CONTRACT AWARD CA2158-19

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| SECTIONS |
| Section I – Terms and Conditions |
| Section II – Specifications |
| Section III – Price Schedule |

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| --- | --- | --- | --- | --- |
| CONTRACTOR | | CONTRACT | | |
| RWC International LLC | | Date of Contract: April 29, 2019 | |
| 7880 Sandlewood Place | | Contract Expiration: April 29, 2020 | |
| Anchorage, AK 99507 | | Estimated Value of Initial Term: $400,000 | |
| Contact: Mike Lash | | Optional Renewals: | |
| (907) 279-9591 | | Renewal One Expiration: April 2021 | |
| [mlash@rwcgroup.com](mailto:mlash@rwcgroup.com)  Alaska Business License No: 1007450 | | Renewal Two Expiration: April 2022 | |
|  | | | | |
| CONTRACTING AUTHORITY | | CONTRACTING OFFICER | |
| State of Alaska, State Equipment Fleet | | Kristi Futrel | |
| 5420 Dr. Martin Luther King Jr. Avenue | | (907) 269-0793 | |
| Anchorage, AK 99508 | | [Kristi.Futrel@alaska.Gov](mailto:Kristi.Futrel@alaska.Gov) | |

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| --- | --- | --- |
| Contractor Authority Name & Title: | Contracting Authority Name & Title: | |
| Mike Lash, General Manager | Kristi Futrel, Contracting Officer III | |
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**TERMS AND CONDITION**

## CONTRACT:

## Intent: Purchase 6x6 Plow Trucks and attachments

* 1. Contract Period: One Year with 2 One Year Renewals
  2. Quantities: 1 for immediate purchase. Quantities during renewals will depend on funding from FAA.
  3. Location of Use: Statewide
  4. Warranty locations: Anchorage
  5. In addition to the State of Alaska requirements, the Municipality of Anchorage and other Alaska political subdivisions may cooperatively purchase from the resulting contract.
     1. At no time may the contractor change the terms and conditions, alter the price to another entity, which differs from the contractual price, nor charge undisclosed administrative fees to allow cooperative purchasing.

## DELIVERY:

* 1. Pre-delivery service: Prior to delivery, each vehicle, piece of equipment or attachment shall be serviced and inspected by the dealer or his agent. Inspection must include the following (as applicable to the type of equipment):
     1. Dealer and vehicle identification.
     2. Check-off of service and inspection performed including a list of all fluids including type weight and specification that are in the equipment as delivered for all fluid compartments.
     3. The vehicle's crankcase, differential and transmission, and other fluid compartments shall be filled to the manufacturer's recommended capacity.
     4. Fuel tank shall be filled to at least register a minimum ¼ full on the fuel gauge, unless restricted by the commercial carrier, when the vehicle arrives at the delivery location.
     5. The vehicle shall be clean and free from defects when delivered and should be ready for immediate and continued use upon delivery.
     6. Units delivered in an incomplete state, or which have deficiencies per the specification, are subject to the damage charges as noted in paragraph 4.0 below.
  2. Inspections:
     1. The State's inspection of all materials and equipment upon delivery is for the sole purpose of identification. Such inspection shall not be construed as final or as acceptance of the materials or equipment if materials or equipment do not conform to Contract requirements. If there are any apparent defects in the materials or equipment at the time of delivery, the State will promptly notify the Contractor thereof. Without limiting any other rights of the State, The State at its option, may require the Contractor to:
        1. repair or replace at contractor's expense, any or all of the damaged goods,
        2. refund the price of any or all of the damaged goods, or
        3. Accept the return of any or all of the damaged goods.
     2. Costs of remedying all defects, indirect and consequential costs of correcting same, and/or removing or replacing any or all of the defective materials or equipment will be charged against the bidder.
  3. Acceptance:
     1. Units will not be considered “Accepted” until all deficiencies have been corrected. This includes item 2.5 Line Sheets/Bill of Materials, 2.6 Parts & Service Information, and 8.0 Publications.
  4. Delivery Receipt:
     1. A delivery receipt will be required. The receipt must be filled out by the vendor, and acknowledged by state receiving personnel by signature and date of actual receipt of equipment. One copy of this delivery receipt is to be given to the state-receiving agency.
     2. Vendors are cautioned and advised that such delivery forms or other receiving type documents will not in any way be construed to mean the state has formally and fully accepted unit(s) referenced thereon as complete and meeting every specification set forth. Only the Contracting Officer or designee may sign warranty documentation.
  5. Build Sheets/Bill of Materials:
     1. It is required at the time of delivery that the successful bidder provides a comprehensive listing of all components used to assemble the unit.
     2. This includes any components installed by the manufacturer or any subcontractor or the successful bidder.
     3. Information will include at a minimum, make, model serial number on items such as engines, transmissions, axles, tires, bodies, etc. The listings will be specific to each piece of equipment.
     4. PDF copies of Build Sheets/Bill of Materials must be emailed to: [jonathan.skinner@alaska.gov](mailto:jonathan.skinner@alaska.gov), for archiving and sharing with the proper SOA departments.
  6. Parts & Service information
     1. It is required at the time of delivery that the successful bidder provides a comprehensive listing of parts & service information.
     2. Information will include, at a minimum, list of all required filters, list of all required oil types by compartment, quantity of oil needed, service schedule listing required service items by hours/miles and date, and a recommended parts stock list.
     3. PDF copies of Parts & Service information must be emailed to: [jonathan.skinner@alaska.gov](mailto:jonathan.skinner@alaska.gov), for archiving and sharing with the proper SOA departments.

## F.O.B. POINT:

* 1. The F.O.B. point is as listed in Section III, Bid Schedule. Ownership of and title will remain with the contractor until delivery is complete to final destination and accepted by the State. Equipment is not to be driven on the Alcan Highway without prior written approval from the contracting officer.
  2. The cost of shipping and delivery for orders beyond the limits of Seattle/Tacoma dock will be handled as follows. The contractor will prepay the shipping and delivery charges to any destination named by the State in its order. The contractor will charge-back those shipping and delivery charges to the State as a separate line item on the State’s invoice.
  3. All shipping charges over $100 must be documented by a copy of the actual shipping invoice and received with the invoice charge to the State.
  4. Shipping must be consolidated for the best possible price. Shipping items separately must be pre-approved by the Contracting Officer PRIOR to shipment. For example, GP Bucket or Spare Tire not being shipped with host unit must be pre-approved.

## DAMAGES FOR LATE DELIVERY AND NON-CONFORMING GOODS:

* 1. Time is of the essence in this contract. The Bidder is expected to deliver goods that conform in all material respects to the contract specifications on or before the date provided therein, as may be amended by written agreement of the parties.
  2. In the event that the equipment is delivered late or does not conform to the contract specifications, the State shall be entitled to offset against the Contract Price, as liquidated damages and not as a penalty, an amount equal to the cost of renting like equipment, multiplied by the number of calendar days elapsing between the delivery date provided in the bid schedule and the delivery date to the State. In the case of equipment in this this class, that daily rental fee is determined to be $425.00. The number of days for which liquidated damages shall apply shall include, in the case of non-conforming goods, the time reasonably necessary for the State to perform inspection.
  3. These liquidated damages represent a reasonable estimate of amounts necessary to compensate the State for loss of use of the goods during the period in which the goods would have been available to the State if conforming goods had been timely delivered.

## EQUIPMENT RELIABILITY:

* 1. Reliability of equipment is of paramount importance to the State. It is the policy of SEF to require minimum levels of reliability from owned or leased equipment for it to be considered acceptable. Equipment offered for this bid must be capable of meeting the acceptable reliability standard stated below.
  2. Acceptable Reliability: The State will monitor equipment reliability. Acceptable reliability for this contract is achieved when a machine achieves or maintains a Reliability Ratio (RR) equal to or exceeding the following:
     1. .90 (90 percent) PR during any consecutive 12-months (365 days) during the warranty period.
     2. .75 (75 percent) PR per operational month (recognizing operational as subject to weather and being defined by calendar days) during the consecutive 12-month period.
     3. PR below the state percentages do not meet minimum reliability requirements for state owned equipment.
  3. Machine Failure and Downtime:
     1. Machine Failure is any and all loss of capability to perform fully, as specified, which is not attributed to Conditioned Failure. Machine Failure resulting in the unit being out of service is defined as Downtime.
     2. Conditioned Failure is any Machine Failure attributable to accident, operator abuse or other external cause not attributable to a defect in the machine itself.
     3. Downtime is the actual number of days or fractions of days that the equipment is in a state of Machine Failure. Downtime does not count time used for scheduled maintenance (including preventative maintenance and scheduled major overhauls), time lost for repair maintenance and scheduled major overhauls, time lost for repair of damage as a result of operator abuse or machine misapplication; or time lost as a result of accident or an act of God. Downtime includes:
        1. Actual shop hours (and/or field repair hours) required to return unit to full operational status following machine failure, including trouble-shooting, repair, necessary replacement of parts, and necessary adjustments, plus
        2. Time lost waiting for parts and/or vendor assistance. “Waiting downtime” also applies if need for parts/assistance is discovered during routine maintenance and return to service is deemed counterproductive. In this case, “waiting time” clock begins with notice of need to vendor. Allowance may be considered in “waiting time” calculations if arrival of parts/assistance is delayed by transportation shutdown, to include verifiable transportation scheduling difficulties such as infrequent flights as long as all reasonable alternatives have been exhausted. Parts and assistance are to be provided by the quickest means reasonably possible to avoid unnecessary delays and downtime.
     4. Out of Service Report (OSR): Downtime resulting from machine failure is the actual number of hours a machine is out of service as recorded on the OSR or in the Equipment Maintenance Management System (EMS).
        1. The State will record all downtime on an OSR or EMS work order, which will be originated for each occurrence of downtime. The document will show the date and time a unit went down, the location where the machine was based, the reason the machine is down, date and time the vendor was notified (if applicable), the date and time the machine was returned to service, and the total hours of downtime.
           1. The Contract Manager will finalize and approve the OSR or EMS work order. Both are available for contractor review.
     5. Reporting Downtime: The Contracting Officer will maintain documentation of all Downtime, and shall send copies of such documentation to the contractor.
     6. Calculation of Reliability Ratio: RR is the mathematical ration of operated time (uptime) to out of service time (downtime). The RR will be calculated according to the following formula:

RR = Days in a Month – Days Out of Service\* = DM - DO

Days in a Month \*\* DM

Note \* : Fractional Days apply, i.e., a unit is out of service 8 hours in a 24 hour period equals 1/3 or .33% of a day.

Note \*\*: A day is allocated as 24 consecutive hours from 12:00 AM to 12:00 PM.

Example: 30 days DM with 2 days and 8 hours DT would result in:

RR = 30 - 2.33 = .92

30

* + 1. Unacceptable Reliability: If an item of equipment fails to perform at an acceptable level of reliability during the warranty period, the Contracting Officer will notify the contractor and request immediate remedy. Failure to remedy the piece of equipment within 30 days for failure will result in a breach of contract and the immediate return of the equipment and reimbursement of the Guaranteed Value (V) of the unit:

Original Cost of the unit less (-) Freight = $\_\_\_\_\_\_\_\_\_\_ (V)

Guaranteed Value (V) less (-) the Cost of Operation as listed in the Equipment Rental Rate Blue Book or comparable equipment or the current Federal Fixed Usage Rate for the Class for the State of Alaska (a, b or c per hour) times (X) the number of hours used = \_\_\_\_\_\_\_\_\_\_\_(DV).

1. Example: Cost of a single unit, less freight = $150,000. The hourly cost is $150.00 per hour. The unit was used 150 hours prior to failing the acceptable reliability. The contractor guarantees the unit’s worth at $127,500.00.
   * 1. Prior to return, the State will correct all reasonable cosmetic deficiencies (such as excessive rust) and those deficiencies that are directly related to damage due to accidents, misuse of equipment or failure to operate or maintain equipment as prescribed by the vendor/manufacturer, prior to public auction.
     2. The tires will be serviceable with at least 50% remaining thread.
     3. Oil samples, as per manufacturer’s service manual recommendations, will be taken by State of Alaska maintenance personnel on the engine, transmission, differentials and hydraulics.
     4. In the case of dispute, at the expense of the State, a qualified agent from Northern Adjusters, Inc. or another professionally recognized appraiser may be commissioned for an independent claim appraisal. Such appraisal shall be binding upon the State and the contractor.

