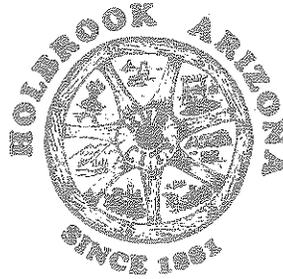

465 First Avenue
P.O. Box 970
Holbrook, AZ 86025

CITY OF HOLBROOK



Telephone: (928) 524-6225
Fax: (928) 524-2159
holbrookcity@ci.holbrook.az.us

REQUEST FOR BIDS

The City of Holbrook is requesting **SEALED** bids for One Fire Pumper.

Sealed bid proposals must be received by May 14, 2013 by Noon p.m. at City Hall, 465 1st Avenue, Holbrook, Arizona and must be marked "Fire Truck". There will be a pre-bid meeting on May 6, 2013 at 4 p.m. at 465 1st Avenue, Holbrook, Arizona. The City of Holbrook reserves the right to accept or reject any or all proposals, or any part or parts of any or all proposals. In making an award, the City of Holbrook reserves the right to consider all elements entering into the question determining the ability of the Bidder to supply the required items in a good and timely manner.

It is anticipated that the Holbrook City Council will make an award or reject all bids May 21, 2013, 6:00 p.m. at the Holbrook City Hall. However, the City of Holbrook, at its discretion, may postpone said action for such time as the Holbrook City Council may designate.

Bid packets may be requested at City Hall. For further information contact Cher Reyes at 928-524-6225 or cher@ci.holbrook.az.us.

1. INTRODUCTION

The City of Holbrook invites sealed bids for **One Fire Pumper** the project will commence on or about **Wednesday May 22, 2013**, in accordance with the specifications and provisions contained herein.

2. SCHEDULE OF EVENTS

Pre-bid meeting: Monday May 6th at City Hall, 465 1st Avenue Holbrook, AZ at 4:00 pm.
Attendance is **mandatory** for all interested Contractors.

Bid Due Date: Tuesday May 14th, 2013 at 12 NOON Local Arizona Time

Bid Submittal Location: 465 1st Ave Holbrook, AZ 86025-2501

The City of Holbrook reserves the right to change dates as necessary.

3. OBTAINING A COPY OF THE SOLICITATION AND ADDENDA

Interested bidders may obtain the complete solicitation and addenda by calling **928 524-6225** or picking up a copy during regular business hours at 465 1st Ave Holbrook, AZ 86025-2501.

4. SCOPE OF WORK

1 BACKGROUND

The City of Holbrook has an outdated pumper that we would like to replace.

2 Project Overview

The project will consist of purchasing a new Pumper

3 Project Schedule

Work shall be complete and be operational within 8 months of Notice to Proceed.

4 Project Detail

DELIVERY

The apparatus will be delivered under its own power to insure proper break-in of all components while the apparatus is still under warranty.

INFORMATION

At time of delivery, complete operation and maintenance manuals covering the apparatus will be provided. A permanent plate will be mounted in the driver's compartment specifying the quantity and type of fluids required including engine oil, engine coolant, transmission, pump transmission lubrication, pump primer and drive axle.

APPROVAL DRAWING

A drawing of the proposed apparatus will be prepared and provided to the purchaser for approval before construction begins.

ELECTRICAL WIRING DIAGRAMS

Two (2) electrical wiring diagrams, prepared for the body as it interfaces with the commercial chassis, will be provided.

CHASSIS

The chassis will be a Kenworth, Model T370 or comparable chassis.

ENGINE

- Model: Paccar MX or comparable motor
- With 500HP or better

ENGINE ACCESSORIES

- Air Cleaner: Dry type, with restriction indicator in cab
- Fuel Filter: With check valve
- Governor: Limiting speed type
- Lube Oil Cooler
- Lube Oil Filter: Full flow
- Starting Motor: 12-volt
- Oil Fill and Level Gauge

ENGINE WARRANTY

The engine will come with a five (5) year or 100,000 mile warranty provided by the engine manufacturer.

