REGIONAL DISTRICT
of Fraser-Fort George

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December 15, 2022

ADDENDUM No. 3

Request for Proposal CS-22-06
BUCKHORN TOP MOUNT PUMPER

The addendum is being issued prior to the closing of the request for proposal (RFP) to provide further information, make changes to, or to clarify the RFP documents and is to be read, interpreted and coordinated with all other parts of the RFP documents. In the case of a conflict with the balance of the documents, this Addendum shall govern. ***Proponents shall attach a signed copy of this addendum to their proposal submission, failure to do so may result in a non-compliant proposal.*** *This addendum shall form part of the Contract Documents.*

This addendum is to provide clarification to RFP CS-22-06 released November 28, 2022.

QUESTION 1: Page 26 Air Brakes. Please clarify whether disc brakes are preferred or S-cam brakes? The RFP document makes numerous references to slack adjusters and brake stroke indicators. Neither of these components are required with disc brakes.

ANSWER 1: Disc brakes are preferred, however we did include some specifications if disc brakes could not be provided.

QUESTION 2: Page 29 Fire Pump. We do not have access to the Requested Rosenbauer model NH pump which provides normal and high pressure capabilities from a single pump. Would a separate high pressure second stage booster pump be considered for those discharges requiring high pressure?

> *The pump would be a two stage fire pump of centrifugal design, capable of a 1000-1500 gpm NFPA rating off of the first stage and 100 GPM at pressures up to or exceeding 600 PSI on the second stage pump. The first stage of the pump shall meet the following performance;*
>
> *100 percent of the rated capacity of 150 PSI*
> *70 percent of the rated capacity at 200 PSI*
> *50 percent of the rated capacity at 250 PSI*
> *100 percent of the rated capacity at 165 PSI*

ANSWER 2: As long as the unit is all part of one pump and is PTO and Pump and Roll capable then this would be considered as an alternative.

QUESTION 3: Should this second stage booster pump solution be accepted, please clarify which discharges are desired to have high pressure performance?

ANSWER 3: The discharges to have high pressure performance would be the front bumper mounted monitor and the booster reel.

QUESTION 4: Page 37 Hose Bed. Would a hose bed with the following construction be accepted (vs. the requested extruded aluminum slats)?

The inner sides of the hose bed shall be natural finish aluminum smooth plate free of protrusions and obstructions. The hose bed flooring shall be fitted on top of the water tank with vinyl type matting to allow for air movement under the hose.

ANSWER 4: Yes, this would be acceptable.

QUESTION 5: Page 38 Body. We do not build a modular body. Please confirm an apparatus body with the following construction and a 20-year corrosion / structure warranty would be accepted?

APPARATUS BODY

The body shall be fabricated with the highest quality components available, and acceptable to the fire service industry. Only new components shall be in the manufacturing process. The body shall be engineered and designed to provide a low center of gravity and carry a correct load distribution. The entire body superstructure and sub frame shall be constructed of heavy-duty tubular aluminum and channels to provide a full frame body design. The use of tubular aluminum and channels shall provide for extreme strength, maximum durability, and maximum resistance to buckling and failure. The full frame body construction method shall provide for greater strength and integrity. Formed body construction shall not be acceptable. All compartments shall be fabricated with 1/8" aluminum panels, salt-water marine grade 5083-H321, which are inserted into the body framework. The framework allows for reinforcement to the compartment, for installation of heavy equipment. The 1/8" aluminum panels, salt-water marine grade 5083-H321 panels shall provide extreme strength, rust corrosion resistance, and maximum durability. Skilled craftsmen shall perform all welding operations on the body. All welding shall be electronically with the highest quality components. Certified welders shall perform all welding. Proof of welder certification shall be provided with the completed vehicle.