## WARRANTY:

* 1. Standard Warranty Package: Unless otherwise stipulated by this ITB, the successful bidder will provide a one-year (12-month) warranty.
     1. Full (100%) Parts and Labor Warranty Coverage of all components for 12 months (year one), from the date the unit is placed in service at the assigned location.
     2. Full (100%) Warranty Coverage includes all cost of labor, parts, freight, lubricants, miscellaneous cost, etc., to place the unit in like-new condition.
     3. Should the manufacturer’s standard warranty exceed the minimum State warranty requirements, the manufacturer’s warranty will run in conjunction with and enhance the State’s warranty, then continue for the remainder of its term.
     4. For clarification, warranty does not apply to normal wear and tear or maintenance items, accident damages, misuse of equipment or failure to operate or maintain equipment as prescribed by vendor/manufacturer.
     5. Warranty on Attachments: Same as Standard Warranty Package.
     6. In-Service Date: Warranty on vehicles not placed in service immediately upon receipt because of time lag to construct body components and/or installation of special equipment, or due to seasonal usage or other delay, shall be warranted from the date the vehicle is placed in service. The receiving agency shall notify the vendor/manufacturer in writing of the actual "in service" date. Notification of the requirement for delayed warranty will be provided on delivery orders whenever possible.
  2. Warranty Claims:
     1. Warranty will be provided at the unit’s assigned (in-service) location. Because of the remote location of some equipment it is not always practical to deliver equipment to authorized warranty repair facilities. In these cases, the vendor may perform warranty work at the state's location or, the State of Alaska, at its discretion, reserves the right to perform the warranty work and be reimbursed by the vendor. If travel is required by State personnel to perform the work, actual costs will be used for reimbursement.
     2. The State of Alaska has established a warranty procedure whereby the vendor is to be notified via letter, email, or fax, that warranty work needs to be performed. If time is of the essence, a telephone call confirmed by one of the above written procedures may be utilized.
     3. The vendor must notify the state within 24 hours of verbal or written notification that it will begin to perform the warranty work at the equipment location.
     4. The State may, at its discretion, proceed to make warranty repairs with its own work force in the case of emergency situation or to preclude excessive downtime (greater than 24 hours). The State will require a PO to perform the warranty work.
     5. Failure to notify the State that the vendor intends to begin to perform warranty is considered a contractual breach.
     6. The vendor will be invoiced for required warranty work performed by the state.  Warranty work performed by the state will be charged at the current SEF shop labor rate at the time of the repair.  Actual repair time will be used.
  3. Warranty Performed by Vendor:
     1. The State will reimburse travel costs not reimbursed by the manufacturer for travel to and from the bidder’s closest warranty service center within the State of Alaska to the location of the equipment under warranty.  Travel costs will be billed as follows:
        1. Mileage Charge: Mileage will only be reimbursed for travel within Alaska at the rate allowable by the IRS.
        2. Meals are paid at actual and charges must be accompanied by receipts and are not to exceed the State authorized $60.00 per day.
        3. Transportation, such as airfare, shall be reimbursed at actual and all charges are to be accompanied by a receipt/copy of the coach ticket.
        4. Lodging shall be reimbursed at actual and shall not exceed $150.00 per night unless no other lodging is available. Requests for reimbursement must be accompanied by a receipt.
     2. Travel will only be reimbursed for time in Alaska.
     3. After hours, weekend and holiday travel must be approved by the contracting officer to be considered for reimbursement. The State will not pay for weather delays.
  4. Authorized Warranty (Contractor/Bidder):
     1. Contractor (bidder) must have Authorized Warranty Dealer that has all required licenses, facilities and factory certified and trained personnel necessary to perform the warranty servicing and repair work.

Provide name and address for each Authorized Warranty Dealer for each location.

(\*) RWC Group – 7880 Sandlewood Place, Anchorage, AK 99507

RWC Group – 3801 S Cushman Street, Fairbanks, AK 99701

Provide contact name and contact information for Warranty Administrator:

(\*) Anchorage – Melissa McDermott, [ancservice@rwcgroup.com](mailto:ancservice@rwcgroup.com) (907) 279-9591

Fairbanks- Jim Eidenmiller, [jeidenmiller@rwcgroup.com](mailto:jeidenmiller@rwcgroup.com) (907) 451-9591

* + 1. The ultimate responsibility for warranty lies with the contractor (bidder).
    2. The State reserves the right to inspect the warranty facility and diagnostic equipment prior to issuing the Notice of Intent to Award a contract.
  1. Factory Recall:
     1. Nationwide factory recall or product update programs are the responsibility of the vendor and/or manufacturer. The State will attempt to bring affected equipment to an authorized repair facility. However, because of the remoteness of some equipment this is not always practicable or economical. In such cases, factory recall and modification work will be handled the same as warranty work. Factory recall notices sent to the state should, in addition to serial number, include model, year, and dealer.

## REPAIR ORDERS AND DOCUMENTATION:

* 1. Any work performed by the contractor or approved subcontractor, whether warranty or any other work on a piece of equipment purchased under this ITB, will require a copy of the repair order, any invoices showing parts and commodities including oils and types used.

## PUBLICATIONS:

* 1. Paper publications are to be received by the State at the time of delivery. Delivery will not be considered complete until the publications for each unit have been received by the State of Alaska.
  2. All paper manuals are to be pre-assembled in factory binders and labeled prior to delivery.
  3. Operator’s Manuals: Complete paper set to include prime unit and attachments.
  4. Service Manuals must include the following: Complete paper set to include applicable information covering prime unit and attachments. Body, chassis, electrical, engine, transmission, and differential(s) (service and rebuild). Electrical troubleshooting. Wiring diagrams. Engine/emission diagnosis.
  5. Parts Manuals must include the following: Complete paper set covering prime unit and attachments. If updates are not provided during the warranty period, the State may order them from the manufacturer and bill the contractor for the full cost, including shipping. Parts manuals are to be customized by serial number.
  6. Quantities: Each unit requires, in paper format, 1 complete set of operator’s manuals, service manuals, and parts manuals.
  7. In addition to the paper publications listed, online access to manuals must be provided at time of delivery. All shared access credentials shall be provided to: [jonathan.skinner@alaska.gov](mailto:jonathan.skinner@alaska.gov), for archiving and sharing with the proper SOA departments.
  8. Service Bulletins, Etc.: The successful bidder must provide appropriate service bulletins, technical support bulletins, service letters, product support bulletins, and/or any other information type notifications that are sent out to the vendor or used by the manufacturer in the maintenance and report of the vehicle, equipment or attachments being provided. The intent of this clause is that the State of Alaska be provided notification of any and all changes or improvement’s that may affect the maintenance, reliability, longevity, and safety of our equipment.

## STATEMENT OF ORIGIN: The bidder will be required to furnish a Manufacturer's Statement of Origin for Automotive or Non-Automotive rolling stock for each unit. All such documents shall be delivered with the invoice to:

DOT&PF, HQ State Equipment Fleet

5420 Dr. Martin Luther King Jr. Avenue Room 204

Anchorage, Alaska 99507

## WEIGHT VERIFICATION SLIPS: If required in the Bid Price Schedule, a weight scale ticket of the completed unit will be included with the Statement of Origin.

## PRICE:

* 1. Price Guarantee: The Contractor is responsible to maintain prices under the contract firm for 180 days after bid opening. All price increases or decreases must remain firm for the following 180 days.
  2. NO RETROACTIVE PRICE INCREASES WILL BE ACCEPTED.
  3. Price adjustments, increases or decreases, for subsequent orders, may be made by providing the Contracting Officer satisfactory evidence that all of the following conditions exist:
     1. The increase is a result of the increased cost at the manufacturer’s level and not costs under the contractor’s control, and that;
        1. The increase will not produce a higher profit margin for the contractor than that on the original contract, and that;
        2. The increase affects only the item(s) that are clearly identified by the contractor.
        3. Satisfactory forms of the evidence of the above facts may include a certified invoice from the manufacturer, or an affidavit from an independent professional price-tracking firm that is recognized by the industry as reputable and knowledgeable. The contractor must be able to show the difference between the prior year’s price and the current difference in the price being requested.
  4. Price Decreases: During the period of the contract, the Contractor must pass on to the state all price decreases, such as fleet rebates. A Contractor’s failure to adhere strictly and faithfully to this clause will be considered a material breach of contract. The state reserves the right to cancel the contract if the contractor fails to properly perform the duties set out herein.
  5. Manufacturer’s Rebate (Incentives):
     1. In any circumstance during or prior to completion of the contract, whereupon the State of Alaska becomes eligible to receive a rebate for any vehicle purchased under this contract, it shall be the BIDDER'S responsibility to inform the Contracting officer in writing and to advise the procedures for obtaining such rebates.

## REPLACEMENT PARTS AND REPAIRS:

* 1. This contract encompasses a full parts and labor contract for manufacturer parts and repairs for the entire warranty period.
  2. The State of Alaska shall expect the dealer or manufacturer to provide replacement wear parts at their authorized warranty facilities for the entire warranty period within seven (7) days of order. All other parts must be available within ten (10) working days.
  3. Back order procedures: Back orders are acceptable; however, the ordering shop shall be appraised at time of original orders as to the expected delay in delivery.
  4. Warranty: All products supplied by the contractor shall be warranted against defects in materials and workmanship for a minimum of 90 days, commencing at the time of installation as long as the installation is within 12 months of purchase. The cost of any defective product and the labor required to replace the defective product shall be the obligation of the contractor.
     1. If the manufacturer’s warranty exceeds the stated warranty then manufacturer’s warranty supersedes.
     2. Parts Return: Within 12 months of the invoice date, the State is to be allowed to return new parts with full refund, less actual shipping charges. Cores returned within 12 months of original invoice date will receive full core credit. Returned parts will be in new, resalable condition. Refund will be in the form of a credit/invoice credited to the SOA account with the vendor.
     3. Invoicing: Full description of item is required on all invoices, packing lists and billings.

# CONDITIONS:

## AUTHORITY:

This ITB is written in accordance with AS 36.30 and 2 AAC 12.

## COMPLIANCE:

In the performance of a contract that results from this ITB, the contractor must comply with all applicable federal, state, and borough regulations, codes, and laws; be liable for all required insurance, licenses, permits and bonds; and pay all applicable federal, state, and borough taxes.

## SUITABLE MATERIALS, ETC.:

Unless otherwise specified, all materials, supplies or equipment offered by a bidder shall be new, unused, and of the latest edition, version, model or crop and of recent manufacture.

## SPECIFICATIONS:

Unless otherwise specified in the ITB, product brand names or model numbers specified in this ITB are examples of the type and quality of product required, and are not statements of preference. If the specifications describing an item conflict with a brand name or model number describing the item, the specifications govern. Reference to brand name or number does not preclude an offer of a comparable or better product, if full specifications and descriptive literature are provided for the product. Failure to provide such specifications and descriptive literature may be cause for rejection of the offer.

## FIRM OFFER:

For the purpose of award, offers made in accordance with this ITB must be good and firm for a period of ninety (90) days from the date of bid opening.

## CONFLICT OF INTEREST:

An officer or employee of the State of Alaska may not seek to acquire, be a party to, or possess a financial interest in, this contract if (1) the officer or employee is an employee of the administrative unit that supervises the award of this contract; or (2) the officer or employee has the power to take or withhold official action so as to affect the award or execution of the contract.

## ASSIGNMENT(S):

Assignment of rights, duties, or payments under a contract resulting from this ITB is not permitted unless authorized in writing by the procurement officer of the contracting agency. Bids that are conditioned upon the State’s approval of an assignment will be rejected as nonresponsive.

## SUBCONTRACTOR(S):

Within five (5) working days of notice from the state, the apparent low bidder must submit a list of the subcontractors that will be used in the performance of the contract. The list must include the name of each subcontractor and the location of the place of business for each subcontractor and evidence of each subcontractor's valid Alaska business license.

## FORCE MAJEURE:

(Impossibility to perform): The parties to a contract resulting from this ITB are not liable for the consequences of any failure to perform, or default in performing, any of its obligations under the contract, if that failure or default is caused by any unforeseeable Force Majeure, beyond the control of, and without the fault or negligence of, the respective party. For the purposes of this ITB, Force Majeure will mean war (whether declared or not); revolution; invasion; insurrection; riot; civil commotion; sabotage; military or usurped power; lightning; explosion; fire; storm; drought; flood; earthquake; epidemic; quarantine; strikes; acts or restraints of governmental authorities affecting the project or directly or indirectly prohibiting or restricting the furnishing or use of materials or labor required; inability to secure materials, machinery, equipment or labor because of priority, allocation or other regulations of any governmental authorities.

## CONTRACT EXTENSION:

Unless otherwise provided in this ITB, the State and the successful bidder/contractor agree: (1) that any holding over of the contract excluding any exercised renewal options, will be considered as a month-to-month extension, and all other terms and conditions shall remain in full force and effect and (2) to provide written notice to the other party of the intent to cancel such month-to-month extension at least thirty (30) days before the desired date of cancellation.

## DEFAULT:

In case of default by the contractor, for any reason whatsoever, the State of Alaska may procure the goods or services from another source and hold the contractor responsible for any resulting excess cost and may seek other remedies under law or equity.

## DISPUTES:

If a contractor has a claim arising in connection with a contract resulting from this ITB that it cannot resolve with the State by mutual agreement, it shall pursue a claim, if at all, in accordance with the provisions of AS 36.30.620 – 632.

## CONSUMER ELECTRICAL PRODUCT:

AS 45.45.910 requires that "...a person may not sell, offer to sell, or otherwise transfer in the course of the person's business a consumer electrical product that is manufactured after August 14, 1990, unless the product is clearly marked as being listed by an approved third party certification program." Electrical consumer products manufactured before August 14, 1990, must either be clearly marked as being third party certified or be marked with a warning label that complies with AS 45.45.910(e). Even exempted electrical products must be marked with the warning label. By signature on this bid the bidder certifies that the product offered is in compliance with the law. A list of approved third party certifiers, warning labels and additional information is available from: Department of Labor and Workforce Development, Labor Standards & Safety Division, Mechanical Inspection Section, P.O. Box 107020, Anchorage, Alaska 99510-7020, (907)269-4925.

## SEVERABILITY:

If any provision of the contract is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected; and, the rights and obligations of the parties will be construed and enforced as if the contract did not contain the particular provision held to be invalid.

## GOVERNING LAW; FORUM SELECTION:

A contract resulting from this ITB is governed by the laws of the State of Alaska. To the extent not otherwise governed by section 17 of these Standard Terms and Conditions, any claim concerning the contract shall be brought only in the Superior Court of the State of Alaska and not elsewhere.

