEP MATERIAL FROM FALLING IN FRONT OF THE BULK HEAD. SHIELD SHOULD EXTEND FORWARD OVER THE CAB. OUR CURRENT UNITS EXTEND 2' FORWARD

Question 44: Page 24: Tailgate Specification calls for an inverted angle on top of tailgate constructed using 1-1/2" stainless steel. Is this an additional angle which is to be added to the existing tailgate horizontal top rail, or is this in reference to the actual horizontal dirt shedding top rail which extends the full width of the tailgate?

Answer 44: THIS IS REFERENCING THE ACTUAL HORIZONTAL DIRT SHEDDING TOP RAIL EXTENDING FULL WIDTH.

Question 45: Specification calls for (2) (one per side) wings that extend the full length of the tailgate and mounted to the inside... Should this read full height (are these used as a spill shield when the body is used in conjunction with a under tailgate spreader)?

Answer 45: YES

Question 46: Specification calls for (2) (one per side) wings that extend the full length of the tailgate and mounted to the inside... Should this read full height (are these used as a spill shield when the body is used in conjunction with a under tailgate spreader)? **If so, can the spill shields terminate just above the floor to side radius as to not cause a tailgate closing obstruction?**

Answer 46: YES

Question 47: Specification calls for full width tailgate latch pin. Can we supply the same design as requested on the Front Center Discharge Spreader Bid 050950 which states, "welded and of sufficient length to support the tailgate in the closed position when the body is fully loaded"?

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Answer 47: YES

Question 48: Tailgate hinges: Specification calls for replaceable heavy duty bushings. Are the bushings a remnant of the aluminum spec to prevent problems associated with dissimilar metals? Can we supply our standard design which does not utilize a bushing but the tailgate upper hinge ear is fabricated from 1" stainless steel and pins to (2) ½" stainless steel upper tailgate ears welded flush on each rear bolster? See attached photo for clarification.

Answer 48: WE ARE REQUIRING BUSHINGS BE SUPPLIED REGARDLESS OF MATERIALS BEING USED

Question 49: Page 24: Tailgate Latches: Spec calls for tailgate latches to be bolted to the rear tailgate. Henderson design utilizes dual 3/8" stainless steel latch cradles (per latch) which are welded to the rear bolsters/apron tie plate. The latch finger pins to the inside bolster side of the latch cradle weldment, and extends through the bolster to the latch cradle. (see attached photo).

Answer 49: WE REQUIRE BOLT IN LATCHES FOR EASY REPLACEMENT

Question 50: In regards to the AIRman Tailgater B300-259-H5 or preapproved dual brake chamber system... Would Penndot be willing to utilize an Anchorlock 24LS type pancake brake chamber?
or
Allow to supply an Air Power Systems C6009PK double acting air cylinder? (both variants shown in attached Henderson questions reference drawings)? The double acting air cylinder utilizes less wear components such as springs and has shown to be more reliable and long term lasting over traditional brake chamber systems.

Answer 50: WE WILL ACCEPT THE AIR POWER SYSTEM C60009K CYLINDER AS AN ACCEPTABLE ALTERNATIVE.

Question 51: What is the intent regarding low bid on a lot? If lot 1 is low to lot 2, is lot 1 to be purchased?

Answer 51: Both lots will be awarded to the lowed bidder. It will be up to the purchasing agency to decide which one best suit their needs. Their budget will play a big part in the decision making.

Question 52: Is it the intent that the current design power distribution box to be utilized going forward or is it to be provided as part of the chassis as delivered from the manufacturer?

Answer 52: THE CURRENT DESIGN SUPPLIED POWER DISTRIBUTION BOX IS TO BE UTILIZED

Question 53: Is the pre-wet pump to be the specific part number listed in the dump body portion of the specification?

Answer 53: YES

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Question 54: Is a second feeder sensor to be provided in addition to the one specified in the spreader? (Listed in the hydraulics section as well)

Answer 54: NO

Question 55: Suggest that language be added to include the requirement for stainless steel threaded access plugs for access to load sense reliefs in the valve assembly.

Answer 55: THE SPEC WILL BE ADJUSTED

Question 56: For reference, are you filling with AW32 ILO UTF?

Answer 56: YES

Question 57: You reference mounting locations for valve control modules be provided as part of the valve enclosure design, but also ask for modules to be installed in the cab. Which is correct?

Answer 57: MODULES SHALL BE MOUNTED IN THE CAB

Question 58: What is the required electrical functionality of the tarp switch?