BODY SUBFRAME

The body framework shall be assembled on a jig and shall be clamped together and squared. The framework shall be electronically welded with digital pulse welders forming the integral superstructure. The body frame rails shall be constructed of 6061T6/6063-T6, 3" x 3" aluminum extrusions, with a wall thickness of 1/4". The front cross member shall be a heavy duty 3" x 3" x 1/4" aluminum extrusions providing maximum strength and durability. The rear cross members shall be heavy duty 3" x 3" x 1/4" aluminum extrusions providing maximum strength and durability at the rear section of the body. These body cross members shall extend the full width of the body. The cross members shall provide support for the body side compartments and rear tailboard section. The body sub frame and the chassis frame shall be insulated and separated by a rubberized belt. The body side compartments, both sides and the rear shall be full frame constructed from heavy-duty aluminum extrusions 2" x 2" x 3/16". The body shall be mounted to the

chassis frame rails with four side mounting plates. This shall provide for maximum mounting strength and flexibility.

ANSWER 5: Yes, the fire department would consider this, the main criteria being the 20 year warranty on corrosion.

QUESTION 6: Page 38 Body. We do not use a hot dipped galvanized sub-frame. Please confirm the integral aluminum sub-frame as described in the specs above with a 20-year corrosion / structure warranty and corrosion protection as described below would be accepted?

BODY UNDERCOATING - CORASHIELD®
The entire frame / cross members / wheel well area / and inner body of the apparatus body shall be thoroughly prepared and sprayed with Corashield® that will help prevent rust and corrosion. A minimum of 8-10 mils of Corashield® shall be sprayed. The bottom, sides and tops of the cross members shall be fully covered. The Corashield® is a sprayable latex coating designed for use on aluminum, fiber glass, cold rolled steel, galvanized steel, and most metal primers. Corashield® is formulated to give very good corrosion protection. This medium viscosity, sag resistant coating can be easily sprayed onto exposed underbody areas, and into restricted areas such as tubing and "hidden" areas accessible only with spray wands. Corashield® dries quickly at ambient temperatures and will withstand urethane paint bakes after only 30 min drying at room temperature. Corashield® provides better protection than any of the competitive products tested without the environmental and safety problems inherent in many of the undercoating available today.

KROWN RUST INHIBITOR
There shall be an application of Krown rust inhibitor applied to the chassis and the apparatus body as per the supplier's recommendation for maximum rust protection prior to delivery of the apparatus.

ANSWER 6: Yes, the fire department would consider accepting this, the main criteria being the 20 year warranty on corrosion.

QUESTION 7: We unfortunately are required to include the following statement with our proposal due to chassis supplier surcharges imposed on us after we've placed the order. We've experienced these surcharges over the past year and they are beyond our control. Please confirm the RDFFG would potentially award an RFP proposal containing this statement.

Due to the current economic climate and the potential for additional costs due to vendor surcharges after the award of an apparatus, we are unable as a company to provide price protection on major components such as chassis, pumps, water tanks and most other major components. This may result in increased costs to the customer. We will do everything possible to limit this possibility and will notify the customer of any major component surcharges as soon as they are known. We will provide, in writing, notice of additional surcharges received after the order has been placed and will pass through only the surcharge without markup. Vendor documentation of these surcharges will be provided.

ANSWER 7: The RDFFG would prefer the manufacturer to offer up options to the RDFFG that would lock in a price and provide price protection, such a pre-payment of chassis and pump options, etc. The RDFFG is hesitant to consider entering into a contract where the final price is unknown.

QUESTION 8: We would like to request a 3-week extension to the RFP closing date (revised closing date of January 19th, 2023). With the complexity of the requested apparatus specs and upcoming holiday shut down, this extension would allow us adequate time to complete our due diligence and provide the best possible proposal to suit the RDFFG requirements.

ANSWER 8: The RDFFG can issue a limited extension.

- **New closing date and time: Thursday, January 12, 2023 at 4:00pm.**

I/We hereby verify that we have considered this addendum in our proposal submission.

_____ _____

Proponent's Signature Date

All inquiries relating to RFP CS-22-06 must be emailed to:

Melanie Perrin, Manager Public Safety Operations
mperrin@rdffg.bc.ca