## NEW EQUIPMENT:

Equipment and components offered in response to this ITB must be new equipment. New equipment means equipment that is currently in production by the manufacturer and is still the latest model, edition or version generally offered. The equipment must be warranted as new by the manufacturer and may not have been used for any purpose, other than display (not demonstration), prior to its sale to the state. The state will not accept remanufactured, used, or reconditioned equipment. It is the contractor's responsibility to ensure that each piece of equipment and components delivered to the state complies with this requirement. A contractor's failure to comply with this requirement will cause the state to seek remedies under breach of contract.

## ACCESSORIES:

When accessories are supplied, they must be certified to be compatible with the rest of the equipment. Certification will be written evidence satisfactory to the state that the accessories are compatible. The bidder's failure to supply this evidence within the time required by the state will cause the state to consider the bid non-responsive and reject the bid.

## BRAND SPECIFIC:

Certain items may be designated brand specific. When an item is so designated no substitutions for the brand and model specified will be allowed.

## INSPECTION:

Equipment offered for lease may be subject to inspection and approval by the state prior to the award of the ITB. The equipment and attachments must be in good repair and capable of performing the work for which they were designed.

## ALTERATIONS:

The contractor must obtain the written approval from the contracting officer prior to making any alterations to the specifications contained in this ITB. The state will not pay for alterations that are not approved in advance and in writing by the contracting officer.

## DISCONTINUED ITEMS:

In the event an item is discontinued by the manufacturer during the life of the contract, another item may be substituted, provided that the contracting officer makes a written determination that it is equal to or better than the discontinued item and provided that it is sold at the same price or less than the discontinued item.

## ITEM UPGRADES:

The state reserves the right to accept upgrades to models on the basic contract when the upgrades improve the way the equipment operates or improve the accuracy of the equipment. Such upgraded items must be at the same price as the items in the basic contract.

## DELIVERY TIME:

The elapsed time between the time the state places an order and the time that order is actually shipped from the contractor's place of business must be entered in space provided under "Bid Schedule". This processing time is to remain constant throughout the life of the contract(s).

## DELIVERY CONFIRMATION:

Bidders must obtain a confirmation from the manufacturer that the items offered are scheduled for production in sufficient time to meet the scheduled delivery dates. A copy of the manufacturer’s confirmation may be included with the bid or submitted within 10 days of the state's request. The bidder's failure to provide the manufacturers confirmation as required will cause the state to consider the bid non-responsive and reject the bid.

## ADVANCE NOTICE OF DELIVERY:

The contractor must notify the freight company that delivers the order that the state facility receiving the order requires 24 hours advance notice of delivery.

## THIRD-PARTY FINANCING AGREEMENTS NOT ALLOWED:

Because of the additional administrative and accounting time required of state agencies when third party financing agreements are permitted, they will not be allowed under this contract.

## CONTINUING OBLIGATION OF CONTRACTOR:

Regardless of the terms and conditions of any third-party financing agreement, the contractor agrees that none of its responsibilities under this contract are transferable and that the contractor alone will continue to be solely responsible until the expiration date of the contract. Such responsibilities include, but are not limited to, the provision of equipment, training, warranty service, maintenance, parts and the provision of consumable supplies. By signature on the face page of this ITB the bidder acknowledges this requirement and indicates unconditional acceptance of this continuing obligation clause.

## ESTIMATED QUANTITIES:

The quantities referenced in this ITB are the state's estimated requirements and may vary more or less from the quantities actually purchased. The state does not guarantee any minimum purchase. Orders will be issued throughout the contract period on an as-needed basis.

## SERVICE CHARGES:

Regardless whether the contractor repairs equipment on-site or off-site, the state will not be liable for any charges associated with the repair of broken equipment, including, but not limited to, unhooking, disassembly, packaging, crating, repair, transportation, replacement, reassembly, or rewiring.

## PARTS:

Only parts designed for the purpose they are being used, and warranted as new, may be used in the repair of state equipment.

## COMPLETION OF SERVICE:

The service will not be complete and the equipment will not be considered serviced, repaired, or acceptable until it performs in compliance with the manufacturer's published performance specifications.

## SERVICE TECHNICIAN QUALIFICATIONS:

Bidders must provide evidence that the person performing the service work is a manufacturer's authorized service technician; or, the bidder may provide evidence that they have contracted with a manufacturer's authorized service technician to perform the service work.

Acceptable evidence of the service technician's competence may take the form of a letter or certificate, signed by an authorized officer of the manufacturer, that the service technician has been trained and authorized by the manufacturer to provide manufacturer's authorized warranty service.

The bidder’s failure to provide the evidence mentioned above, within the time required by the state, may cause the state to consider the bid non-responsive and reject the bid.

## WORKMANSHIP & MATERIALS:

All work must be performed in a thorough and workmanlike manner and in accordance with current industry practices. The contractor will be held responsible for the quality of the finished item. The state will reject any item that does not meet the specifications of the ITB. Rejected items will be returned to the contractor at the contractor's risk and expense.

## CONTRACT CANCELLATION:

The state reserves the right to cancel the contract at its convenience upon 30 calendar day’s written notice to the contractor. The state is liable only for payment in accordance with the payment provisions of this contract for services or supplies provided before the effective date of termination.

# SPECIAL CONDITIONS:

## ORDER DOCUMENTS:

Except as specifically allowed under this ITB, an ordering agency will not sign any vendor contract. The State is not bound by a vendor contract signed by a person who is not specifically authorized to sign for the State under this ITB. The State of Alaska Purchase Order, Contract Award and Delivery Order are the only order documents that may be used to place orders against the contract(s) resulting from this ITB.

## BILLING INSTRUCTIONS:

Invoices must be billed to the ordering agency's address shown on the individual Purchase Order, Contract Award or Delivery Order, not to the Division of General Services. The ordering agency will make payment after it receives the merchandise or service and the invoice. Questions concerning payment must be addressed to the ordering agency.

## CONTINUING OBLIGATION OF CONTRACTOR:

Notwithstanding the expiration date of a contract resulting from this ITB, the contractor is obligated to fulfill its responsibilities until warranty, guarantee, maintenance and parts availability requirements have completely expired.

# AIP TERMS AND CONDITIONS:

## PERFORMANCE BOND FOR WARRANTY & PERFORMANCE:

A Performance Bond is due within 30 days of the first purchase order.

The State does not have backup equipment in many of its locations. Consequently, new-unit reliability and warranty performance is of vital importance. To insure the possible reliability and warranty service the State requires the contractor to post performance bond in one of the forms listed below. The purpose of the posted performance bond is to secure performance over the entire term of the contract. The performance bond must cover any remaining warranty in the event that the contractor is unable to or otherwise fails to complete the warranty period. The amount of the performance bond will be $50,000.00. Release of the performance security will be contingent solely upon the acceptable completion of the terms of the original contract.

The Performance Bond must be posted in one year terms for the life of the contract by a surety company agreed to by the parties to this contract. Failure to post the successive bond, or to provide an alternative security as listed below, will be cause for breach of contract and immediate cancellation of any future orders.

The Performance Bond must be written in a form satisfactory to the State by a company authorized to do surety business in Alaska. The performance bond must provide a statement that it is payable to the State of Alaska as security for the contractor’s full and faithful performance of the contract.

Alternate Security: In lieu of a performance bond, a contractor may post security in the form of a certified or cashier’s check, or a certificate of deposit, to be returned to the contractor provided that the contractor fully and faithfully performs the contract, including all warranty obligations.

A certified or cashier’s check, made payable to the State of Alaska.

A Certificate of Deposit (CD) made payable to the State of Alaska. Inclusion of other verbiage on the “payee” or pay to” line will render the security unacceptable.

## TRADE RESTRICTION CLAUSE (9 CFR Part 30.13FAA Order 5100.38):

The contractor or subcontractor, by submission of an offer and/or execution of a contract, certifies that it:

is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms published by the Office of the United States Trade Representative (USTR);

has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country on said list, or is owned or controlled directly or indirectly by one or more citizens or nationals of a foreign country on said list;

has not procured any product nor subcontracted for the supply of any product for use on the project that is produced in a foreign country on said list.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to a contractor or subcontractor who is unable to certify to the above. If the contractor knowingly procures or subcontracts for the supply of any product or service of a foreign country on said list for use on the project, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract at no cost to the Government.

Further, the contractor agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in each contract and in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor unless it has knowledge that the certification is erroneous.

The contractor shall provide immediate written notice to the sponsor if the contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The subcontractor agrees to provide written notice to the contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

This certification is a material representation of fact upon which reliance was placed when making the award. If it is later determined that the contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Government.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

## CIVIL RIGHTS ACT OF 1964, TITLE VI – CONTRACTOR CONTRACTUAL REQUIREMENTS (49 CFR Part 21 AC 150/5100-15)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

Compliance with Regulations. The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

Nondiscrimination. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

Information and Reports. The contractor shall provide all information and reports required by the regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

Sanctions for Noncompliance. In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

Withholding of payments to the contractor under the contract until the contractor complies, and/or

Cancellation, termination, or suspension of the contract, in whole or in part.

Incorporation of Provisions. The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

## AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, SECTION 520 - GENERAL CIVIL RIGHTS PROVISIONS (Airport and Airway Improvement Act of 1982, Section 520, Title 49 47123,AC 150/5100-15, Para. 10.c):

The contractor assures that it will comply with pertinent statutes, Executive orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport a program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property. In the case of contractors, this provision binds the contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

## DISADVANTAGED BUSINESS ENTERPRISES (49 CFR Part 26):

Contract Assurance (§26.13): The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29): The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from the State of Alaska. The prime contractor agrees further to return retainage payments to each subcontractor within [specify the same number as above] days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Contracting Officer. This clause applies to both DBE and non-DBE subcontractors.

## LOBBYING AND INFLUENCING FEDERAL EMPLOYEES (49 CFR Part 20, Appendix A):

No Federal appropriated funds shall be paid, by or on behalf of the contractor, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant and the amendment or modification of any Federal grant.

If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any Federal grant, the contractor shall complete and submit Standard Form-LLL, “Disclosure of Lobby Activities,” in accordance with its instructions.

## ACCESS TO RECORDS AND REPORTS (49 CFR Part 18.36(i), FAA Order 5100.38):

The Contractor shall maintain an acceptable cost accounting system. The Contractor agrees to provide the Sponsor, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representative’s access to any books, documents, papers, and records of the contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

## ENERGY CONSERVATION REQUIREMENTS (49 CFR Part 18.36 & Public Law 94-163):

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency that are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

## BREACH OF CONTRACT TERMS (49 CFR Part 18.36):

Any violation or breach of terms of this contract on the part of the contractor or their subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement. The duties and obligations imposed by the Contract Documents and the rights and remedies available there under shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law.

## RIGHTS TO INVENTIONS (49 CFR Part 18.36(i)(8) & FAA Order 5100.38):

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

## TERMINATION OF CONTRACT (49 CFR Part 18.36(i)(2) & FAA Order 5100.38):

The Sponsor may, by written notice, terminate this contract in whole or in part at any time, either for the Sponsor's convenience or because of failure to fulfill the contract obligations. Upon receipt of such notice services shall be immediately discontinued (unless the notice directs otherwise) and all materials as may have been accumulated in performing this contract, whether completed or in progress, delivered to the Sponsor.

If the termination is for the convenience of the Sponsor, an equitable adjustment in the contract price shall be made, but no amount shall be allowed for anticipated profit on unperformed services.

If the termination is due to failure to fulfill the contractor's obligations, the Sponsor may take over the work and prosecute the same to completion by contract or otherwise. In such case, the contractor shall be liable to the Sponsor for any additional cost occasioned to the Sponsor thereby.

If, after notice of termination for failure to fulfill contract obligations, it is determined that the contractor had not so failed, the termination shall be deemed to have been effected for the convenience of the Sponsor. In such event, adjustment in the contract price shall be made as provided in paragraph 2 of this clause.

The rights and remedies of the sponsor provided in this clause are in addition to any other rights and remedies provided by law or under this contract.

## CERTIFICATION REGARDING DEBAREMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION (49 CFR Part 29 & FAA Order 5100.38):

The bidder/offeror certifies, by submission of this proposal or acceptance of this contract, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency. It further agrees by submitting this proposal that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the bidder/offeror/contractor or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

## CLEAN AIR AND WATER POLLUTION CONTROL (49 CFR Part 18.36(i)(12) & Section 306 of the Clean Air Act & Section 508 of the Clean Water Act):

Contractors and subcontractors agree:

That any facility to be used in the performance of the contract or subcontract or to benefit from the contract is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities;

To comply with all the requirements of Section 114 of the Clean Air Act, as amended, 42 U.S.C. 1857 et seq. and Section 308 of the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in Section 114 and Section 308 of the Acts, respectively, and all other regulations and guidelines issued there under;

That, as a condition for the award of this contract, the contractor or subcontractor will notify the awarding official of the receipt of any communication from the EPA indicating that a facility to be used for the performance of or benefit from the contract is under consideration to be listed on the EPA List of Violating Facilities;

To include or cause to be included in any construction contract or subcontract which exceeds $100,000 the aforementioned criteria and requirements.

## BUY AMERICAN PREFERENCES (Section 9129 of the Aviation Safety and Capacity Expansion Act of 1990 & Title 49 U.S.C. Chapter 501, AIP Program Guidance Letter 91-3):

The Aviation Safety and Capacity Expansion Act of 1990 provides that preference be given to steel and manufactured products produced in the United States when funds are expended pursuant to a grant issued under the Airport Improvement Program. The following terms apply:

Steel and manufactured products. As used in this clause, steel and manufactured products include (1) steel produced in the United States or (2) a manufactured product produced in the United States, if the cost of its components mined, produced or manufactured in the United States exceeds 60 percent of the cost of all its components and final assembly has taken place in the United States. Components of foreign origin of the same class or kind as the products referred to in subparagraphs b. (1) or (2) shall be treated as domestic.