Answer 58: SWITCH SHALL BE LOCATED ON THE HYDAULIC CONTROLER CONSOLE LOCATED AS TO NOT BE ACCIDENTALLY ACTUATED BY THE OPERATOER INADVERTANTLY UTILIZING MANUFACTURES STANDARD ROCKER SWITCH

Question 59: The ZV section lists 3 lights and an auger empty indicator. Previously the venturi position was shown on the screen via bar graph. There were no sensors in the venturi position cylinder previously. No auger empty was previously included. Can you clarify the functionality required?

Answer 59: VENTURE POSITION CAN BE SHOW VIA THE BAR GRAPH, AN AUGER EMPTY IS NOT NEEDED AND WILL BE ELIMINATED FROM THE SPEC

Question 60: Should we anticipate that the warranty arrangement currently shared will continue?

Answer 60: YES

Question 61: Must the hydraulic filter be backwards compatible with all in service units as per previous requirement?

Answer 61: YES

Question 62: What is the intent of the cab mounted filter contamination indicator? Is this in addition to the control system error display or does that reference the switch to be provided as part of the filter assembly?

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Answer 62: THE SWITCH SHALL WORK IN CONJUNCTION WITH THE ERROR DISPLAY A SEPARATE INDICATOR IS NOT NEEDED

Question 63: Do you want the aluminum manifold to control auger, spinner and pre-wet? Or just pre-wet with a valve section for the auger? There is a conflict 2 lines apart in the specification.

Answer 63: ALUMINUM MANIFOLD SHALL CONTROL THE AUGER, SPINNER AND PREWET PUMP

Question 64: Do you want the aluminum manifold to be as per current design where 3 functions are populated and the 4th function is plumbed but no cartridge populated to the outside of the enclosure for easy anti ice retrofit?

Answer 64: YES

Question 65: Just to confirm- The dual auger floor design will have either a front discharge OR a rear discharge, but not both?

Answer 65: CORRECT

Question 66: Just to confirm- all hydraulic system wiring must be TPE jacketed and strain relief ends to be of TPE material?

Answer 66: YES

Question 67: You may want to consider adding verbiage related to the valve enclosure lid to show the rolled flange to add strength and locate the lid in proper position.

Answer 67: SPEC WILL REMAIN THE SAME AT THIS TIME

Question 68: There is no longer an EQN drawing for the hydraulic low level float. There are many manufacturers of float/gauge combinations. What flange provision is to be provided on the hydraulic reservoir for installation of the float? Same as prior years?

Answer 68: YES

Question 69: What is the signaling format of the specified seat switch? Sourcing, Sinking or something else?

Answer 69: FORMATING WILL DEPEND ON THE SEAT COMPANY THE OEM MANUFACTURE PROVIDES. THIS WILL NEED TO BE DETERMINED BY THE OEM MANUFACTURE AND HYDAULIC CONTROL MANUFACTURE WILL HAVE TO WORK WITH OEMS FOR CLAIRIFICATION

Question 70: Is there an override requirement for the seat switch for training and troubleshooting purposes?

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Answer 70: SYSTEM SHOULD BE PROGRAMABLE TO WORK WITH OR WITH OUT A SEAT SWITCH. SWITCH SHALL ONLY BE ABLE TO BE TURNED OF THROUGH PASSWORD PROTECTED PROGRAMING

Question 71: Specification stated that all functions related to hydraulics are to be logged. Joystick actuation is not logged in any current or previous system provided by Certified Power. We believe this to mean status changes and errors related to the spreader control function. Is this correct?

Answer 71: YES

Question 72: The Cirus plow saver valve functions significantly different from the Wojanis valve. Can a competitive valve design that functions the same as the Cirus valve be provided in lieu of the Wojanis valve?

Answer 72: NO ONLY A WOJANIS OR MORAY JR VALVE WILL BE ACCEPTED

Question 73: There are several items that are carryovers from the previous spec. These items should either be changed or removed: The auto dim feature is a carryover from the ACS specification. The XDS uses an operator controlled icon on the touch screen to control day/night format.

Answer 73: WILL BE REMOVED

Question 74: There are several items that are carryovers from the previous spec. These items should either be changed or removed: The screen resizing feature is a carryover from the ACS specification. The XDS offers management control of size and location of functions to be displayed on the screen

Answer 74: SPEC SHALL REFLECT THIS

Question 75: There are several items that are carryovers from the previous spec. These items should either be changed or removed: Plus pattern for navigation is part of the ACS specification from previous bid. Screen navigation is via scroll bar on touch screen. I believe this needs to be removed?

