



State of Rhode Island
Department of Administration / Division of Purchases
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ADDENDUM #3

RFQ # 7549961 TITLE: TRUCK MOUNTED, AIRLESS WATERBORNE PAINT STRIPER

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SUBMISSION DEADLINE: NOVEMBER 10, 2015 – 1:00 p.m.

Answers to Questions received are as follows:

From Peterbilt:

Section 2.3 - Rear ratio would be 5.57 not 5.63

a 5.57 or 5.38 rear axle ratio is acceptable but vehicle must be able to maintain 60 MPH.

Section 2.7 - Does the State want both a dash mounted AC and Roof mounted AC?

Rooftop AC system may be required for dual steering fabrication.

Section 2.10 – Per the chassis dealer, the alternator will be 270 amp not 300 amp

250-300 AMP alternator is acceptable

From Autocar:

Sections 2.1&2.6 The tires selected are rated at 18,700, not 18,740.

Tires that are rated 18,700 are acceptable replacements.

Sections 2.2&2.3 – In order to achieve the 380HP, an ISX engine will be used. This engine requires the rear axle ratio to be 5.38.

Section 2.18 – Per the chassis dealer, please confirm that 3 year warranty is to include chassis, engine and transmission (or is it chassis only? Standard for engine is 2 years and transmission is 4 years).

Warranty will include Chassis, engine and Transmission. Extended warranty is beyond the manufacturer's standard offer.

From M-B:

Section 1.2 & Section 17.1 – Section 1.2 gives 8-9 months for delivery, but Section 17.1 requires delivery by April 15, 2016 (approximately 5 months from bid opening). Delivery of striping equipment is heavily influenced by chassis availability and the speed with which the customer

orders the striper would contribute to the ability to receive a chassis in time to meet a State mandated delivery date. Autocar chassis are approximately 5 months out and Peterbilt chassis with dual steering are approximately 5 months out as well and either manufacturer may change their delivery times if they book an order which takes up their build slots. This makes an April 15, 2016 delivery timeframe hard to accomplish. Will the State revise the delivery requirements to reflect a minimum of 180-210 days ARO, which is more accurate based on current chassis estimated timeframes?

Delivery date must be no later than 200-220 days after receipt of award or by July 31st, 2016. Penalty of \$500.00 per day, for every day late the truck is delayed from delivery.

Section 1.3 – Wording is confusing. Please confirm the position of the signboard (down or up) for the 11'-8" height?

Message board will have a maximum height of 12'-10" in the open position and closed will be maximum height of 11"-8"

Section 1.3 and Section 13.1 – Section 1.3 references an arrowboard and Section 13.1 references both a messageboard and an arrowboard, although the specifications of this section describe an arrowboard. Will the State clarify whether they want a messageboard or an arrowboard on the striper?

a message board an arrow board is not acceptable.

Section 1.5, 23.1 and 24.1 – Wording for references is extremely specific requiring a truck built, for all intents and purposes, exactly like the specifications. This requirement is so specific that it might limit the bid response to a single manufacturer, if any manufacturer can meet it. For the most part, this industry builds equipment to customer specifications, with very few trucks (outside of multiple truck contracts) being identical to one another. Will the State open the requirements to allow a bidder to provide references on stripers similar in design, but not identical, to the proposed model and allow for the trucks to be as old as 5 years?

Replace with (be in service for at least five (5) years.)

Section 2.14 – Color affects the price of the unit. White is the least expensive option. Other colors vary greatly in price based on whether they are considered "standard" or "custom" colors. What color does the end user want the chassis and striper body painted?

Polyurethane in white will be acceptable.

Section 2.14 – Powder coating is an expensive alternative to the standard durable, two-part polyurethane coating which not all striper manufacturers do or have access to. Will the State allow the industry standard high solids polyurethane finish as an acceptable alternative to the powder coating requirements? As well as being used in this industry, this finish is also applied to aircraft and has proven durability in both industries.

Polyurethane in white will be acceptable.

Section 3.2 – Certificate of compliance for powder coating? If this requirement will stand, we would request some additional time for the bid response to allow our vendor time to meet the bid requirements.

Polyurethane systems are acceptable and equal to powder coating.

Section 3.3 – This is a very specialized outrigger design, one we haven't seen as a standard in our industry. Please see attached specifications regarding the outrigger that is typically used on pavement marking equipment. Would the State allow the attached to be provided as an equal to the current wording?

yes

Section 3.6 – Section 3.15 references an operator's shelter which is detailed in section 16. Typically a console and/or seat covers would only be necessary with a canopy. Does the State want a console cover?

A console cover will be required.

Section 3.7 – Mounting air ride seats on tool boxes creates some problems that we would like the State to consider. The tool boxes we would normally use as a base make the air ride seat too high for operator comfort. Conversely, using a smaller tool box severely limits the storage space that the users will have for tools. In addition, if the customer wants a shelter as noted in section 3.15 and detailed in section 16, tool boxes under seats would create a hassle for the operators when they need tools. Would the State consider changing the specs to mount the toolboxes elsewhere on the truck, not under the air ride seats and outside the shelter area?

No toolboxes are to be installed under the seats. They are to be mounted to the bed of truck.