Components. As used in this clause, components mean those articles, materials, and supplies incorporated directly into steel and manufactured products.

Cost of Components. This means the costs for production of the components, exclusive of final assembly labor costs.

# MANDATORY CONTRACT TERMS:

## ALASKA BUSINESS LICENSE AND OTHER REQUIRED LICENSES:

Prior to the award of a contract, a bidder must hold a valid Alaska business license. However, in order to receive the Alaska Bidder Preference and other related preferences, such as the Alaska Veteran and Alaskans with Disabilities Preference, a bidder must hold a valid Alaska business license at the time designated for bid opening. Bidders should contact the Department of Commerce, Community and Economic Development, Division of Corporations, Business, and Professional Licensing, P. O. Box 110806, Juneau, Alaska 99811-0806, for information on these licenses.

Acceptable evidence that the bidder possesses a valid Alaska business license may consist of any one of the following:

* copy of an Alaska business license;
* certification on the bid that the bidder has a valid Alaska business license and has included the license number in the bid (see front page);
* a canceled check for the Alaska business license fee;
* a copy of the Alaska business license application with a receipt stamp from the state's occupational licensing office; or
* A sworn and notarized affidavit that the bidder has applied and paid for the Alaska business license.

You are not required to hold a valid Alaska business license at the time bids are opened if you possess one of the following licenses and are offering services or supplies under that specific line of business:

* fisheries business licenses issued by Alaska Department of Revenue or Alaska Department of Fish and Game,
* liquor licenses issued by Alaska Department of Revenue for alcohol sales only,
* insurance licenses issued by Alaska Department of Commerce, Community and Economic Development, Division of Insurance, or
* Mining licenses issued by Alaska Department of Revenue.

At the time designated for bid opening, all bidders must hold any other necessary applicable professional licenses required by Alaska Statute.

## BIDDERS WITH DISABILITIES:

The State of Alaska complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this procurement should contact the Division of Transportation at one of the following numbers no later than 10 days prior to bid opening to make any necessary arrangements.

Telephone: 907.269.0793

## COMPLIANCE WITH ADA:

By signature of their bid the bidder certifies that they comply with the Americans with Disabilities Act of 1990 and the regulations issued thereunder by the federal government.

Services or activities furnished to the general public on behalf of the state must be fully accessible. This is intended to ensure that agencies are in accordance with 28 CFR Part 35 Section 35.130 and that services, programs or activities furnished to the public through a contract do not subject qualified individuals with a disability to discrimination based on the disability.

## CONTRACT PERFORMANCE LOCATION:

By signature on their bid, the bidder certifies that all services provided under this contract by the contractor and all subcontractors shall be performed in the United States.

If the bidder cannot certify that all work will be performed in the United States, the bidder must contact the procurement officer in writing to request a waiver at least 10 days prior to the deadline for receipt of bids.

The request must include a detailed description of the portion of work that will be performed outside the United States, where, by whom, and the reason the waiver is necessary.

Failure to comply with these requirements may cause the state to reject the bid as non-responsive, or cancel the contract.

## HUMAN TRAFFICKING:

By signature on their bid, the bidder certifies that the bidder is not established and headquartered or incorporated and headquartered in a country recognized as Tier 3 in the most recent United States Department of State’s Trafficking in Persons Report.

The most recent United States Department of State’s Trafficking in Persons Report can be found at the following website: <http://www.state.gov/g/tip/>

Failure to comply with this requirement will cause the state to reject the bid as non-responsive, or cancel the contract

## NOTICE OF INTENT TO AWARD:

After the responses to this ITB have been opened and evaluated, a tabulation of the bids will be prepared. This tabulation, called a Notice of Intent to Award, serves two purposes. It lists the name of each company or person that offered a bid and the price they bid. It also provides notice of the state's intent to award a contract(s) to the bidder(s) indicated. A copy of the Notice of Intent will be mailed to each company or person who responded to the ITB. Bidders identified as the apparent low responsive bidders are instructed not to proceed until a Purchase Order, Contract Award, Lease, or some other form of written notice is given by the contracting officer. A company or person who proceeds prior to receiving a Purchase Order, Contract Award, Lease, or some other form of written notice from the contracting officer does so without a contract and at their own risk.

## PAYMENT FOR STATE PURCHASES:

Payment for agreements under $500,000 for the undisputed purchase of goods or services provided to a state agency, will be made within 30 days of the receipt of a proper billing or the delivery of the goods or services to the location(s) specified in the agreement, whichever is later. A late payment is subject to 1.5% interest per month on the unpaid balance. Interest will not be paid if there is a dispute or if there is an agreement that establishes a lower interest rate or precludes the charging of interest.

## CONTRACT ADMINISTRATION:

The administration of this contract is the responsibility of State Equipment Fleet, Contracting Officer, and Department of Transportation.

## SHIPPING DAMAGE:

The state will not accept or pay for damaged goods. The contractor must file all claims against the carrier(s) for damages incurred to items in transit from the point of origin to the ultimate destination. The state will provide the contractor with written notice when damaged goods are received. The state will deduct the cost of the damaged goods from the invoice prior to payment. The contractor must file all claims against the carrier(s) for reimbursement of the loss.

## INDEMNIFICATION:

The contractor shall indemnify, hold harmless, and defend the contracting agency from and against any claim of, or liability for error, omission or negligent act of the contractor under this agreement. The contractor shall not be required to indemnify the contracting agency for a claim of, or liability for, the independent negligence of the contracting agency. If there is a claim of, or liability for, the joint negligent error or omission of the contractor and the independent negligence of the Contracting agency, the indemnification and hold harmless obligation shall be apportioned on a comparative fault basis. “Contractor” and “Contracting agency”, as used within this and the following article, include the employees, agents and other contractors who are directly responsible, respectively, to each. The term “independent negligence” is negligence other than in the Contracting agency’s selection, administration, monitoring, or controlling of the contractor and in approving or accepting the contractor’s work.

## INSURANCE:

Without limiting contractor's indemnification, it is agreed that contractor shall purchase at its own expense and maintain in force at all times during the performance of services under this agreement the following policies of insurance. Where specific limits are shown, it is understood that they shall be the minimum acceptable limits. If the contractor's policy contains higher limits, the state shall be entitled to coverage to the extent of such higher limits. Certificates of Insurance must be furnished to the contracting officer prior to beginning work and must provide for a notice of cancellation, non-renewal, or material change of conditions in accordance with policy provisions. Failure to furnish satisfactory evidence of insurance or lapse of the policy is a material breach of this contract and shall be grounds for termination of the contractor's services. All insurance policies shall comply with, and be issued by insurers licensed to transact the business of insurance under AS 21.

Proof of insurance is required for the following:

Workers' Compensation Insurance: The contractor shall provide and maintain, for all employees engaged in work under this contract, coverage as required by AS 23.30.045, and; where applicable, any other statutory obligations including but not limited to Federal U.S.L. & H. and Jones Act requirements. The policy must waive subrogation against the state.

Commercial General Liability Insurance: covering all business premises and operations used by the contractor in the performance of services under this agreement with minimum coverage limits of $300,000 combined single limit per occurrence.

Commercial Automobile Liability Insurance: covering all vehicles used by the contractor in the performance of services under this agreement with minimum coverage limits of $300,000 combined single limit per occurrence.

Failure to supply satisfactory proof of insurance within the time required will cause the state to declare the bidder non-responsible and to reject the bid.

## BRAND AND MODEL OFFERED:

Unless otherwise specified, when brand names and model numbers are used to specify the type and quality of the goods desired, bidders must clearly indicate the brand names and model numbers they intend to provide. The bidder's failure to identify the brand and model offered will cause the state to consider the offer non-responsive and reject the bid.

## ANNOTATED LITERATURE:

Bidders must annotate their product literature to identify for the state the location of the supporting information regarding each product specification set out in this ITB. A bidder's failure to comply with this clause, within the time set by the state, will cause the state to consider the offer non-responsive and reject the bid.

## SUPPORTING INFORMATION:

The state strongly desires that bidders submit all required technical, specification, and other supporting information with their bid, so that a detailed analysis and determination can be made by the contracting officer that the product offered meets the ITB specifications and that other requirements of the ITB have been met. However, provided a bid meets the requirements for a definite, firm, unqualified, and unconditional offer, the state reserves the right to request supplemental information from the bidder, after the bids have been opened, to ensure that the products offered completely meet the ITB requirements. The requirement for such supplemental information will be at the reasonable discretion of the state and may include the requirement that a bidder will provide a sample product(s) so that the state can make a first-hand examination and determination.

A bidder's failure to provide this supplemental information or the product sample(s), within the time set by the state, will cause the state to consider the offer non-responsive and reject the bid.

## FIRM, UNQUALIFIED AND UNCONDITIONAL OFFER:

Bidders must provide enough information with their bid to constitute a definite, firm, unqualified and unconditional offer. To be responsive a bid must constitute a definite, firm, unqualified and unconditional offer to meet all of the material terms of the ITB. Material terms are those that could affect the price, quantity, quality, or delivery. Also included as material terms are those which are clearly identified in the ITB and which, for reasons of policy, must be complied with at risk of bid rejection for non-responsiveness.

## NONDISCLOSURE AND CONFIDENTIALITY:

Contractor agrees that all confidential information shall be used only for purposes of providing the deliverables and performing the services specified herein and shall not disseminate or allow dissemination of confidential information except as provided for in this section. The contractor shall hold as confidential and will use reasonable care (including both facility physical security and electronic security) to prevent unauthorized access by, storage, disclosure, publication, dissemination to and/or use by third parties of, the confidential information. “Reasonable care” means compliance by the contractor with all applicable federal and state law, including the Social Security Act and HIPAA. The contractor must promptly notify the state in writing if it becomes aware of any storage, disclosure, loss, unauthorized access to or use of the confidential information.

Confidential information, as used herein, means any data, files, software, information or materials (whether prepared by the state or its agents or advisors) in oral, electronic, tangible or intangible form and however stored, compiled or memorialized that is classified confidential as defined by State of Alaska classification and categorization guidelines (i) provided by the state to the contractor or a contractor agent or otherwise made available to the contractor or a contractor agent in connection with this contract, or (ii) acquired, obtained or learned by the contractor or a contractor agent in the performance of this contract. Examples of confidential information include, but are not limited to: technology infrastructure, architecture, financial data, trade secrets, equipment specifications, user lists, passwords, research data, and technology data (infrastructure, architecture, operating systems, security tools, IP addresses, etc.).

If confidential information is requested to be disclosed by the contractor pursuant to a request received by a third party and such disclosure of the confidential information is required under applicable state or federal law, regulation, governmental or regulatory authority, the contractor may disclose the confidential information after providing the state with written notice of the requested disclosure ( to the extent such notice to the state is permitted by applicable law) and giving the state opportunity to review the request. If the contractor receives no objection from the state, it may release the confidential information within 30 days. Notice of the requested disclosure of confidential information by the contractor must be provided to the state within a reasonable time after the contractor’s receipt of notice of the requested disclosure and, upon request of the state, shall seek to obtain legal protection from the release of the confidential information.

The following information shall not be considered confidential information: information previously known to be public information when received from the other party; information freely available to the general public; information which now is or hereafter becomes publicly known by other than a breach of confidentiality hereof; or information which is disclosed by a party pursuant to subpoena or other legal process and which as a result becomes lawfully obtainable by the general public.

# SPECIFICATION

## GENERAL SPECIFICATION:

It is the purpose of this specification to describe a new, and of the manufacturer's latest current production model and design, diesel powered, 6x4, minimum 68,000 GVWR and 108,000 GCVWR, truck with dump box, chassis mount sander, nose plow, wing, and belly blade.

Unit shall include all standard equipment and accessories as advertised in the manufacturer's specification sheet of model offered unless otherwise specified herein.

The components selected shall be new and rated for the maximum loading they would be subjected to in severe service. The torque rating of a driven component shall exceed the input torque. The component parts and structure of the unit shall be sized and designed to safely withstand the maximum load imposed, without failure or induction of deterioration. All units shall be constructed from current production components.

Contractors shall provide any components, hardware, or part necessary for proper assembly, installation, and operation even though that item(s) is not specifically described in the bid specifications. This includes all fittings, couplers, brackets, adapters, etc. Bidders shall include the cost of such components, hardware, and parts in the bid price.

These specifications require the doing of all things necessary or proper for, or incidental to the furnishing of said unit. All items of design and equipment not listed in these specifications, but involved in carrying out their intent, are required to be furnished by the bidder, the same as if these items were specifically mentioned and described in these specifications. The unit must be fully assembled and tested prior to delivery by a qualified factory representative.

Application:

The supplied chassis, up-fit with a FEPTO hydraulic system must be suitable for the intended application of airport snow removal, sanding, and hauling processed materials, rocks, debris, and earth. The unit will experience high impact and shock loading and off-highway conditions imposing more severe frame stresses without experiencing failure, deformation, or permanent sets in the truck frame or any components of the unit. The unit must have sufficient clearances and comply with minimum and maximum dimension and angle criteria as outlined later in this specification. Unit will be subject to varying terrain and weather conditions. These units are to operate between -50 to +100 ℉.

Documentation Required:

A basic manufacturer's product brochure(s) describing the unit(s) being bid is (are) to be provided. In addition, specifications marked with an asterisk (\*) require supporting documentation, which indicates specifically what the bidder intends to supply in regard to said items and/or how specifications will be met. In order to help prevent technical errors, following each asterisked item is space that may be used to address all of the asterisked items. It is required that a letter of clarification or the space behind the asterisked items be used to supply the required information. You may use the area behind the asterisked item to refer to a product brochure, manufacturer’s technical data sheet, or letter of clarification, which indicates specifically what you, the bidder, intend to supply in regard to said items and/or how specifications are met.