Answer 75: SPEC WILL BE ADJUSTED TO ALLOW A TOUCH SCREEN OPERATION

Question 76: There are several items that are carryovers from the previous spec. These items should either be changed or removed: Warranty section still references Rexroth valve. Should change to current Danfoss valve.

Answer 76: THIS WILL BE UPDATED IN THE SPEC

Question 77: There are several items that are carryovers from the previous spec. These items should either be changed or removed: Another carryover from the old specification is the e coated magnesium fittings on the wiring harnesses. These have been changed to

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stainless and Teflon coated brass to alleviate corrosion issues associated with exposure to sodium, magnesium and calcium chlorides.

Answer 77: STAINLESS WILL BE ACCEPTED

Question 78: I know in the meeting I raised the question about chrome plated piston rods vs. nitride piston rods on the wing plow. It was stated that either would be acceptable. Just wanted to make sure specs were change to reflect this. Nitride piston rods do hold up better in the harsh winter environment, salt, etc.

Answer 78: NITRIDE PISTON RODS WILL BE ACCEPTED AND THE SPECS WILL REFLECT THIS CHANGE

Question 79: I wanted to verify that the Pre-Bid meeting was mandatory for everyone wishing to participate in the bid. Did this requirement pertain to all suppliers, prime bidders (truck dealers), body company upfitters, and component suppliers who will be supplying items such as: hydraulic systems, lights, hitches, wing plows, spreaders, etc. ? I have been contacted by a company that was not at the Pre-Bid meeting and wanted to know if they will be able to bid.

Answer 79: In order to be eligible for award, an offeror must be an Authorized/Franchised dealer representing the manufacturer of Vehicles offered to the Commonwealth. Only those who will be bidding on the IFB are required to attend the pre-bid conference.

Question 80: 3. I know in the meeting there were several questions regarding the size and configuration of the wing plow cylinders. In the meeting I stated that Gledhill has no problem in supplying the cylinders specified. The cylinders called out in the specifications are the same type and size that have been used for at least the last six years. We at Gledhill would like to see the size and configuration of the cylinders specification remain unchanged. I believe that Penn DOT would benefit from maintain parts uniformity in your stockrooms throughout the state.

Answer 80: ALL CYLINDER SIZES WILL REMAIN THE SAME AS CALLED OUT IN THE SPECIFICATIONS FOR STANDARDIZATION

Question 81: Single Axles- Request Fuller FRO14210C 10 spd manual transmission.

Answer 81: YES WE WILL ACCEPT THIS TRANSMISSION IN OUR SINGLE AXLE TRUCKS

Question 82: For the Dual plow/tow plow option like to be considered for 450HP with the torque being raised to 1650? Or options that would raise the torque with additional HP?

Answer 82: THE DEPARTMENT WOULD LIKE TO KEEP THE SPEC AS IS. THE SUPPLIER WILL NEED TO PROVIDE A HP GREATER THAN 455.

Question 83: Would all cloth seats be acceptable with heavy duty Codora fabric?

Answer 83: YES

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Question 84: Would lighted Rocker switch in lieu of toggle switch be acceptable?

Answer 84: YES

Question 85: Can transmissions be removed that are not compatible for torque requirements?

Answer 85: YES

Question 86: Would batteries in cab be acceptable? If so, would mid-back passenger be acceptable?

Answer 86: NO THE DEPARTMENT WILL NOT ACCEPT BATTERIES IN THE CAB, THEY MUST BE MOUNTED OUT SIDE THE CAB

Question 87: If a specific warranty item cannot be supplied, or if only part of a warranty item can be supplied, can we still submit a bid with an exception or can't we bid at all?

Answer 87: THE DEPARTMENT WILL NOT ACCEPT ANY LESS OF A WARRANTY FOR ANY PART LESS THAN WHAT IS CALLED OUT IN THE SPECIFICATION.

Question 88: Air intake hoses- you are requesting .25- inch minimum thickness, molded hoses. Is 5mm acceptable as in your prior Mack orders? 5mm is just shy of .25"

Answer 88: WE WILL ACCEPT THESE CLAMPS ON THE AIR INTAKE HOSES.