Section 3.15, 13.1 and 16 – Section 3.15 references a rear operator's shelter which is detailed in section 16, but Section 13.1 references (in passing) an operator's canopy. Does the State prefer a rear shelter or a canopy for the rear operators?

enclosed operator's shelter also known as a (dog house) is required.

Section 4.1 – The compressor manufacturer is working on a compressor meeting the T4 Final designation, but does not have it in place as of this time. The current information states that it may be available by Feb/Mar 2016, but as we have no control over the release of this latest design, we wanted to make the State aware that this compressor may or may not be available in time to be used on their striping equipment.

What is alternative for compressor.

Section 4.1 – This section references a "thermoplastic" body when the rest of the specifications appear to describe a paint applicator. We think this section may contain bid wording for an alternative truck. Will the State eliminate the reference to the incorrect body design?

Replace the word Thermoplastic with paint striper intended to match paint striper body.

Section 5.1 – Compressor equipped with an air end oil compressor heat exchanger mounted on top of the air compressor. Is the State referring to the cooler for the compressor? That is included in the compressor itself, we add our own for our hydraulic system.

Need cooler for Hydraulics and cooler for discharged air.

Section 5.9 and 10.4 and 14.4 - weather resistant boxes vs. NEMA rated boxes. Weather resistant are sufficient for the application, NEMA can be supplied at more expense. Which does the State want?

NEMA boxes are required.

Section 7.2 and 7.3 and 7.11 – seem to conflict with one section stating 2" chemical hose and the other sections stating NO chemical resistance type hose shall be used in the main paint plumbing.

Replace all chemical hoses with all stainless steel vibration eliminators.

Section 8 – Typically, only 2 heat exchangers are necessary with a boiler system, not three or 4. Also, we use a 4 pass heat exchanger in lieu of the 2 pass exchangers. Will the State change the spec to reflect two heat exchangers?

Two (2) 8" diameter by 36" long, 2 pass, insulated heat exchangers with stainless steel 3/8" diameter tubes, stainless steel endplates and bonnets-one for yellow paint and one for white paint

Section 9.2 – All plumbing for the bead loading shall be routed inside the bead tank. We're not sure what advantage this would serve, nor how it would be accomplished with a pressure tank. The plumbing for the bead loading will be routed outside the tank.

Manual vavles are to be mounted on top of tank no swithes.

Section 10 – calls out Graco 206-660 paint guns. The industry standard for airless paint trucks is Graco 238-377 paint guns. Will the State revise the spec to allow the 238-377 as an equal to the 206-660 gun?

Also acceptable are Graco Model 238-377 airless spray gun.

Section 11.3 – Section 3.15 references an operator’s shelter. Typically weather resistant boxes for the skipline boxes would not be required with a shelter. Does the State want these boxes?

Skipline boxes are required. No lockable boxes required but boxes are to prevent from being hit.

Section 11.4 and 14.2 – 11.4 states that the digital speedo should be supplied with the SkipLine control system, but section 14.2 describes a digital speedo purchased from Red Lion, an alternate vendor. Which does the State prefer?

Skipline

Section 13.2 – Calls out 4 strobes but only details location for 2, where does the State want the other 2 strobes located?

Two (2) on top of cab two (2) in the rear.

Section 13.3 – references a CalTrans pre-production meeting. This is the only reference in the spec to a pre-production meeting. Does the State wish to include a pre-production meeting with the successful bidder? If so, does the State wish to have the pre-production meeting at their facility or at the successful bidder’s facility?

A pre-production meeting will be required. Location to be determined.

Section 14.3 and 14.11 – Main electrical junction box mounted on the deck at the rear of the tailboard area. We can locate the junction box where the customer prefers it; however, the requirement for photo documentation in this section limits the successful bidder to the manufacturer who has set the box up in this exact manner and taken picture proof of it. To allow for open and competitive bidding, will the State remove the requirement for photo documentation from the specifications?

Main box will be mounted on deck in front of closure assessable from the ground.

Photo documentation will remain.

Section 14.5 – We are not sure what is meant by expandable fusible switches. Could the State elaborate on what they would like the manufacturer to provide?

Main circuit board. When fuse blows red indicating light comes on and tells you what fuse blew.

Section 14.13 – The spec as worded is proprietary to the one manufacturer who manufactures their camera housing using internal pendulum devices. Please also note that our technicians have stated that the cameras operate best if they stay true to the angle of the truck, not use a pendulum to stay straight up and down. If the State would prefer the pendulum device we can provide one, but to allow for open and competitive bidding, will the State allow us to use our external pendulum design in lieu of the internal pendulum device?

Section 14.13 – A video showing how the system works shall be included with the bid. Will the State remove this requirement as it is proprietary to a single bidder?

Must provide an alternative camera system.

Need instructional video.

Section 15.5 – Console cover. As per the above, if the State would like a rear operator’s shelter, do they still have need of the console cover?

Vinyl cover will be needed.

Section 19.1 – We do have toll free numbers, but none are 877 numbers. Please be advised that our toll free numbers will be 800 or 888 numbers.

800 or 888 numbers are acceptable.

Thank you for the opportunity to participate in this bidding process. We look forward to the providing a bid to the State on this striper.

Lisa Hill

Lisa Hill
Chief Buyer