The unit provided is required to meet all current federal and state regulations such as, but not limited to, EPA emissions, FMVSS, FMCSA, and CFR.

VEHICLE:

INTERNATIONAL HV513

## POWER TRAIN:

* 1. Engine:
     1. NAVISTAR A26
     2. The engine shall meet on-highway EPA emissions certifications for the current model year.
     3. SAE gross horsepower, minimum 450.
     4. Governed speed, between 1950 and 2100 RPM.
     5. SAE peak torque, minimum of 1650 pound foot.
     6. Engine oil pan to be of a non-corrosive design, if available; If metal shall include OEM corrosion inhibiting treatments.
  2. Compression Brake:
     1. Engine Compression Brake is required, controlled by a hi-low switch.
     2. An exhaust type brake or retarder is not acceptable.
  3. Air Intake System:
     1. Air Cleaner: Dry element type, heavy-duty.
     2. Equipped with manual or temperature regulated automatic two-way “Hot/Cold” air pickup, to draw air from outside or under the hood (hose disconnect or plug insert is not acceptable).
     3. A dash-mounted analog, mechanical, or digital display air filter restriction indicator is required.
  4. Exhaust System:
     1. Exhaust must not interfere with the belly blade operation.
     2. Diesel after-treatment system with heat shield mounted right side frame rail.
     3. Mounted running up the right-hand side of the cab behind the door. Stainless steel finish on the shield, stacks, and elbow.
     4. Designed, so vision is not impaired out of exterior rearview mirrors.
     5. Exhaust stack to have a curved turn out tip or flat top with a weighted flap to prevent water and debris from entering the system. Must extend two (2) feet above the top of the cab.
     6. If flex pipe is utilized, to be stainless steel, not to exceed 20 inches in length.
     7. Diesel exhaust fluid tank shall be a minimum of 6.0 gallons.
     8. Exhaust after-treatment system shall be certified by the OEM for operation at -50 ℉.
  5. Cooling System:
     1. To include sight glass for easy viewing from the ground with hood in up position (sight glass may be located on expansion tank).
     2. Front of the radiator to be properly guarded against rocks by including grill or grill screen cloth full length of the radiator.
     3. Cooling system mounting and tank bottom configuration to be compatible and so designed as to not interfere with Front-Engine PTO (FEPTO) and hydraulic pump installation.
     4. Coolant to be permanent type antifreeze, affording protection to -60 ℉; to be DELO extended life coolant (red), or compatible.
     5. To include spin-on type coolant filter.
        1. Shut-off valves if required, to prevent excessive loss of coolant when servicing filter is required.
     6. Drain cock(s) to be provided for the low point(s) of the cooling system for maximum drainage while the unit is on level ground.
     7. Engine coolant hoses, including heater hoses, to be “ARCTIC” rated to -40 ℉.
     8. Clamps utilized on all pressurized coolant and heater hoses, one (1) inch inside diameter or larger are to be “Constant Torque” design.
     9. Winterfront: Heavy-duty, canvas/vinyl construction, snap-on or twist-lock fastening, with center zipper.
  6. Fuel System:
     1. Fuel filter(s):
        1. To be spin-on or drop–in cartridge type.
        2. To include a ¼-turn ball or check valve at the fuel filter(s) if necessary to prevent excessive fuel loss when servicing.
        3. To be easily accessible.
     2. Fuel system to include 12-volt heated fuel and water separator easily accessed.
     3. Fuel Tank: Minimum 100 gallons. Behind the cab fuel/oil reservoir combination unit is preferred.
  7. Oil Filtration: To be spin-on and easily accessible.
  8. Starting Aids:
     1. Glow plugs or grid type heater.
     2. Engine Block Heater: Immersion type, highest wattage available, 110 volt AC (OEM if available).
     3. Engine Oil Pan Heater: immersion type, largest wattage available, 110 volt AC (OEM if available).
     4. Battery Trickle Charger: BATTERY TENDER 022-0157-1, waterproof, 110 volt AC, wired into the truck battery charging system.
     5. 110 volt AC power cords for winterization to be plugged into a single, waterproof, 20 amp, junction box with four (4) receptacles.
        1. To include a heavy-duty, but flexible in cold weather, 110 volt AC power cord with a 20 amp plug.
        2. To be mounted in a protected location; away from snow/ice buildup.

## DRIVETRAIN:

* 1. Configuration: 6x6.
  2. Transmission: ALLISON TRANSMISSION model 4500 RDS, 6-speed electronic with latest generation controls.
     1. To include an automatic neutral function with wire 117, which shall return the transmission to neutral when parking brakes are applied.
     2. To include aggressive engine braking downshift schedule with wire 161.
     3. (\*) To include an Allison iScaan report. Copy of report to be included with the bid.
     4. To include Allison Prognostics.
     5. No compression brake pre-select.
     6. To include a fixed shift schedule in the secondary mode for plowing.
        1. Secondary shift mode shall increase down shift pressure and up-shift RPM in gears 1-4 and limit up-shifts to 4th gear to eliminate “searching” during plowing operations.
     7. Transmission control module to be located inside the cab.
  3. Transfer Case:
     1. MERITOR Model MTC3124 (T-2119) or FABCO TC-143.
     2. The belly blade may require a minimum ground clearance under the transfer case. Check with your bodybuilder.
  4. Drive Lines:
     1. Driveline yokes to be ½-round on the drive and inter-axle shafts.
  5. Front Axle:
     1. MERITOR model: MX-23-160R or FABCO FSD-23A.
     2. Capacity minimum 23,000 pounds.
     3. Axle to be set forward.
  6. Rear Axles:
     1. MERITOR RT-46-160P. A wide track may be required to provide adequate chain clearance.
     2. To include an inter-axle differential lockout with driver-operated switch and dash-mounted warning light.
     3. Both differentials shall have wheel to wheel locking with driver-operated switch and dash-mounted warning light.
     4. (\*) Ratio providing cruising speed of approximately 55 MPH at engine manufacturers suggested best engine RPM. 4:56
     5. Transmission range selection and gear spread shall maintain peak torque from the engine, while plowing snow, at 35 to 40 MPH in 4th gear. (assuming 4th gear to be direct)

## CHASSIS:

* 1. GVWR: 68,000 pounds minimum.
  2. GCVWR: 108,000 pounds minimum.
  3. WB (Wheel Base) dimension to be maximum 220 inches.
  4. CA (Cab to Axle) dimension to be approximately 129 inches.
  5. Frame:
     1. A dual frame is required and must meet or exceed the following specifications:
        1. Yield Strength: 120,000 PSI, minimum.
        2. RBM: To be 3,500,000 inch pounds, minimum, entire frame.
     2. The unit is to be equipped with a plow hitch and crankshaft mounted hydraulic pump by the up-fitter. A minimum 20” frame extension shall be OEM one-piece, integral extended frame. Bolt on frame extensions are not acceptable.
     3. Units may be equipped with a belly scraper and rear mount patrol wing or changed later in-house to include a wing and belly scraper. For this reason, any and all extra or heavy-duty cross members associated with wing post installation available from the Chassis OEM shall be considered standard equipment and included for these units.
     4. Overhang/After Frame Dimension (center of rear tandem to end of frame) to be approximately 66 inches (plus or minus 1 inch).
  6. Front Suspension:
     1. Capacity: Minimum 23,000 pounds continuous severe duty. Suspension to be all spring (tapered leaf). Timbren type enhancements (overloads) are not acceptable.
     2. To include HD shock absorbers.
  7. Rear Suspension:
     1. Hendrickson Haulmaxx 46,000 pound capacity.
     2. 54-56 inch axle spacing as standard.
  8. Steering:
     1. Shall be SHEPPARD vocational series, dual assist, or State approved equivalent. To be rated at front axle’s GAWR, minimum.
     2. (\*) Turning Diameter curb to curb (outside front tire) both left and right — maximum 85 feet.
  9. Brakes:
     1. BENDIX or WABCO ABS system required.
     2. Braking distance shall conform to FMVSS 121.
     3. Full air system with low pressure audible and visual warning device located in the cab.
     4. Front: MERITOR or BENDIX 16.5 x 6, outboard drums, or State approved equivalent.
     5. Rear: MERITOR or BENDIX 16.5 x 7 or 16.5 x 8.62, with outboard drums or State approved equivalent.
     6. Splash/dust shields, heavy-duty steel, on all axles.
     7. Emergency Brakes: To be supplied on both axles.
  10. Slack Adjusters:
      1. To be automatic self-adjusting type.
      2. Handed arms may be required to prevent interference with tire chains.
         1. Two (2) inches clear at the inner sidewall of rear tandems is required.
      3. Sealed against dirt and corrosive materials.
      4. Lube fitting for positive lubrication of all moving parts.
      5. Capability for in-field service.
  11. Trailer Brakes:
      1. For the OEM chassis supplier, the trailer brake lines will need to be plumbed to the rear of the unit with extra line coiled at the end of the frame with break-away type glad hands and chained dummy plugs temporarily attached to the rear of unit for installation by up-fitter in a fabricated butt-plate.
      2. Cab mounted hand control valve for the trailer brakes is required.
  12. Air System:
      1. Air Compressor:
         1. 15.9 CFM minimum.
      2. OEM chassis’ air hoses to be rated for -40℉ minimum.
      3. All added air hoses to be SAE 100R5 type “T” Arctic grade (-40 to +212 ℉).
      4. Air Dryer: Air system to include a heated air dryer with automatic purge and replaceable desiccant filter easily accessed for maintenance and filter replacement.
  13. Air Reservoir Tanks:
      1. Primary and secondary tanks to be heavy-duty steel construction, installed in protected locations.
      2. Must have a male type C quick disconnect air supply fitting, AMFLO CP1 ¼ “NPT, with 1/4 –turn ball valve mounted on the outside of the left-hand frame rail. Must be conveniently located and must be plumbed into the primary reservoir to facilitate filling all tanks with shop air.
      3. All air tanks to be equipped with manual drain petcocks. Petcock(s) or drain actuators to be easily accessible from the side of the vehicle by ground personnel (a lanyard type cord may be necessary).
  14. Wheels and Tires:
      1. All wheels are to be hub piloted type, steel disc with at least two hand holes.
      2. All tires are to be siped.
      3. Front Tires:
         1. (\*) 425/65R22.5, LR L (20 ply rated) Michelin XZY 3
      4. Rear Tires:
         1. (\*) 11R22.5, LRH (16PR) minimum, Michelin XDS 2
      5. One each spare front and rear wheel, with the designated tire, mounted and balanced to be shipped loose. Must match OEM tires and wheel.
      6. Duals to be spaced for use with triple rail chains and shall provide a minimum two (2) inch clearance between the inner sidewall of the dual tire and spring leaves, clamps, hanger or any other obstruction which might interfere with normal operation of tire chains.
      7. Wheel-Guards are to be supplied between the front wheels and the hubs, between the rear wheels and the hubs, and between the inner and outer dual wheels.
  15. Front Wheel Wells:
      1. Front wheel wells are to be kept clear of components, such as transmission coolers, loose wiring, etc.

## ELECTRICAL SYSTEM:

* 1. 12-volt negative ground.
  2. Alternator: 12-volt, 160 amp minimum.
  3. Batteries:
     1. Minimum three (3) each maintenance free 12-volt 31 series batteries.
     2. US DOT and IATA certified non-spill able.
     3. 925 CCA @ 0℉ each.
  4. Battery box to protect batteries from the build-up of snow, ice mud, etc.
     1. Battery box to be easily accessible utilizing rubber tie downs without tools.
     2. If possible, battery box location is to be located on outside left frame rail, just behind the cab, bolted to frame rail, not to interfere with dump box or belly blade.
     3. Remote jumper terminals (studs) easily accessed, but guarded shall be required. Studs to be clearly labeled for polarity by sign and color.
  5. Master Switch(s):
     1. A high-ampere switch shall cut power from the electrical system.
        1. The switch shall be located in the cab, mounted to the floor, between the driver’s door sill and the rear of the driver’s seat.
        2. The switch shall be a rotary type switch, not a push/pull type.
     2. All standard electrical and lighting equipment to meet ICC Safety Standards.
     3. All electrical control switches to be direct current rated.
  6. Wiring:
     1. Radiofrequency, (RF) interference suppression shall be provided, for use with land mobile radio transceivers, which will be installed after vehicle delivery.
        1. These transceivers will operate in both VHF high band (150 to 174 MHz) or 800 MHz band (780 to 8200 MHz).
        2. Antennas will be mounted on the vehicle by the up fitter.
        3. All vehicle electronic circuits including, but not limited to, ignition, AM/FM radio receivers, computers, emission controls, etc. shall be designed to suppress, bypass, or otherwise prevent interference from affecting the radio transceiver.
        4. In addition, the vehicle’s electronic equipment shall also be unaffected by RF energy generated and radiated by the (up to 125-watt output) transmitter portion of installed transceivers. When delivered by the vendor, the vehicle and all equipment and components mounted to the chassis shall comply with the above requirements.
     2. All wiring to be color-coded or numbered, and located for maximum protection from road splash, stone abrasion, grease, oil, fuel, and heat from engine and components.
     3. Routing through structural members to be protected by grommets, and to be secured by clips at intervals to prevent rubbing or chafing due to movement.
     4. All applicable junction boxes, light housings and trailer outlet connectors to be constructed of watertight, corrosion proof material. Wire inlets to utilize compression type rubber seals.
     5. All auxiliary wiring shall be continuous (any splices or connectors are to be weatherproof) from the front of cab bulkhead connector to the body junction box behind the cab, then from the body junction box to the end of frame junction box, and from there to stop, turn, tail, and backup lights and trailer wiring.
     6. Wiring, connectors, and harnesses shall be of the highest grade offered by the manufacturer. Any optional protection from cold, moisture or other environmental conditions shall be included as standard on State of Alaska trucks.
  7. Back-Up Alarm:
     1. OSHA approved electronic, self-adjusting sound level, located on the rear of the chassis, as per the alarm manufacturer’s instructions.
  8. To include a road speed signal post in the cab (to allow connection for sand spreader controller).
  9. Lighting:
     1. Headlights:
        1. To be OEM’s halogen or better.
     2. Clearance lights shall be LED.
     3. Rear Chassis Taillights: To be LED and be mounted directly outside the frame rails aft of the mud flaps.
     4. Provision for mounting rear license plate shall be provided with appropriate light(s) to illuminate the license plate area.

