

## SOLICITATION ADDENDUM

Date: **July 24, 2018**  
Subject: **Crew Cab Trucks**  
Solicitation Number: **6100046131**  
Due Date/Time: **08/02/2018 @ 15:00**  
Addendum Number: **4**

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To All Suppliers:

The Commonwealth of Pennsylvania defines a solicitation “Addendum” as an addition to or amendment of the original terms, conditions, specifications, or instructions of a procurement solicitation (e.g., Invitation for Bids or Request for Proposals).

*List any and all changes:*

**Question (Q) and Answer (A)** (All the specs for this IFB have been revised and replace to reflect these changes from these questions. Please read them carefully before bidding.)

Q1: During the bid meeting last week the gentleman from Reading mentioned the use of the Reading standard door hinges. I would like to point out that the type of door hinges he is referring to would not work for PennDOT as an alternative to the current Knapheide design. (A) The Reading hinge is 6-way adjustable, which also means there are 6-ways for it to be out of adjustment, which often can lead to water leakage, (B) The Reading hinge also obstructs the open-door width because it sticks out from the side of the compartment, (C) Finally, Reading puts their door seal directly on the door instead of the body which causes it to be more easily damaged requiring replacement or leaks.

A1: It must meet specs, or it will not be accepted.

Q2: I would like for the escalation clause to be removed for all truck up-fitters. I believe it will unfairly disadvantage smaller businesses. I do not believe PennDOT will benefit from the escalation clause for up-fitters because, assuming the bid would be extended next year, larger up-fitters would be incentivized to come in very low (lower than a small business could) this year thinking they could make up the difference next year. This may make PennDOT’s expenses over the long term a wash or worse while locking PennDOT in with a less suitable up-fitter. This is especially the case this year due to the rather vague nature of the terms of the escalation, because larger up-fitters may take on additional risk in the bid thinking they can negotiate the terms of the escalation after the bid has been awarded.

A2: The escalation clause is to include a three percent cap on the increase, to include all line items.

Q3: The D-ring tie downs are listed in the bid as “galvanized non-rusting”. However, Knapheide uses, and has used for the past several years on PennDOT bodies, HANSAN 10-40 metal for the D-rings. Knapheide has tested the HANSAN 10-40 D-rings in salt spray for 26 hours to demonstrate they are a suitable alternative. Will this be an acceptable alternative for this bid?

A3: Yes, these will be acceptable.

Q4: Would a Luverne grip strut style step be an acceptable substitute for Bustin grating?

A4: This would not be acceptable.

Q5: Per Dimensions the inverter called out on the PennDOT spec has been obsolete for over a year. Do you know what PennDOT prefers 1500 or 1800?

A5: We want Model 12/1800 N Dimensions.

Q6: Question on specification 038120, stainless steel dump body on the body structure. You are calling out for 4" structural channel cross members of equal strength. Can that be or equal?

A6: No must be of equal strength

Q7: Question on specification 038120, stainless steel dump body on the body structure. We will be using 4' x 3/16' formed 304 S.S. material. Is this acceptable?

A7: No, we want 4" rolled or extruded structural channel cross members not formed.

Q8: I am assuming that you want stainless steel long sills and cross members?

A8: Yes, all stainless-steel components, long sills, crossmembers, sub frame. All Components.

Q9: Would formed stainless steel long sills in a cross-memberless style be acceptable?

A9: Yes, this would be accepted.

Q10: Would the state accept an alternative console for the hoist and spreader controls? Please reference the attached literature for the Lamprey Jump Seat Console. We have a seat mounted console that was specifically designed for the Ford F550. (Ford is the only transmission with a PTO port). The console has two posts that slide into the center seat once you remove the head rest. We then use the Ford body builder switches for all the auxiliary lights and PTO. The auger reverse switch mounts to the console. We also include on "Dash Mounted" momentary switch to operate the hoist along with the joystick. That way, the console can be removed to access the center seat during summer months.

A10: The department would agree to accepting the CONSOLE Mount Black tip control. We will not accept the jump seat mount due to concerns regarding the placement of the controls when not in the head rest.

Q11: Would the state accept a 16-gallon tank/reservoir since you are only operating a hoist and auger spinner?

A11: The department also requires manufactures to provide the minimum 20-gallon oil reservoir tank as called out in the specification.

Q12: Can you please ask Penn Dot to approve the DuraCube FRP for the Cargo Box referenced in (066200) of the IFB #6100046131? We offer a Cargo Box van similar to the Supreme referenced in (066200). Can you please look over the attachments and ask Penn Dot to accept the DuraCube as an approved equal? If there is any additional information needed to make this determination, please contact me.

A12: The department agrees to accept the DuraCube FRP as an approved equal to the Supreme Spartan. We will NOT accept size or specification changes to specific items requested (i.e. Roll up side door size, construction, rear step bumper)

Q13: The hitch/grip bustin strut ladder on rear bumper too low to ground – can this be removed from specs

A13: The department agrees to remove the cable step from the bumper on the cube van box truck due to clearance issues.

Q14: The optional power HEATED exterior mirrors would have to be aftermarket – would you accept factory supplied NON-Heated power mirrors?

A14: The department wishes to keep power adjust, heated mirrors in the specifications for winter purposes. We will accept an aftermarket heating element and switch in the dash if needed.

Q15: Price escalation clause – does it cover all line items on contract or just cab and chassis line items?

A15: All line items and the annual increase is capped at three percent (3%).

Q16: I am Inquiring about 049700 steel survey body for 11k & 17k chassis. Do you have any drawings for this enclosed body or eqn #'s with measurements for body? There is no reference to size length or width or height except minimum height inside of canopy. if you could please help with this as I am trying to get these ready for bidding dealer in a timely manner.

A16: The specs have been updated to include a drawing for this.

Q17: The engineers at UTEM have cross referenced the aerial specifications for IFB#6100046131 and determined that this model UTEM meets or exceeded the requested aerial. Can you please ask Penn Dot to include the UTEM Model UTLI35B to be accepted as an equal to the aerial device described in section (064500) & (0645222) of IFB#6100046131 the 1st and 2nd attachments. Please look over the 3rd attachment for this UTEM model UTLI35B aerial specifications and the 4th attachment for the UTEM model UTLI35B literature. This model UTEM with UTEM options added meets the aerial specifications on the IFB. If there is any additional information needed to make this determination, please contact me.

A17: The department agrees to accept the UTEM aerial device as an approved equal due to longer reach capabilities, like insulation and internal boom routing of control and power controls. The department will NOT accept changes to specific specification requests, such as bucket size and material, lift capacity less than in specification hydraulic power tool outlet at bucket and other specifics called out in the specification.

Attachment “IFB 6100046131 Crew Cab Trucks Specs Part 1 06 28 18.doc” has been replace with “IFB 6100046131 Crew Cab Trucks Specs Part 1 07 24 18”.

**All the specs for this IFB have been revised and replace to reflect these changes. Please read them carefully before bidding.**

Type of Solicitation: Electronic Bid (SRM) - Review the Questions section of your solicitation response to ensure you have responded, as required, to any questions relevant to solicitation addenda issued subsequent to the initial advertisement of the solicitation opportunity.

Except as clarified and amended by this Addendum, the terms, conditions, specifications, and instructions of the solicitation and any previous solicitation addenda, remain as originally written.

Respectfully,

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