



State of Rhode Island
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ADDENDUM # 1

10/24/17

Solicitation #7565530

Title: Medical Mobile Unit – University of Rhode Island

Submission Deadline: November 6, 2017 @ 10:00 AM

Per the issuance of ADDENDUM #1 (3 pages) the following is noted:

Submitted Questions & Responses are attached.

Interested Parties should monitor this website on a regular basis, for any additional information that may be posted.

Gary P. Mosca
Chief Buyer

Bid/Solicitation Number: **7565530**

Requisition Number: **1530495**

Vendor Questions Regarding Medical Mobile Unit for the University of Rhode Island

Department responses in BOLD

- 1.) In the general specifications of page (2), it calls out the unit to be a NON-CDL mobile medical unit. On page (7) it calls out the chassis rating as 33,000 (GVWR), which would require a CDL. Is a NON CDL 26,000 (GVWR) chassis being requested?

Yes, a NON CDL 26,000 (GVWR) chassis is being requested

- 2.) Page 5 Brake retarder. There are two types of brakes offered. The engine brake which is a 3-position switch using the engine's compression, or an exhaust or turbo brake which is a one position on/off switch using the exhaust. Which is the preferred system?

Exhaust or turbo brake which is a one position on/off switch using the exhaust is preferred

- 3.) Page 6 Engine, diesel. Please clarify what a No. 2 bellhousing is or what is being requested. Freightliner is not aware of what this is.

Bellhousing is a term for the portion of the transmission that covers the flywheel and the clutch or torque converter of the transmission. No. 2 refers to the size of the bellhousing. It is acceptable to specify the size of the bellhousing that will be used for the diesel engine being specified.

- 4.) Page 6 Engine, diesel. Cummins engine only offers the fuel/water separator and fuel filter as two separate units, not a single assembly. Is this acceptable?

Yes, it is acceptable to have these as two separate units

- 5.) Page 6 Engine, diesel. The Freightliner M2 model does not offer steering wheel mounted cruise control. It is located on the dash. Is this acceptable?

Yes, it is acceptable to have it on the dash.

- 6.) Page 6 Exhaust and muffler. This line references a 3-position switch. Is this referring to an engine brake switch? If not please clarify.

Yes, it is referring to engine brake switch. See response to #2 above for further clarification/preferred system.

7.) Page 6 Fuel tanks. This line calls for top draw fuel tanks. Freightliner offers "Equal Flow" tanks which draw from the side of the tank. Is this acceptable?

Yes, it is acceptable if comparable with 92 gallon total capacity

8.) Page 8 Throttle hand control. The Freightliner M2 model does not offer steering wheel mounted controls. It is located on the dash. Is this acceptable?

Yes, it is acceptable to have it on the dash.

9.) Page 8 Transmission, automatic. This line calls for an EVS transmission. This is an Emergency Vehicle Service transmission that has different engine parameters for emergency vehicle use. Standard for commercial applications is an HS (Highway Series) transmission. Is this acceptable?

This is not an emergency vehicle use. Therefore, highway series transmission is acceptable.

10.) Trim, premium. Freightliner does not offer timed theater dimming. Is this acceptable?

Yes, it is acceptable but not preferable.

11.) Trim, premium. Freightliner does not offer twin courtesy lights mounted under instrument panel. Is this acceptable?

Yes, it is acceptable but not preferable.

12.) Trim, premium. Freightliner only offers two sun visors, not three. Is this acceptable?

Yes, it is acceptable

13.) Trim, premium. Freightliner does not offer a toll ticket strap. Is this acceptable?

Yes, it is acceptable

14.) Page 9 Wipers, windshield. Freightliner only offers one single motor for two wipers. Is this acceptable?

Yes, it is acceptable

15.) An expandable slide room is mentioned on page (25), but not illustrated nor mentioned on page (3) of the layout intent. Can this be clarified? Calculations performed would indicate utilizing a CDL rated chassis (26,001 and over).

It is critical that this be a NON CDL rated chassis. The layout intent on page 3 is not to scale and illustrative of only a potential layout. Slide rooms can be used or not to achieve the requirements of the layout. If used, they should meet the minimum standards on page 25.