## CAB:

* 1. Conventional air-ride cab design with maximum forward visibility.
  2. The layout of all controls, gauges, and instrumentation is to be ergonomically designed.
  3. To be conventional severe service cab of welded or riveted type steel and/or aluminum construction (fiberglass construction of roof, hood, and fenders is acceptable), and to include the following:
     1. BBC (Bumper to Back of Cab) dimension, minimum 109 inches. This measurement is not to include any of the frame extension lengths.
     2. Maximum OEM insulation throughout to protect against cold and noise.
  4. Tilt Hood:
     1. A freestanding grille is required, and hood must clear plow hitch without having to tilt the plow hitch.
  5. For ease of engine maintenance, if equipped with a cab interior mounted engine cover (dog house); cover must be easily removed from the cab without having to remove dash or seat(s).
  6. Dual adjustable sun visors are required.
  7. An exterior front upper cab mounted fiberglass or Stainless Steel sun visor.
  8. Glass:
     1. Safety glass throughout.
     2. Passenger door to include a “Visibility Window” or “Look down Mirror” to allow viewing of the area along the right-hand side of the vehicle.
     3. To include rear window back of the cab.
  9. Windshield Wipers:
     1. Shall include heavy-duty, dual, electric powered, dual speed wipers with intermittent variable swipe and wash feature.
     2. To include the largest OEM washer fluid capacity available.
  10. Arctic package fresh air type hot water heater and defroster, to be OEM highest rated available.
  11. Defroster Fans: To include minimum one (1) two-speed defroster fan. Switch located for easy access by the driver.
  12. Auxiliary heater:
      1. Minimum 15,000 BTU.
      2. To include easily accessed in-line shut off valves to prevent excessive loss of coolant when working on the system.
      3. Heater shall be located back wall area of the cab (between the seats), with airflow directed towards drivers foot pedals and air flow not obstructed by seat or control tower(s).
      4. Heater fan motor to be separately switched with 2-speed or variable speed control.
  13. Air Conditioning:
      1. To be OEM.
      2. To be integrated into the OEM cab heater system to work in conjunction with the windshield defrosting system.
  14. Rear View Mirrors (Exterior):
      1. Motorized, 4-way (up, down, side to side) heated, both left-side and right-side, with an easily accessible switch.
      2. Convex mirrors (built-in or separate), approximately eight (8) inches in diameter (semi-rectangular is acceptable) to be included directly below the main mirror (mounting in the main mirror’s housing or directly below the main mirror’s housing).
      3. Front fender area mounted convex mirrors — approximately eight (8) inches in diameter.
      4. Mirror heat (both main and all convex) to include a separate, easily accessed, switch with an “ON” indicator light.
  15. Dome Light: OEM, interior roof mounted.
  16. Accessory socket for plugging in cell phone charger, etc.
  17. Steering Wheel: To include tilt and telescopic feature.
  18. Seats:
      1. Driver’s seat, high back, premium air ride, 6-way with lumbar adjust, air adjust (up/down), and fore/aft. Armrests.
      2. Companion/passenger seat, mid height or high back. This area below the seat bottom cushion to be used for cab mounted electronics — a lift up bottom seat cushion or seat frame enclosed on three sides with the side nearest the passenger door left open or able to be cut out by upfitter.
      3. Seats to be cloth or vinyl with cloth insert, colors to be dark, color coordinated.
  19. Grab Handles:
      1. Three points of contact shall be maintained at entry and egress locations, fueling and fluid check locations, and any areas that require the operator to be more than 18 inches above the level ground. Steps, landings, and grab handles (for three-point contact) on the truck cab and dump body are required for ease of filling tanks and maintenance checks.
  20. Entry Steps:
      1. Left and right side to include two (2) or three (3) entry steps. The lower step is to be as low as possible, but not to interfere with belly blade operation. (25 inches ground clearance)
  21. Keyed door locks are required. Key must match ignition.
  22. Air Horn: If exterior mounted, to be located on top of the cab and include snow shields.

## INSTRUMENTS, GAUGES AND WARNING DEVICES:

* 1. This unit shall also include:
     1. Hour Meter: LCD with no moving parts, running engine activated.
     2. Warning lights for low engine oil pressure and high engine coolant temperature.
     3. Voltmeter.
     4. Engine oil pressure gauge.
     5. Engine coolant temperature gauge.
     6. Air pressure gauge and low pressure audible alarm.
     7. Fuel gauge.
     8. Tachometer.
     9. Speedometer and odometer.
     10. Dash or steering wheel mounted speed control, electronic cruise control type (to allow for engine warm-up and PTO requirements, to minimum 1400 RPM).
     11. All other standard instruments and equipment normally provided.
     12. Any and all gauges that show pressures, temperatures, etc., are to be in U.S.A measurements such as PSI, Fahrenheit, etc.
     13. DYMO type tape labels are not acceptable; stick-on type labels are not acceptable unless they are listed in the parts book with part numbers.
     14. Up-fitter Switches:
         1. The OEM chassis supplier shall be required to supply at least (8) eight up-fitter switches with function, amperage, and Identification (by back-lit international symbol or plain English) as designated by the up-fitter.
         2. Up-fitter switches shall be mounted in an easily viewed and accessed area by the operator in the cab.
     15. All switches, gauges, and controls to be properly identified.
         1. All dials, gauges, switches, controls, and IDs to be properly backlit for day or night operation (a flexible cable night light is not acceptable).
         2. Back-lit switches shall display either international symbols or plain English text as to function.
         3. Backlighting of switches may change color to satisfy the requirement on some items for an indicated “ON” or “warning” light.
  2. Radio: AM/FM/CD stereo Bluetooth capable radio and speakers with aux. (mp3) jack.

## HYDRAULICS:

* 1. It is the intent and purpose of this specification to describe a hydraulic system to be installed for operation of; dump body, sander, front plow, wing, and belly blade.
  2. Acceptable pump is; US manufactured axial piston pump SAUER/DANFOSS 45E or PARKER PAVC 100 or REXROTH A10V0100 or FORCE AMERICA FASD45 or EATON 622-AK-L, pressure and flow compensated load sensitivity, minimum 6.1 cubic inch displacement. Pump to have a minimum two (2) inch suction, 1¼ (1.25) inch drive shaft, and SAE type “C” mounting flange.
     1. To include a one (1) inch high-pressure steel ¼-turn ball valve at the pump outlet.
     2. Pumps to be installed as per pump manufacturers specifications.
  3. Cooling system mounting and tank bottom configuration to be compatible and so designed to not interfere with hydraulic pump installation.
  4. Crankshaft PTO adapter, installed by the truck manufacturer to accept SPICER Series 1310 universal.
     1. Driveline yokes to be ½-round on the drive shaft.
  5. Main Control Valve Bank:
     1. Valves are to be PARKER or SAUER/DANFOSS PVG32 or FORCE AMERICA ADD-A-FOLD.
     2. Hydraulic valves shall be modular manifold or sectional with the exception that the auger and spinner functions can be of a manifold design with integral end cover.
     3. Each function requires an individual manifold or section or manifold/end cover stacked together.
     4. All segments shall have heavy-duty continuous duty coils, and connections shall be with HIRSHMAN or AMP Timer connectors.
     5. Each section shall be equipped with a manual adjustable override.
     6. The dump body segment shall be rated with a minimum 35 GPM with all others rated a minimum 20 GPM.
     7. Valves to be arranged as follows:
        1. Dump Box Hoist - 3-way, single acting cylinder.
        2. Plow – 4-way, double acting.
        3. Plow Angle – 4-way, double acting cylinder. Note: This valve will be required on all trucks equipped with plow hitches. The system to include a crossover relief valve mounted onto the plow or plow hitch.
        4. Plow Hitch
        5. Wing- 4-way, heel, a double acting cylinder with pressure limit for raise and pressure relief for lower. To include sequencing valves.
        6. Wing- 4-way, toe, a double acting cylinder with pressure limit for raise and pressure relief for lower. To include sequencing valves.
        7. Belly Blade – Circle turn, 4-way, double acting cylinder.
        8. Belly Blade – Curl, 4-way, a double acting cylinder with pressure limit and pressure relief for lower.
        9. Sander Operation:
           1. Conveyor
           2. Sander Spinner
           3. Sander Pre-Wet
  6. Valve Bank Enclosure:
     1. Valve assembly shall be mounted in a weather tight enclosure.
     2. The enclosure shall be fabricated of stainless steel and designed so that it will not allow moisture or dirt inside.
        1. To be heavy-duty so that top can be used as a step to allow operator or maintenance personnel access to the fuel tank and view contents of dump body or material spreader.
        2. Top of the enclosure is to be equipped with traction aid.
     3. Location: To be outside of the frame, left side directly behind the cab (mounted on “L” brackets).
     4. Valves to be mounted with all ports coming out the bottom with holes allowing for hose adapter fittings.
     5. The cover shall be held onto the enclosure by four (4) each heavy-duty type rubber latches.
        1. The cover shall be easily removable, providing access to the valves, when the dump box is in the down position.
     6. All plumbing shall be external, directly out the bottom of the valve enclosure.
  7. Hydraulic Reservoir:
     1. Capacity: Minimum 30 usable gallons with two (2) inch air space.
     2. Location:
        1. To be mounted above the pump to help prevent the possibility of cavitation.
        2. The height of the tank is not to block the rear window of the cab
        3. Access, utilizing grip strut metal step(s) or platform, shall be provided, along with hand grabs as necessary.
     3. Suction Outlet:
        1. To provide a removable 100 mesh screen in the hydraulic tank suction outlet sized for proper flow.
        2. The suction port shall be located slightly off of the bottom of the reservoir.
        3. To include a two (2) inch full flow ¼-turn brass ball valve, for servicing of the tank.
     4. To include a magnetic drain plug, minimum ¾ (0.75) inch NPT. To include a sight glass in a protected location, but be easily seen by ground personnel.
     5. Filler breather cap assembly to include a removable basket and chained cap.
     6. Hydraulic system filter to be spin-on replaceable absolute rated element filter (minimum 10 microns) on return side with return line check valve(s) to prevent excessive loss of oil when changing of the filter.
     7. Sight glass to show maximum and minimum levels.
     8. To include an electric, low-level warning device with a console-mounted light and audible buzzer indicating when oil is down to a low level on the reservoir sight glass.
     9. To include a high-temperature warning device with a dash or dash or console mounted light.
     10. Tank fittings are to be machined steel for pressure and suction.