Question 89: Please provide GCW rating required with Tow Plow

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Answer 89:



ISO 9001:2008 REGISTERED

BOX 1120, NORPARK AVENUE, MT.FOREST, ONT. N0G 2L0 (519) 323-4433 PH (519) 323 4608 FAX

May 30, 2013

To Whom It May Concern,

This letter is to verify information with regard to the Gross Axle Weight Rating (GAWR); Gross Vehicle Weight Rating (GVWR) and Tire Information for the Viking-Cives TowPLow. The information as stated on the Vehicle Identification Decal (VIN Tag) and New Vehicle Information Statement (NVIS Card) records the above information in the Metric measuring system; i.e. Kilograms (kg). The axles are rated at 8,164 kg (GAWR); the gross vehicle weight rating (GVWR) is 16,328 kg and the tires are Load Range J with weight ratings of 4250 kg. These ratings when recorded using the Imperial or US measuring system correspond as follows:

Gross Axle Weight Rating (GAWR): 8,164 kg – 18,000 lb
Gross Vehicle Weight Rating (GAWR): 16,328 kg – 36,000 lb
Tire Load Rating: 4250 kg – 9370 lb

Trusting this information will clarify any outstanding questions with regard to the load/weight rating of the Viking-Cives TowPLow.

Thank you,

A handwritten signature in black ink, appearing to read "Andrew Gonyea", written over a horizontal line.

Andrew Gonyea
General Manager
Viking-Cives Ltd

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Question 90: 3 pt. entry decal- please provide vendor contact info. We cannot find the request 4" X 5" dimension- we can provide it in 3" X 5" if that is acceptable.

Answer 90: THE DEPARTMENT WILL PROVIDE A COPY OF OUR STICKER IF THE VENDOR SO DESIRES SO THEY CAN HAVE THEM MADE TO THE 4"X 5" DIMENSION

Question 91: Reference Specification 050500-050705 On page 28, under software: the liquid system shall have an "over speed" protection, the liquid function will shut down when the driver exceeds a user defined speed. Do you want the system to restart when the vehicle speed drops below the pre-defined speed?

Answer 91: YES

Question 92: Heavy Duty Tandem Dump Truck, Stainless Steel, Crossmemberless (Type IV) Page 23 Specifications A-A1, E, 1 Dump Body Structure Fixed Cabshield, in an effort to save weight allowing for additional payload, would it be advantageous to use the aluminum Type IV specification?

Answer 92: THE DEPARTMENT WILL ACCEPT EITHER AN ALUMINUM OR STAINLESS STEEL CABSHIELD REGARDING THE SPEC FOR ECN#'S 053100 THRU 053181

Question 93: Heavy Duty Tandem Dump Truck, Stainless Steel, Crossmemberless (Type IV) Page 24 Specifications A-A1, E, 1 Hoist Cylinder: A class 110 hoist is a bit overkill, refer to attached NTEA data sheet (see attached). The charts suggest a 7" cylinder whereas the standard Type IV specifications uses a 6" cylinder having about a 28 ton capacity which has been proven for many years at Penn DOT in all phases of operations. Of course a 13' body reduces the cubic yard carry capability thereby reducing tonnage requirement further. Additional comment as stated on Monday during the meeting, reducing the wheel base on the Type IV units to accommodate a shorter body only compounds component placement versus real estate issues.

Answer 93: THE DEPARTMENT AGREE'S WITH THIS SUGGESTION AND WILL ADJUST THE SPEC TO REFERENCE A CLASS 100 CYLINDER TO STAY IN LINE WITH OUR EXISTING CYLINDERS IN THE FLEET.

Question 94: I was wondering if the spinner mounting bracket (on attached drawings) needs to be stainless steel?

Answer 94: We would ask that all hardware also be Stainless Steel on the spreader as it is now on the units we purchase off contract.

Question 95: AS SPECIFIED 053000-053073 & 053100-053181 One (1) top wing brace cylinder constructed of 3 inch x 15 inch minimum single acting ram, chrome or nitride plated piston rods. Adjustable trip-spring mounted from wing lift cylinder housing to the back of wing. Is the state referring to the wing heel lift cylinder here? Is so, ours is double acting and is 3.5" x 21". Is this acceptable?

Answer 95: No for standardization we would like 3" x 15" cylinders

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Question 96: 053000-053073 & 053100-053181 The rear brace shall be equipped with a 3 inch x 24 inch or 3 inch x 15 inch DA cylinder to actuate the telescoping strut with crossover relief. Our telescoping cylinder is 3" x 21". Is this acceptable? What is the expected plowing path width?