CAB

Type: Conventional four (4)-door (engine forward)

Construction: Aluminum Panels, Welded Aluminum and Fiberglass

Accessories:

- Tinted Glass in All Windows
- Gray Cloth Upholstery
- Black Rubber Floor mats
- Dual Sun visors
- Cab Entrance Handrails - extruded aluminum, fluted and knurled, two (2) each side
- Electric Windshield Washer
- Two (2)-speed Electric Windshield Wipers, with delay
- Dome Light
- Fresh Air Heater and Defroster

CREW CAB

The crew cab will be designed specifically for the fire service and manufactured by the apparatus builder.

SEATING

Seating inside the cab will consist of a Seats Inc. air-ride driver's seat and a Seats Inc. 911 SCBA officer's seat.

- Gray Vinyl Upholstery

SEATING (crew cab)

Seating inside the crew cab will consist of three (3) Seats Incorporated 911 Companion seats. All seats will be forward facing, located against the back wall of the crew cab.

Both outboard seats will be furnished with three (3) point, shoulder type seat belts. The center seat will have lap belts. The seat belts will be furnished with automatic retractors. Extensions will be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

TRANSMISSION

An Allison, model 3000 EVS, electronic torque converting automatic transmission will be provided.

Two (2) PTO openings will be located on left side and top of converter housing (positions 8 o'clock and 4 o'clock). A push button 5 speed transmission.

STEP LIGHTS

There will be eight (8) white LED step lights provided. There will be two (2) lights installed at each cab and crew cab door, one (1) light per doorstep.

CAB ROOF LIGHTBAR

There will be one (1) 56.00" Whelen, Model Justice LED light bar mounted on the cab roof.

This lightbar will include the following:

Four (4) red flashing forward facing LED modules.

Two (2) red flashing front corner LED modules.

Two (2) red flashing rear corner LED modules.

The lens color will be clear.

There will be one (1) switch, located in the cab on the switch panel, to control this lightbar.

DECK LIGHTS

Two (2) 6.00" Unity AG deck lights with swivel mount will be provided at the rear of the hose bed, one (1) each side.

One (1) light will be furnished with a 160,000 candle power halogen spot bulb and the other will be furnished with a 6,000 candle power halogen flood bulb.

SIDE ZONE LOWER LIGHTING

Four (4) Whelen, Model: 50*03Z*R flashing LED lights will be located at the following positions:

Two (2) lights, one (1) each side on the engine hood under 62.00".

The color of these lights will be red Super LED/red lens.

Two (2) lights, one each side on fenders rear of axle.

The color of these lights will be red Super LED/red lens.

The above four (4) lights will be required to meet the lower level optical warning and optical power requirements of NFPA.

One (1) switch located in the cab on the switch panel will control these lights.

These lights will be provided with a chrome plated ABS plastic flange

ELECTRONIC SIREN

A "Code 3", model 3692, electronic siren with noise canceling microphone will be provided.

This siren will be active when the battery switch is on and that emergency master switch is on.

Siren head will be located in the dash.

REAR ZONE LOWER LIGHTING

Two (2) Whelen model 60*02F*R flashing "Super" LED warning lights will be located at the rear of the apparatus, required to meet or exceed the lower level optical warning and optical power requirements of NFPA.

The color of these lights will be red Super LED/red lens.

One (1) switch in the cab on the switch panel will control these lights.

These lights will be installed with a flange.

Siren will be actuated by a foot switch on the officer's side and by the horn button in the steering wheel. The driver will have the option to control the siren or the chassis horns from the horn button by means of a selector switch.

REAR OF HOSE BED WARNING LIGHTS

There will be two (2) Whelen, Model L31H*F, LED warning beacons provided at the rear of the truck, located one (1) each side.

The color of the driver side LED light will be red and the passenger side LED light will be amber.

The dome colors will be driver side dome red and passenger side dome amber. These lights will be activated by a lighted switch on the cab instrument panel. The rear warning lights will be mounted on top of the compartmentation with all wiring totally enclosed. The rear deck lights will be mounted on the beavertails high as possible.

WARNING LIGHTS

A pair of surface mounted Whelen model RSR02ZCR, LIN3 Super LED flashing lights will be provided on the grille.

The color of these lights will be red.

A switch will be provided inside the cab on the switch panel for actuation.