## CONTROL CONSOLE:

* 1. CERTIFIED POWER Freedom, provided the following specifications are met:
  2. All functions, other than standard OEM chassis or otherwise specified, may be provided from within the cab from an armrest (driver’s seat mounted) control console or from a conveniently located position on the dash by OEM chassis.
  3. The control console will house the electronic spreader control, auxiliary switches, warning lights and buzzer, and controls, as required, for the front snowplow, belly blade, wing, dump hoist, and material spreader.
     1. The sander control is to be placed at an angle for easy sight and access to controls.
     2. The control console/pedestal is to be mounted to the driver’s seat and include an armrest area, between the driver and passenger seat.
  4. Multiple Joystick for proportional hydraulics is to include the following:
     1. A momentary push-button at the top of the hoist stick to provide hoist-interlock.
     2. All switches and indicator lights are to be easily accessed/viewed; day or night.
     3. All valve functions to be proportionally controlled by the joysticks. (The belly blade circle turn may be controlled by a rocker switch.)
     4. To include 4 integral float options. The use of external add-on float modules is unacceptable.
     5. Control layout viewed from the driver’s seat, left to right: Dump hoist, nose plow, belly blade, wing.
     6. Multi-stick control shall communicate all joystick data over the spreader control CAN bus. For ease of service and diagnostics, the multi-stick control shall have the following easily accessible through the spreader control calibration menus:
        1. Unique MIN/MAX adjustments for each joystick function.
        2. On-screen output status indicators for each PWM output.
        3. Audible and visual output error status indicators with flashing error codes or each joystick function.
  5. Sander Control:
     1. Conveyor control.
     2. Spinner control.
     3. Sander Control Features:
        1. Ground-based spreader control.
        2. Material rate selections (minimum of 9 on settings).
        3. Control dials, with a detent. (Minimum of 9 on settings).
        4. Standby with indicator light.
        5. Integrated spinner/blast dial with light.
        6. Integrated blast function.
        7. Blast timer cancel.
        8. Mechanical or electric speedometer.
        9. Current-compensated valve drive outputs.
        10. Remote standby and blast inputs.
        11. Adjustable P.W.M. (Pulse Width Modulation) frequency.
     4. The unit must be supplied with a separate easy to service ground sense signal connection, valve control connection, and main power connection.
     5. To indicate when the material/sand spreader control system is operating, a dash mounted 5/8 inch diameter amber indicator light or “sander on” indicator in the display that is easily seen is to be included.
  6. The center must be supplied with color-coded wiring throughout.
  7. All of the above controls to be properly labeled, illuminated, and be adequately spaced for ease of operation.
  8. Switch Panel and Light System:
     1. Switches shall be minimum 15 amp rating with ring terminals.
     2. Switch labeling shall be by means of backlit silk screened or similar, DYMO type labels are not acceptable.
     3. Switches shall be mounted so that the upper throws correspond to ON function.
     4. Switches shall have six (6) inches of slack wire to allow for serviceability.
     5. Switches and indicator lights, as required, shall be labeled and function as follows:
        1. “Moose” Lights - SPST, ON/OFF
        2. Belly Blade Lights - SPST, ON/OFF
        3. Wing Lights- SPST, ON/OFF
        4. Sander Lights - SPST, ON/OFF
        5. Sander Vibrator – Momentary
        6. Sander Pre-Wet – SPST, ON/OFF
        7. Extra Switch - SPST, ON/OFF
        8. Air Tailgate (with raised guard) - SPST, UNLATCHED/CLOSED
        9. Air Tailgate Unlatched - Indicator Light
        10. Body Up - Indicator “UP” Light
        11. Low Hydraulic Oil - Warning Light
        12. High Hydraulic Oil Temperature - Warning Light.
  9. Main 12-volt DC battery feed to control console shall be protected by an 80 amp manual reset circuit breaker. This breaker protects and provides power to a 75 amp relay. This relay provides power to all circuits when the ignition switch is engaged.
  10. All dials, gauges, switches, controls, and ID’s to be properly lighted for day or night operation (a flexible cable night light is not acceptable).
  11. Access panels, including a lift-out or hinged panel for access to electrical switches, indicators, strobe light power supply, etc., shall be provided for ease of maintenance.
  12. Wiring:
      1. The system shall include all necessary wiring and switching required to be fully operational.
      2. All wiring that will be exposed outside the vehicle cab shall be weatherproof.
      3. Cable to be resistant to oxidation, heat, oil, low-temperature flexibility, weather, sun, ozone, abrasion, flame, water, acid, alkali, gasoline, benzyl, degreaser solvents, and alcohol.
      4. Connectors:
         1. To be zinc die-cast E-coated or better.
         2. To provide complete sealing.

## FRONT HITCH:

* 1. The plow hitch system is to be a heavy-duty plow hitch assembly; for mounting to existing State plows.
  2. The unit will experience high impact and shock loading. Ensure geometry of hitch lift arms and rams prevent ram from bottoming or overextending.
  3. Must include manually extended lift arm capable of extending from 18 inches to 24 inches.
  4. To be a double acting cylinder, barrel to be four (4) inch minimum inside diameter and provide a ten (10) inch stroke.
  5. Hitch vertical frame to be located as close to the radiator as possible and include all necessary components.

## DUMP BODY (8 YARD) AR400:

* 1. It is the intent and purpose of these specifications to describe AR400 steel constructed, heavy-duty, contractor type, dump body, with a box length of 13 ½ (13.5) feet and an outside box width of 96 to 98 inches. The box is to have a minimum eight (8) cubic yard struck capacity (water level sides), with eight (8) inch raised ends and sideboard pockets.
  2. Floor, sides, and bulkhead to be ¼ (0.25) inch thick AR400 plate steel.
     1. The floor is to be seamless.
     2. Sides are to be seamless.
  3. Tailgate to be 3/16 (0.1875) inches thick AR400 plate steel.
  4. Dump Body Tailgate Release:
     1. To be ANCHORLOCK Model 24LS or MGM Model Over-Center Lock or VELVAC Model 101003, electric solenoid operated two-way tailgate release air cylinder.
     2. Permits driver to unlock tailgate without leaving cab (console mounted switch).
     3. Tailgate release mechanism must hold and release at a 45 degree raised position, fully loaded (sand or gravel).
  5. Dump Body cab guard, heavy-duty, OSHA approved, minimum 36-inch depth, full width (offset or cut away if necessary for use with vertical exhaust tailpipe). Constructed of minimum 3/16 (0.1875) inch high tensile (50,000 PSI) material.
  6. Dump Body Lighting and Wiring:
     1. LED Warning Light System to be WHELEN DOT3406D:
        1. Two (2) each WHELEN Model L31H LED beacon lights. An amber LED strobe light is to be mounted on the forward left corner of cab guard, and a blue LED strobe light to be mounted on forward right corner of cab guard.
        2. Two (2) each WHELEN Model DOT3401D, LED, Warning, Brake/Tail/Turn, and Back-up, light assembly. To be mounted in rear corner posts. Left unit to be amber, right unit to be blue.
     2. All lights to be synchronized.
     3. One (1) each HI/OFF/LOW switch shall be installed in the cab. Light sensor to automatically adjust from Hi/Lo may be used in liue of Hi/Off/Low switch.
     4. Wiring:
        1. All wire ends shall be crimped and soldered. All connectors to be waterproof.
        2. All harnesses shall be supported by rubber-coated stainless steel band clamps placed approximately every 24 inches.
        3. All lamp connections and all junction box post connections shall be treated with corrosion inhibitor dielectric grease.
  7. Dump body mud flaps, anti-sail, to be plain black rubber or heavy-duty neoprene, suspended from dump box to approximately 12 inches above the ground minimum 24 inches wide and installed forward and behind drive wheels.
  8. Dump body mounted safety stanchions, to hold dump body in approximately a 45-degree angle, permanently installed on both sides of the body, built to rest in a heavy-duty mounted socket, without a second person needed to guide into place.
  9. Snow tire chain clearance must be maintained per cab and chassis specification.
  10. All side bracing, tailgate and running boards to be sloped. To include two (2) each 12 inch long expanded metal steps on running boards at the front of the box and over trunnion.
  11. Dump Hoist:
      1. Telescopic, single-acting, minimum six (6) inch.
      2. To provide a minimum 50 degree dump angle.
      3. Hydraulic porting to be one (1) inch with one (1) inch hose.
      4. Hydraulic porting to provide a dump body raise time of between 18 to 27 seconds, based on an engine RPM of 1,500.
      5. Hydraulic porting to provide a dump body lowering time of between 20 to 25 seconds, empty.
      6. Shall accept a minimum working pressure of 2,000 PSI.
      7. A cable stop from rear part of dump body to dump lever control valve to be properly installed to prevent the body from lifting to a point where hoist cylinder can become overextended. (Internal hoist cylinder bypass type stops are not acceptable.)
  12. Chassis is to be shipped with dump body mounted to chassis.

## BELLY BLADE:

* 1. Non-oscillating, extra heavy-duty underbody scraper. The unit provided to be the most heavy-duty model available.
  2. Cylinder rods to be nitrided.
  3. Moldboard:
     1. Hinges are to be bolted.
     2. Height: 20 inches, minimum, measured vertically. 15 inch moldboard may be acceptable if needed for chassis clearance. Documentation, with supporting drawings, must be provided showing interference PRIOR to contract award.
     3. Thickness: One (1) inch, minimum.
     4. Cutting Edge:
        1. Total length of 12 foot.
        2. To be abrasion resistant high-carbon 1084 steel, bolt-on, reversible to use both sides of the blade before disposal.
        3. Thickness of 5/8 (0.625) inch, minimum.
        4. Height of six (6) inches, minimum.
        5. Plow bolts to be 5/8 (0.625) inch diameter.
        6. To be in two (2) each six (6) foot sections, bolt-on, replaceable, with punching of (3-3-6-6-6-6-6-6-6-6-6-6-3-3-3-3-6-6-6-6-6-6-6-6-6-6-3-3).
        7. To be mounted to allow wear to the entire usable wear area of the cutting edge.
     5. The top surface of left and right ends to include grip strut material or similar for use of moldboard to be used as a stepping surface for access to the cab.
  4. Reversing Table:
     1. To be a one (1) piece, one (1) inch in thickness, circle with multiple plowing positions available.
     2. The minimum degree of angle, both left and right, of a 20 inch by 12-foot non-oscillating belly blade with a rear mount patrol wing shall be 25 degrees to the right and 30 degrees to the left and must feed the wing with no belly blade offset.
     3. Reversing to be accomplished with two (2) each four (4) inch inside diameter (minimum diameter) double-acting cylinders with two (2) inch outside diameter (minimum diameter) piston rods.
        1. These cylinders are to provide a hydraulic lock for holding the moldboard in place while in use.
     4. Cross-over relief valve to be included.
     5. Reversing circle to pivot with a five (5) inch diameter center pin and be attached with three (3) each ¾ (0.75) inch diameter mounting bolts to prevent hole elongation and will have a remote mounted threaded grease zerk.
  5. Lighting: Two (2) each TRUCKLIGHT 620H, or equivalent, PAR36, halogen floodlights, 50 watts, located on each side of the truck, approximately level with the top of the frame, on the lower rear corner of cab areas with lights directed onto the blade.
  6. All hardware (nuts and bolts) to be grade-8.
  7. Belly blade must be capable of discharging into the wing.

## WING

* 1. Benching Wing, tapered moldboard, right-hand mid-mounted or rear-mounted.  Extra heavy-duty high-speed side snow wing assembly.
  2. Wing up cylinder (Heel) to have an integral cushioning effect (deceleration) when bringing the wing up into the stored position.
  3. The heel cylinder shall have a counter-balance / cross-over valve installed for safety.
  4. Moldboard:
     1. Tapered 27-31” from the toe to 37-39” at the heel with cutting edge and a mailbox miter on the discharge.
     2. The moldboard will be 3/16” material with a formed top channel of 2-1/2” x 1”, eight ½” vertical ribs, ½” horizontal ribs, ¾” horizontal push arm mounts, ¾” x 4” x 4” bottom angle with ½” triangular gussets between the cutting edge bolt holes.
     3. The ½” mounting plate will have a 2-7/8” x 3” long mechanical tube reinforced and welded to the mounting plate for the 1-1/2” hinge bolt.
     4. Cutting edge:  Is a single eleven (11) foot section, bolt-on, replaceable, minimum 5/8” x 8”, with AASHTO punching (3-3-12-12-12-12-12-12-12-12-12-12-3-3)
  5. Posts:
     1. Posts to provide minimum 40” of toe and heel lift.
     2. Posts to be bolt-on design for summer removal.
     3. The toe slide cylinder will be a 3” x 44” “Piggy-Back” style cylinder with 2” nitrated rods and internal porting through the rods. This cylinder will be inside the structurally engineered boxed post and will NOT extend above the post at full benching height.
     4. The rear post will have the slide for the push arm mounts. The slide will be raised and lowered with a 3-1/2” x 48” trunnion mounted cylinder with a 2” nitrated rod that has internal porting. The slide will be 7/8” plate welded to a 5” x 7” tube.
     5. Both posts will attach to the chassis frame using heavy tube and plate and be designed to be removable for summer use. Safety chains for front and rear posts will be included in the mounting kit.
     6. Must be mounted as close to frame as possible.  Sander fender may be notched to accommodate post mounting.
  6. Push arms (two) will attach to the rear slide and back of the moldboard. Push arms will be 3-1/2” OD with an adjustable 3” ID telescoping tube with cast clevises and cast swivel connectors.
  7. Prior to assembly, ALL wing components will be blasted and washed prior to powder coating. Posts and mounting will be black with the moldboard orange.
  8. Lighting: One (1) each TRUCKLIGHT 620H, or equivalent, PAR36, halogen floodlights, 50 watts, located on the upper rear post with light directed onto a working position blade.

## SNOW PLOW, HIGH-SPEED EXPRESSWAY:

* 1. Reversible, 12-foot wide steel moldboard with slotted trip cutting edge, MONROE Model MPHS48-66-12-EXP-AK or HENDERSON RSP Reversible.
  2. Full hydraulic reversing blade with two (2) each, three (3) inch minimum inside diameter, double acting, hydraulic cylinders with crossover relief valves. Cylinder rods to be nitrided.
  3. To be minimum 10 gauge steel with a center height of 48 inches and discharge height of 66 inches. To be smooth roll formed with a continuous curve and dual taper. Minimum six (6) vertical ribs, ½ inch minimum thickness.
  4. Swivel, built-in, to allow the plow to follow road contours.
  5. Replaceable wear shoes.
  6. Lift chain to have minimum 11,300-pound working load limit. Plow lift must be designed to provide level lift.
  7. Carbide Cutting Edges must be provided
     1. Total length of 12 foot.
     2. Thickness of 5/8 (0.625) inch, minimum.
     3. Cutting Edges: In three (3) each four (4) foot sections, bolt-on, replaceable, with AASHTO punching (3-3-6-6-6-3-3-3-3-6-6-6-3-3-3-3-6-6-6-3-3).
     4. Cutting edge trip system: Slotted trip, adjustable.
     5. Curb shoes bolted on cutting edge ends, made of hard induction steel.
     6. Cutting width at 35 degrees (left and right): 10' 2" (122 inches) maximum.

