

CLINTON QUINT RFP ADDENDUM 2

Further clarification on an item from addendum 1.

Our fire apparatus committee are not engineers, we are a group of fire service professionals tasked by our department to design functional apparatus for our response areas. In an effort to keep this RFP as open as possible to numerous manufacturers, some requested items may or may not be achievable by some or any manufacturer. Therefore, Please provide us with a proposal that provides a safe functioning apparatus within your engineering constraints.

In regards to questions about requested powertrain and drivetrain components as they relate to overall weight, axle weight and braking etc.

Examples:

Cummins X15 vs X10 motor

Allison 4500 vs 4000 transmission

Telma driveline retarder vs Allison Intergral retarder vs Jacobs engine brake

All interior cab surfaces / components are to be GREY in color to match seat and flooring color requests, seatbelts to be RED in color.

Dry Reel (no plumbing) for storage of flat 1" forestry hose (minimum 200')

Delete Cab Air Purification System

Techniq Brand lights will be acceptable perimeter light and stepping surface lighting etc

A Bid Bond is required

A Performance Bond will be determined at time of contract, as requested please indicate the cost of a performance bond for your proposal on the pricing sheet