All other lights will be LED lights

WATER TANK

Booster tank will have a capacity of 1000 gallons and be constructed of polypropylene plastic by United Plastic Fabricating, Incorporated.

Tank joints and seams will be nitrogen welded inside and out.

Tank will be baffled in accordance with NFPA Bulletin 1901 requirements.

Baffles will have vent openings at both the top and bottom to permit movement of air and water between compartments.

Longitudinal partitions will be constructed of .38" polypropylene plastic and will extend from the bottom of the tank through the top cover to allow for positive welding.

Transverse partitions will extend from 4.00" off the bottom of the tank to the underside of the top cover.

All partitions will interlock and will be welded to the tank bottom and sides.

Tank top will be constructed of .50" polypropylene. It will be recessed .38" and will be welded to the tank sides and the longitudinal partitions.

Tank top will be sufficiently supported to keep it rigid during fast filling conditions.

Construction will include 2.00" polypropylene dowels spaced no more than 30.00" apart and welded to the transverse partitions. Two (2) of the dowels will be drilled and tapped (.50" diameter, 13.00" deep) to accommodate lifting eyes.

A sump that is 8.00" long x 8.00" wide x 6.00" deep will be provided at the bottom of the water tank.

Sump will include a drain plug and the tank outlet.

Tank will be installed in a fabricated cradle assembly constructed of structural steel.

Sufficient crossmembers will be provided to properly support bottom of tank. Crossmembers will be constructed of steel bar channel or rectangular tubing.

Tank will "float" in cradle to avoid torsional stress caused by chassis frame flexing. Rubber cushions, .50" thick x 3.00" wide, will be placed on all horizontal surfaces that the tank rests on. Stops or other provision will be provided to prevent an empty tank from bouncing excessively while moving vehicle.

Mounting system will be approved by the tank manufacturer.

Fill tower will be constructed of .50" polypropylene and will be a minimum of 8.00" wide x 14.00" long.

Fill tower will be furnished with a .25" thick polypropylene screen and a hinged cover.

An overflow pipe, constructed of 4.00" schedule 40 polypropylene, will be installed approximately halfway down the fill tower and extend through the water tank and exit to the rear of the rear axle.

HOSE

HOSE BED

The hose body will be fabricated of .125"-5052 aluminum with a nominal 38,000 psi tensile strength.

The hose body width will be 68.00" inside and the upper and rear edges of side panels have a double break for rigidity.

The upper inside area of the beavertails will be covered with brushed stainless steel to prevent damage to painted surface when hose is removed.

The flooring of the hose bed will be removable aluminum grating with the top surface corrugated to aid in hose aeration. The grating slats will be .50" x 4.50" with spacing between the slats for hose ventilation.

Hose bed will accommodate 500' of 2.50", 1000' of 5.00", 500' of 2.50".

HOSEBED DIVIDER

Two (2) adjustable hosebed dividers will be furnished for separating hose.

Each divider will be constructed of a .25" brushed aluminum sheet. Flat surfaces will be sanded for uniform appearance, or constructed of brushed aluminum.

Divider will be fully adjustable by sliding in tracks, located at the front and rear of the hose bed.

Divider will be held in place by tightening bolts, at each end.

Acorn nuts will be installed on all bolts in the hose bed which have exposed threads.

HOSEBED HOSE RESTRAINT

The hose in the hosebed will be restrained by a black nylon Velcro strap at the top of the hosebed. At the rear of the hosebed, 2.00" black nylon webbing with a 1.50" x 4.00" box pattern will attach at the top rear outside corners with 2.00" cam buckle fasteners. The webbing will have straps connected with 2.00" cam buckle fasteners located at the rear body sheet below the hosebed.

COMPARTMENTATION

Compartments will not include Roll up doors and will include lap style doors.

LADDER STORAGE

The ladders will be stored between the water tank and the passenger's side compartments.

The ladders will extend into the pump compartment just to the rear of the water pump discharges. A ladder stop will be provided to prevent the ladders from contacting any pump or plumbing components. The ladder storage area will be enclosed except for at the front where it extends into the pump compartment.

Each ladder will be stored vertically in a separate storage area.

A pair of pike pole storage tubes and an area for a folding ladder will also be provided.