## CHASSIS MOUNT MATERIAL SPREADER:

* 1. It is the purpose of this specification to describe a new and of the manufacturer's latest design and construction, stainless steel, hopper type material spreader of minimum 6½ (6.5) cubic yard (struck) capacity and be capable of spreading up to 1500 pounds per lane mile.
  2. Any reference to stainless steel hereafter will be construed to be grade 201 stainless steel.
  3. Hydraulics:
     1. Hydraulic motors are to be US manufactured CHAR-LYNN 2000 Series or WHITE equivalent.
        1. Two (2) each motors are to be used for the conveyor.
        2. Two (2) each DURST spur gearboxes (or equivalent) with six (6) to one (1) ratio are to be used in conjunction with the hydraulic motors.
        3. A separate hydraulic motor is provided to drive the spinner.
        4. The motor is to be mounted directly to the top of the spinner.
     2. Manual Reversing Valve:
        1. To be located on the rear of the unit, next to the gearbox to enable the conveyor chain to go into reverse.
        2. To be 20 GPM capable.
     3. Spreader to be equipped with hydraulic lines to the spinner and conveyor motors, both running to a convenient location on the front right corner of the spreader to a single connection point. Lines to be capped.
  4. Hopper Body:
     1. All material, except as noted, to be stainless steel.
     2. Seven (7) gauge sides, ends, and sills.
     3. Body Length: 12 feet.
     4. Body Width: Maximum 88 inches with exception to the side spill shields that need to extend out to provide an overall width of 102 inches.
     5. Body Height: Maximum 54 inches (from frame base to top side edge).
     6. Inverted “V”: To be adjustable, replaceable/removable (bolt-on).
     7. To provide lifting eyes at each corner of spreader box.
     8. Box in all cross members.
     9. Rear cross member to be ¼ (0.25) inch 201 stainless steel plate for mounting to the rear hinge, rear cross member.
        1. Cross members to be welded top and bottom.
     10. A cab guard is required for this unit.
     11. Ladder: Two (2) each grip strut rungs, approximately 16 inches wide x one (1) inch tread depth, 16-inch step height.
     12. Full-length stainless steel skirting at the base of spreader along each side to act as rear tandem wheel fenders. Skirting is to be sloped in areas where there are not pre-wet tanks. May be notched to provide access to wing post.
     13. Stainless Steel Side Spill Shields: Installed below grizzly bars. Minimum angle of grizzly sides. To take overall width of the unit to 102 inches, seven (7) gauge.



* 1. Hopper Grizzly:
     1. Shall include heavy-duty grizzly bars over top of hopper body and sander’s cab guard to eliminate oversize material. Hopper Grizzly is State of Alaska design.
     2. To be constructed of minimum 1½ (1.5) inch outside diameter schedule 80 iron pipe.
        1. Approximately 45 inches in length.
        2. On 4-1/8 (4.125) inch centers providing approximately 2½ (2.5) inch spacing.
     3. Frame to be assembled in three (3) or four (4) sections on each side, constructed of 3/8 (0.375) x two (2) inch angle iron.
        1. To be properly hinged to permit access into the hopper with hinge point approximately 18 inches above hopper body side ledges.
     4. Bottom section for frame angle iron to be positioned so that:
        1. Inside flat side of angle iron sets just inside of the top of hopper body ledge.
        2. The top flat side of angle iron to which pipe is attached rests on hopper body top ledge.
        3. Center ridge post to be approximately 3½ (3.5) inch outside diameter schedule 80 iron pipe.
     5. Approximately 18 inches above the top of hopper body.
     6. Hopper grating protectors to be stainless steel and consist of vertically welded plates on both ends of hopper body and at the division of each grizzly section.
        1. Both front and rear end plates to be approximately (2) inches higher than grizzly. Center plate(s) to be mounted flush with the grizzly.
  2. Conveyor Assembly:
     1. Conveyor chain shall be 100 percent stainless steel including bar flights, all side links, pins, and drive links, running the full length of the body.
     2. Width, 30 inches minimum.
     3. Shall consist of two (2) heavy-duty strands, minimum capacity of 20,000 pounds, block chain (roller style).
     4. Pins are to be welded to keep pins in place on links.
     5. Flights to be flat type.
        1. 3/8 x 1½ (1.5) inch, welded to side-bars (top and bottom). Manufacturer standard spacing.
     6. Adjustment Screws:
        1. To include two (2) each, heavy-duty, spring-loaded, adjustment screws, to maintain proper conveyor tension.
        2. To provide a minimum of three (3) inch travel for tension adjustment.
     7. Front idler and drive shafts to be minimum two (2) inch diameter, steel.
     8. Front idler to include grease tubes to the rear of the unit.
     9. Bearings or bushings to include easy access to grease fittings, sealed.
     10. Sprockets:
         1. To be drop forged or case hardened eight (8) tooth.
         2. All sprockets to be common and interchangeable.
         3. Sprockets are not to be welded to shafts. To be keyed type with a set screw.
     11. Conveyor Wear Plate:
         1. Consist of ¼ (0.25) inch thick stainless steel wear plate, full width and length of the conveyor.
     12. A wiper shall be installed at the discharge end to prevent residue on conveyor chain from being cast onto and building up in the forward area of the dump body box.
     13. The rear of hopper body to include an adjustable feed gate above conveyor to control the flow of material to the spinner.
  3. Spinner Assembly:
     1. Shall consist of a hydraulic motor turning a single center mounted spinner disc. (Hydraulic motor to be mounted directly to the top of spinner disc).
        1. Rotation of spinner wheel to be counterclockwise, as looking down on spinner.
     2. Spinner disc to be 24-inch diameter.
        1. To be fluorocarbon of high strength heavy-duty polyurethane elastomer.
        2. To include a minimum of six (6) flights, replaceable.
     3. Capable of distributing material to a minimum radius of 20 foot from the spinner.
     4. Deflectors:
        1. To be stainless steel.
        2. Manually adjustable and capable of controlling spread in desired directions.
        3. Adjustable to a minimum radius of eight (8) feet.
  4. Pre-Wet System:
     1. Attached to sander with easy access for filling from the rear.
     2. Low-pressure system for magnesium chloride.
     3. Tanks:
        1. Capacity: Minimum of 150 total gallons (one each left side mounted at 75 gallons and one each right side mounted at 75 gallons).
        2. Construction: baffled, translucent poly, UV protected, with a minimum wall thickness of 1/4 (0.25) to 5/16 (0.3125) inch thick.
        3. To include a minimum five (5) inch opening chained cap. In lieu of five inch opening, a 2 inch opening with a 1-1/2 inch cam lock bulk fill port in the cross over tank will be acceptable.
        4. To include a top mounted breather vent.
     4. Pump to be of bronze cast or stainless housing construction and be hydraulically driven.
     5. Piping and fittings to be corrosion resistant.
     6. Enclosure:
        1. Pump, low pressure on/off solenoid valve, manual proportional adjustable flow divider for accurate gallons to ton ratio, etc., to be housed in a corrosion resistant constructed enclosure.
        2. Wiring for the coil to include gm Packard connectors.
     7. Nozzles to include check valves.
  5. Dual Electronic Vibrators with stainless steel mounting plates:
     1. To be VIBCO Model DC1600.
     2. To be located outside the center of the body, midway up.
     3. Switches to be momentary, console mounted.
  6. 9 light LED light bar installed on rear to include stop, turn, tail, strobe (3 per side), 3 center clearance lights, LED strobes to be amber on left, blue on Right.
  7. Two (2) rear mounted LED Floodlights to illuminate spread pattern area. Hella Value Fit or state-approved equivalent.
     1. Wiring:
        1. Wiring to be SAE & ATA oil and water resistant good to minus 55 degrees Fahrenheit) to end at the right front lower corner of sander unit next to hydraulic ends. This junction box is located in-between the truck chassis rails at the rear of the truck.
        2. All non-factory wire connections (splices, connectors, etc.) shall be soldered and shrink tube insulated with adhesive sealant, thick wall polyolefin shrink tubing (3M EPS-300 or equal).
        3. All electrical connectors shall have dielectric grease applied to terminals to reduce corrosion.
        4. All non-factory wiring shall be encased in a totally sealed wiring harness (no plastic split loom) to prevent corrosion from magnesium chloride. The wiring harness shall be well secured to the truck with neoprene aircraft stainless steel tubing clamps.
        5. Rubber grommets shall be used at all areas where the wiring passes through areas that could damage the wiring.
  8. Miscellaneous:
     1. Sprockets, pulleys, idler shafts, drive shafts, spinner discs, gearboxes, and hydraulic motors are not required to be stainless steel.
     2. Mud Flaps: Anti-sail, to be plain black rubber or heavy-duty neoprene, suspended from sander to approximately 12 inches above the ground. Minimum 23 inches wide and installed forward and behind drive wheels.
     3. All exposed edges to be ground and smoothed to eliminate any possibility of cuts by personnel working on or climbing on the spreader.
     4. Paint:
        1. Stainless steel is not to be painted.
        2. Non stainless (hydraulic motors, gearboxes, grizzly, hydraulic hoses, and electrical fixtures) to be cleaned of all contamination and mill scale by media blasting and then primed and painted, minimum of 3.5 mils, with urethane product to manufacturer’s recommendations or be powder coated, orange or black in color.

## BUTT PLATE:

* 1. Butt plate and pintle hitch rated for GTW 100,000 lbs. minimum, face of butt plate to be mounted flush with the end of the frame.
  2. To include safety chain “D” rings with a minimum 46,700 lb. breaking strength
  3. 7-pin electrical connection on the left side of the plate, close to the frame rail.
  4. Butt plate to have sufficient backside clearance, support and bracing to support the two position pintle hitch and air adjusted coupling components when installing at either mounting height.
  5. The plate is to include air supply glad hands, one on each side of the pintle hitch at outer edges of the plate. Must include protective covers with chains.
  6. Pintle hitch to be air adjusted coupling, with type 30 air chamber, minimum 20,000 LBS. vertical weight and a minimum 100,000 LBS. gross capacity mounted to the butt plate with fasteners rated for the maximum capacity as stated.
  7. Air cushion on the pintle is to be activated by emergency brake release. Butt plate to be drilled to accommodate the option to set the height of the pintle to 31 inches or 25 inches as measured from the bottom of the saddle to level ground, not loaded.
  8. Airline and associated mounting hardware to pintle hitch to have enough slack to accommodate the moving up or down of the pintle without binding or pinching.

## MISCELLANEOUS:

* 1. Lubricants: Unit’s components will include lubricants matched for the weather temperatures for the area being delivered. For example, low temp grease should be installed in the slack adjusters.
  2. All electric wiring, hoses, lines, cables, etc., shall be professionally routed and supported to reduce damage and ensure ease of replacement.
  3. Any and all grease fittings are to be a threaded zerk. Press-in type zerks are not acceptable.
  4. Winterization: Entire unit shall be winterized to provide satisfactory performance in temperatures between -50 to +100 ℉.
  5. Paint:
     1. All painted surfaces to be primer coated with paint manufacturer's recommended primer.
     2. Chassis to be OEM, CHROME YELLOW, polyurethane.
     3. Dump Body Paint must match OEM Chrome Yellow, polyurethane.
     4. Frame: To be completely primed and painted to inhibit rust. Must include any OEM available options for rust prevention.
     5. Hood (top surface only) to be painted flat (non-reflective) black.
     6. Wheel color to be black or white.
     7. Do not paint any aluminum or stainless steel.
     8. All remaining components. Including attachments, battery box, running gear, etc.:
        1. To be cleaned of all contamination and mill scale by media blasting.
        2. To be then primed and painted, minimum of 3.5 mils, with urethane product to manufacturer’s recommendations or powder coated, black in color.
  6. RFI AND EMI PROTECTION: Because of the electronic instrumentation controlling electric over air switches, etc., RFI and EMI protection are required to help eliminate malfunctions because of radios. This protection is to cover frequency ranges from 47 to 47.5 MHz Radios will be producing up to 100 watts of power.
  7. Diagnostic Software
     1. OEM diagnostic equipment and software must be available for purchase by the state.
     2. Diagnostics must be capable of retrieving and clearing all chassis, engine, transmission, ABS, or cab diagnostic codes. Must be capable of streaming live data. If applicable, must be able to communicate a replaced DPF.
  8. VHF Radio:
     1. To be an ICOM Model ICA120 VHF (AM) aeronautical band and MOTOROLA XTL 1500, complete with microphone, speaker, external transmit/receive antenna mounted on cab, and to include frequency(s) if listed on the Purchase Order.
     2. The MOTOROLA XTL 1500 shall be 700/800 MHz, Model M28URS9PW1AN, with options, G788, G89.
     3. Installation:
        1. To include noise canceling microphones, external speakers (for inside cab), and cab mounted external antennas.
        2. To be shipped loose and installed by State of Alaska personnel.

END OF SPECIFICATION

# BID SCHEDULE:

Item Total

# Unit Description Amount

1 ea. 68,000 GVWR Plow Truck $290,899.00

Year, Make & Model Offered:

2020 International HV513

2 111 Belly Blade $14,524.00

Make & Model Offered:

Henderson UBS12 Non-OSC

3 112 9’ Benching Wing $20,525.00

Make & Model Offered:

Henderson SDH-11 Mid-Mount Hydraulic Benching Wing

4 113 Snow Plow $11,098.00

Make & Model Offered:

Henderson RSP-12 Expressway Plow

5 114 Chassis Mounted Sander $51,994.00

Make & Model Offered:

Henderson HSP Alaska

The actual F.O.B. point for all items purchased under this contract is the final destination anywhere within the State of Alaska. Ownership of and title to the ordered items remains with the contractor until the items have been delivered at their final destination and are accepted by the State.

For pricing purposes, the F.O.B. point is dockside Seattle/Tacoma.

The cost of shipping and delivery for orders beyond the limits of Seattle/Tacoma dock will be handled as follows. The contractor will prepay the shipping and delivery charges to any destination named by the State in its order. The contractor will charge-back those shipping and delivery charges to the State as a separate line item on the State’s invoice. All shipping charges over $100 must be documented by a copy of the actual shipping invoice and received with the invoice charge to the State.

Required Delivery: Maximum 360 days after receipt of order (ARO).