Answer 96: No for standardization we would like 3" x 15" or 3" x 24" cylinders

Question 97: 053000-053073 & 053100-053181 Bottom wing brace constructed of four in/10cm O.D. square outer tubing with a 3 inch O.D. square inner tube. Wear guides are welded to inner side of four in/10cm tube and to the outside of the 3 inch tube to prevent binding. Our extendable brace has a 4" outer square tubing with a 3.5" inner square tube slide. We do not have wear guides since the clearance is already tight between the inner and outer. Is this acceptable?

Answer 97: No for standardization we ask for 3" with wear guides

Question 98: 053000-053073 & 053100-053181 The rear wing lift cylinder will be a single acting 3 inch x 27 inch minimum cylinder, chrome or nitride plated piston rods with neoprene packing. Our heel lift cylinder is 3.5" x 21" and uses loaded U-cup instead of neoprene packing. Is this acceptable?

Answer 98: No for standardization we ask for 3 x 27" cylinder with neoprene packing

Question 99: 053000-053073 & 053100-053181 Cylinders shall be chrome or nitride plated piston rods with adjustable chevron type packing, neoprene wipers and bleed screw. Our front mast cylinder is 3" x 15" DA with nitride rod and non-adjustable U-cup seals. Is this acceptable?

Answer 99: No we would like to stay with chevron type packing and neoprene wipers

Question 100: 053000-053073 Hydraulic Power Rear post – Single acting Our wing heel lift cylinder is double acting. Is this acceptable?

Answer 100: We would ask for a single acting cylinder

Question 101: 053000-053073 & 053100-053181 A 3 inch x 15 inch minimum single acting cylinder from rear "A" frame to moldboard to raise the rear of the wing and fold the wing close to the truck for transport. Once again, our wing heel lift cylinder is 3.5" x 21" double acting cylinder that is part of our extendable wing brace. Is this acceptable?

Answer 101: No 3" x 15" for standardization

Question 102: 053000-053073 & 053100-053181 The cutting edge shall be of ½" x 6" C1090 steel, at least 10 feet long. Per attached plow blade drawing, EQN-16A. EQN-16A show 5/8" thick cutting edge and written spec states ½". Please clarify cutting edge thickness. 053000-053073 & 053100-053181 A 3 inch x 15 inch minimum single acting

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cylinder from rear "A" frame to moldboard to raise the rear of the wing and fold the wing close to the truck for transport. Once again, our wing heel lift cylinder is 3.5" x 21" double acting cylinder that is part of our extendable wing brace. Is this acceptable?

Answer 102: Will adjust the drawing to reflect ½" width

Question 103: 053000-053073 & 053100-053181 The front of the wing shall be controlled by a single acting ram mounted within wing post that permits the front of the wing to be vertically lifted for transportation purposes. Our front mast cylinder is double acting. Is this acceptable?

Answer 103: We will accept a double acting front lift cylinder

Question 104: 053000-053073 & 053100-053181 The rear of the wing shall be hydraulically controlled and attached to tele-strut with a 3"/7.6cm x 24"/61cm single acting cylinder with 3/8" quick disconnects,.... Once again, our telescoping cylinder on our extendable brace is a 3" x 21" double acting cylinder. Is this acceptable?

Answer 104: No for standardization we ask for a 3"x24"

Question 105: 053000-053073 & 053100-053181 The wing knuckle link at the rear of plow moldboard connection shall be of a cast design. The use of welded together components is unacceptable. Please provide clarification of the 'knuckle'. Please refer to attached power point presentation showing our interpretation of the knuckle. All indicated 'knuckles' are welded components. Is this acceptable?

Answer 105: The Knuckle we asked to be cast should be the last pivot point that connects the moldboard to the rear lift support Reference TENCO knuckle

Question 106: Will the Commonwealth accept as an approved equal the

Answer 106: We will not accept the Black Cat in lieu of the ejector body.

Question 107: We have been asked to supply spreader pricing for the truck package bid # 6100034811, in that package is a new EQN-568 pages 5 and 6 that reference the way spinner is to mount to chassis. My question is this material carbon steel or 304 stainless steel in design for mounting of spinner to chassis

Answer 107: 304 STAINLESS STEEL MOUNTING AND HARDWARE

Question 108: Single Axle Specifications Oil Seals: SKF Plus XL front and rear oil seals ILO Stemco.