To properly contain the ladders, a bright aluminum treadplate enclosure will be provided at the rear that will extend to the rear of the body.

A smooth aluminum, vertically hinged single pan door with pair of lift and turn latches will be provided at the rear to access the ladders.

PUMP

Pump will be a Waterous CS, 1250 gpm, single (1) stage midship mounted centrifugal type.

Pump will be the class "A" type.

Pump will deliver the percentage of rated discharge at pressures indicated below:

- 100% of rated capacity at 150 psi net pump pressure.
- 70% of rated capacity at 200 psi net pump pressure.
- 50% of rated capacity at 250 psi net pump pressure.

Pump body will be close-grained gray iron, bronze fitted, and horizontally split in two (2) sections for easy removal of the entire impeller shaft assembly (including wear rings).

Pump will be designed for complete servicing from the bottom of the truck, without disturbing the pump setting or apparatus piping.

Pump case halves will be bolted together on a single horizontal face to minimize a chance of leakage and facilitate ease of reassembly. No end flanges will be used.

Discharge manifold of the pump will be cast as an integral part of the pump body assembly and will provide a minimum of three (3) 3.50" openings for flexibility in providing various discharge outlets for maximum efficiency.

The three (3) 3.50" openings will be located as follows: one (1) outlet to the right of the pump, one (1) outlet to the left of the pump, and one (1) outlet directly on top of the discharge manifold. Impeller shaft will be stainless steel, accurately ground to size. It will be supported at each end by sealed, anti-friction ball bearings for rigid precise support.

Bearings will be protected from water and sediment by suitable stuffing boxes, flinger rings, and oil seals. No special or sleeve type bearings will be used.

Stuffing boxes will be of the conventional two (2) piece, split-gland type, to permit adjustment or replacement of Grafoil packing without disturbing the pump. Water will be fed into stuffing box lantern rings for proper lubrication and cooling when the pump is operating.

Lantern rings will be located at the inner ends of the stuffing boxes, to avoid having to remove them when replacing pump packing.

Wear rings will be bronze and easily replaceable to restore original pump efficiency and eliminate the need to replace the entire pump casing due to wear.

PUMP TRANSMISSION

The pump transmission will be made of a three (3) piece, aluminum, horizontally split casing. Power transfer to pump will be through a high strength Morse HY-VO silent drive chain. By the use of a chain rather than gears, 50% of the sprocket will be accepting or transmitting torque, compared to two (2) or three (3) teeth doing all the work.

Drive shafts will be 2.35" diameter hardened and ground alloy steel and supported by ball bearings. The case will be designed to eliminate the need for water cooling.

AIR PUMP SHIFT

Pump shift engagement will be made by a two (2) position sliding collar, actuated pneumatically (by air pressure), with a three (3) position air control switch located in the cab. A manual back-up shift control will also be located on the driver's side pump panel.

Two (2) indicator lights will be provided adjacent to the pump shift inside the cab. One (1) green light will indicate the pump shift has been completed and be labeled "pump engaged". The second green light will indicate when the pump has been engaged, and that the chassis transmission is in pump gear. This indicator light will be labeled "OK to pump".

Another green indicator light will be installed adjacent to the hand throttle on the pump panel and indicate either the pump is engaged and the road transmission is in pump gear, or the road transmission is in neutral and the pump is not engaged. This indicator light will be labeled "Warning: Do not open throttle unless light is on".

The pump shift control in the cab will be illuminated to meet NFPA requirements.

TRANSMISSION LOCK-UP

The direct gear transmission lock-up for the fire pump operation will engage automatically when the pump shift control, in the cab, is activated.

AUXILIARY COOLING SYSTEM

A supplementary heat exchange cooling system will be provided to allow the use of water from the discharge side of the pump for cooling the engine water. The heat exchanger will be cylindrical type and will be a separate unit. The heat exchanger will be installed in the pump or engine compartment with the control located on the pump operator's control panel. Exchanger will be plumbed to the master drain valve.

INTAKE RELIEF VALVE

A relief valve will be installed on the suction side of the pump preset at 125 psig.

Relief valve will have a working range of 75 psig to 250 psig.

Outlet will terminate below the framerrails with a 2.50" National Standard hose thread adapter and will have a "do not cap" warning tag.

VALVES

All ball valves will be Akron Brass. The Akron valves will be the 8000 series heavy-duty style with a stainless steel ball and a simple two-seat design. No lubrication or regular maintenance is required on the valve.

Valves will have a ten (10) year warranty.

INLET (Left side)

On the left side pump panel will be one (1) 2.50" auxiliary suction, terminating in 2.50" National Standard Hose Thread. The auxiliary suction will be provided with a strainer, chrome swivel and plug.

The location of the valve for the one (1) inlet will be recessed behind the pump panel.

INLET CONTROL

Control for the side auxiliary inlet(s) will be located at the inlet valve.

FRONT INLET PROVISION

Provisions for a front inlet will be provided on the passenger side pump suction manifold. Flange will be capped off for possible addition of front inlet at a later date.

INLET BLEEDER VALVE

A .75" bleeder valve will be provided for each side gated inlet. The valves will be located behind the panel with a swing style handle control extended to the outside of the panel. The handles will be chrome plated and provide a visual indication of valve position. The swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage. The water discharged by the bleeders will be routed below the chassis frame rails.

TANK TO PUMP

The booster tank will be connected to the intake side of the pump with heavy duty piping and a quarter turn 3.00" full flow line valve with the control remotely located at the operator's panel. Tank to pump line will run straight (no elbows) from the pump into the front face of the water tank and angle down into the tank sump. A rubber coupling will be included in this line to prevent damage from vibration or chassis flexing.

A check valve will be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank.

TANK REFILL

A 1.50" combination tank refill and pump re-circulation line will be provided, using a quarter-turn full flow ball valve controlled from the pump operator's panel.

DISCHARGE OUTLETS (Left Side)

There will be two (2) discharge outlets with a 2.50" valve on the left side of the apparatus, terminating with a male 2.50" National Standard hose thread adapter.

DISCHARGE OUTLETS (Right Side)

There will be three (3) discharge outlets with a 2.50" valve on the right side of the apparatus, terminating with a male 2.50" National Standard hose thread adapter.

DISCHARGE OUTLET (Rear)

There will be one (1) discharge outlet piped to the rear of the hose bed, on driver's side, installed so proper clearance is provided for spanner wrenches or adapters. Plumbing will consist of 2.50" piping along with a 2.50" full flow ball valve with the control from the pump operator's panel. An additional discharge outlet connected to a 1 inch hose reel.

PUMP CONTROL PANELS (Top mount Control)

All pump controls and gauges will be located on the top of the apparatus and properly identified.

Layout of the pump control panel will be ergonomically efficient and systematically organized.

CROSSLAY HOSE BEDS

Two (2) cross lays with 1.50" outlets will be provided. Each bed shall be capable of carrying 200 feet of 1.75" double jacketed hose and will be plumbed with 2.00" i.d. pipe and gated with a 2.00" quarter turn ball valve.

Outlets to be equipped with a 1.50" National Standard hose thread 90 degree swivel located in the hose bed so that hose may be removed from either side of apparatus.

The cross lay controls will be at the pump operator's panel.

The center cross lay dividers will be fabricated of .25" aluminum and will provide adjustment from side to side. The divider will be unpainted with a brushed finish.

Vertical scuff plates, constructed of stainless steel, will be provided at the front and rear ends of the bed on each side of vehicle.

Cross lay bed flooring will consist of removable perforated brushed aluminum.

ELECTRICAL

All 12-volt electrical equipment installed by the apparatus manufacturer will conform to modern automotive practices. All wiring will be high temperature crosslink type. Wiring will be run in loom or conduit where exposed and have grommets where wire passes through sheet metal. Automatic reset circuit breakers will be provided which conform to SAE Standards. Wiring will be color, function and number coded. Function and number codes will be continuously imprinted on all wiring harness conductors at 2.00" intervals. Exterior exposed wire connectors will be positive locking, and environmentally sealed to withstand elements such as temperature extremes, moisture and automotive fluids.

CROSSLAY/DEADLAY HOSE RESTRAINT

Elastic netting will be provided across the top and ends of two (2) crosslay/deadlay opening(s) to secure the hose during travel. The netting will be permanently attached at the top center of the crosslay/deadlay bed and removable on each end.