Answer 108: THE DEPARTMENT WILL ACCEPT THESE AS EQUALS

Question 109: Single Axle Specifications Air Dryer: Bendix AD9-SI ILO Haladex DRYest or Bendix AD-IP (The Bendix AD-IP has been discontinued by BENDIX, the suggested replacement is the AD9-SI with heater. Please see attached document for the Bendix AD9-SI replacement)

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Answer 109: THE BENDIX AD-IP HAS NOT BEEN DISCONTINUED PER BENDIX THEMSELVES, FOR STANDARDIZATION WE WILL NOT DETURE FROM THE SPEC

Question 110: Single Axle Specifications Driver's Seat: Bostrom T905 with pressure switch ILO Bostrom 915, National 195 or Duraform Air Command

Answer 110: THE DEPARTMENT WILL APPROVE A HIGH BACK 905 AS AN APPROVED EQUAL AS THE SEAT IS THE SAME THE BASE IS DIFFERENT FOR A DIFFERENT HIGHTH FLOOR

Question 111: Single Axle Specifications Engine Brake: Cummins C Brake ILO Jacobs. Cummins C Brake is manufactured by Jacobs and trademarked as Cummins C Brake. Please see attached document.

Answer 111: THE DEPARTMENT WILL ACCEPT THE CUMMINS C BRAKE AS AN EQUAL

Question 112: Single Axle Specifications Rear Suspension: 23,000 lbs. flat leaf spring suspension with helper and radius rod ILO 23,000 lbs. rear suspension with 4500 lbs. auxiliary springs (This rating structure/wording is specific to another truck manufacturer). Freightliner does rate their auxiliary springs separately. Bottom line is you will be receiving a 23,000lbs rated rear suspension.

Answer 112: THE DEPARTMENT WILL ACCEPT THE MULTI-LEAF TURFTRAC SUSPENSION AS AN APPROVED EQUAL TO THE SPEC

Question 113: Tandem Axle Specifications Oil Seals: SKF Plus XL front and rear oil seals ILO Stemco

Answer 113: THE DEPARTMENT WILL ACCEPT THESE AS EQUALS

Question 114: Tandem Axle Specifications Air Dryer: Bendix AD9-SI ILO Haladex DRYest or Bendix AD-IP (The Bendix AD-IP has been discontinued by BENDIX, the suggested replacement is the AD9-SI with heater. Please see attached document for the Bendix AD9-SI replacement)

Answer 114: THE BENDIX AD-IP HAS NOT BEEN DISCONTINUED PER BENDIX THEMSELVES, FOR STANDARDIZATION WE WILL NOT DETURE FROM THE SPEC

Question 115: Tandem Axle Specifications Driver's Seat: Bostrom T905 ILO Bostrom 915, National 195 or Duraform Air Command

Answer 115: THE DEPARTMENT WILL ACCEPT A T905 HIGH BACK SEAT AS AN APPROVED EQUAL TO THE 915

Question 116: Tri Axle Specifications Oil Seals: SKF Plus XL front and rear oil seals ILO Stemco

Answer 116: THE DEPARTMENT WILL ACCEPT THESE AS EQUALS

Question 117: Tri Axle Specifications Air Dryer: Bendix AD9-SI ILO Haladex DRYest or Bendix AD-IP (The Bendix AD-IP has been discontinued by BENDIX, the suggested replacement is the AD9-SI with heater. Please see attached document for the Bendix AD9-SI replacement)

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Answer 117: THE BENDIX AD-IP HAS NOT BEEN DISCONTINUED PER BENDIX THEMSELVES, FOR STANDARDIZATION WE WILL NOT DETURE FROM THE SPEC

Question 118: Tri Axle Specifications Driver's Seat: Bostrom T905 ILO Bostrom 915, National 195 or Duraform Air Command

Answer 118: THE DEPARTMENT WILL ACCEPT A T905 HIGH BACK SEAT AS AN APPROVED EQUAL TO THE 915

Question 119: Manual Transmissions we can offer that will accept the 1000lbs-ft. torque for the CUMMINS ISL are:

Answer 119: EATON: FR-14210B
WE WILL ACCEPT THIS TRANSMISSION AND THE SPEC WILL BE ADJUSTED
EATON: FRO-14210C
WE WILL ACCEPT THIS TRANSMISSION AND THE SPEC WILL BE ADJUSTED
EATON: RTO-14908LL
WE WILL ACCEPT THIS TRANSMISSION AND THE SPEC WILL BE ADJUSTED