COMMERCIAL CHASSIS REPAINT

In order to assure a perfect match between the chassis cab and the rest of the apparatus, or to provide the specified color not typically available from a commercial chassis manufacturer, the chassis cab will be repainted by the apparatus manufacturer.

Since it is not practical to repaint certain areas of the cab such as the fire wall, radiator core support, or bottom of the cab, the best results will be obtained by ordering the commercial chassis painted a neutral color.

PAINT

The exterior custom body painting finishing process as follows:

Manual Surface Preparation - All exposed metal surfaces on the custom body will be thoroughly cleaned and prepared for painting. Surfaces that will not be painted include all chrome plated, stainless steel, anodized aluminum and bright aluminum treadplate. Each imperfection on the exterior metal surface will be removed or filled and then sanded smooth for a smooth appearance. All seams will be sealed before painting.

Chemical Cleaning and Treatment - The metal surfaces will be properly cleaned using an acid etching system. Surfaces are chemically cleaned to remove all dirt, oil, grease and metal oxides to ensure the subsequent coatings bond well. An ultra pure water final rinse will be applied to all metal surfaces, excluding undercarriage components, at the conclusion of the metal treatment process.

Sealer Primer Coat - A two (2) component sealer primer coat will be applied.

Topcoat Paint - Urethane base coat will be applied to opacity for correct color matching.

Clearcoat - Two (2) coats of an automotive grade two (2) component urethane will be applied. Lap style doors will be clear coated to match the body. All removable items such as brackets, compartment doors, door hinges, trim, etc. will be removed and painted separately to insure paint behind all mounted items. Body assemblies that cannot be finish painted after assembly will be finish painted before assembly.

The chassis will be painted by the chassis manufacturer, and will remain the commercial grade finish as provided. To ensure a good color match between the body and chassis, the apparatus manufacturer and chassis manufacturer will have a mutually preapproved paint color program. The apparatus will be painted candy apple red.

Prior to reassembly and reinstallation of lights, handrails, door hardware and any miscellaneous body items, an isolation tape or gasket material must be used to prevent damage to the finish painted surfaces. A nylon washer will be installed under each acorn nut or metal screw that is fastened directly to a painted body surface.

PAINT CHASSIS FRAME ASSEMBLY

The chassis frame assembly shall be painted black by the chassis manufacturer. It shall remain the commercial grade finish as provided.

REFLECTIVE BAND

A 10.00" white reflective band will be provided across the front of the vehicle and along the sides of the body.

CHEVRON STRIPING, REAR

There will be alternating chevron striping located on the rear-facing vertical surface of the apparatus. The rear surface, excluding the rear compartment door, will be covered.

The colors will be red and fluorescent yellow green diamond grade.

Each stripe will be 6.00" in width.

This will meet the requirements of NFPA 1901, 2009 edition, which states that 50% of the rear surface will be covered with chevron striping.

5 Communication

All questions concerning this project are to be submitted in writing (email is permissible) to the Project Managers:

Cary Simpson/Randy Sullivan
465 1st Ave
Holbrook, AZ 86025
(928)524-6225
simpson@holbrook.k12.az.us
rsullivan@ci.holbrook.az.us

1. REQUIREMENTS

Contractor shall give at least seven (7) days of advanced notice to the City of Holbrook prior to commencing construction. Contractor shall coordinate and cooperate with the plant operator for equipment isolation, installation time and duration, and temporary operation during the construction. Vendor shall prepare and submit a construction schedule to The City of Holbrook for review and approval within seven (7) calendar days of contract award, and at least seven (7) calendar days prior to beginning construction.

SUBMITTAL

Please submit one (1) original and one (1) copy of the Submittal. This offer will remain in effect for a period of 120 calendar days from the bid opening date and is irrevocable unless it is in the City of Holbrook's best interest to do so. This period may be extended by any addenda as expressly stated in the addenda. The City reserves the right to except and/or reject any and all bids.

1. ALL OR NONE BID PRICE SCHEDULE AND DELIVERY SCHEDULE

Note: Prices offered shall include applicable state and local taxes. Taxes must be listed as a separate item on all invoices.