Request for Quotations
Dunbar Fire Department

Re: Provide Labor & Equipment to Replace a Fire Truck Pump for the Dunbar Fire Department

Date: April 23, 2013

Fiscal Year: 2012-2013

Bid Opening: Bids must be received on or before Tuesday, May 7, 2013, at 11:00 a.m. at the Dunbar Fire Department located at 907 Dunbar Avenue, Dunbar, WV 25064.

INSTRUCTIONS TO BIDDERS:

***PLEASE USE THIS FORM AS THE COVER SHEET FOR YOUR BID**

1. **Bids must be received in a sealed envelope with the date and time of the bid opening on the outside of the envelope. Faxed bids will not be accepted.**
2. Bid must be F.O.B. Delivery Point, unless otherwise indicated in proposal.
3. All bids should be signed and in ink, showing all facts and the total amount of the bid.
4. The Dunbar Fire Department reserves the right to accept or reject in part or in whole any bid submitted, whichever is in the best interest of Dunbar Fire Department.

Item No.	Description	Amount
1	Provide Labor & Equipment to Replace a Fire Truck Pump per the Attached Specifications	$_____

Vendor Name: _____ Signature: _____

Address: _____ Date: _____

_____ Telephone: _____

E-Mail Address: _____

ATTENTION VENDORS

Have you registered for the Kanawha County Commission Automatic Vendor E-Mail Notification System for bid specifications? Register by visiting our website @ www.kanawhacounty.com/purchasing/alerts.

SPECIFICATIONS
Dunbar Fire Department

ITEM: Provide Labor & Equipment to Replace a Fire Truck Pump for the Dunbar Fire Department

LOCATION: Dunbar Fire Department
907 Dunbar Avenue
Dunbar, WV 25064

CONTACT: Chris Thornhill, Deputy Chief
Dunbar Fire Department
chris@dunbarfd.org
304-766-0215

BID OPENING: Bids must be received in a sealed envelope, with the date and time of the bid opening on the outside of the envelope, on or before Tuesday, May 7, 2013, at 11:00 A.M., at the Dunbar Fire Department, 907 Dunbar Avenue, Dunbar, WV 25064. *Faxed bids will not be accepted.*

SPECIFICATIONS: The following specifications are intended to describe a fire truck pump replacement for the Dunbar Fire Department and the details contained in these specifications are not designed to exclude any vendor from bidding, but are offered as a means of describing the needs of the Dunbar Fire Department. Where brand names may be used, the words "or equal" are assumed to follow. All specifications are minimum requirements.

DUNBAR FIRE DEPARTMENT
Repair and Replacement Pump Specifications
Engine 252 (2000 Freightliner, E-ONE)

1. Bidder shall be responsible for replacing the entire damaged pump housing and associated parts to return the apparatus to full pumping capacity. Undamaged parts may be re-used at the discretion of the Dunbar Fire Department upon request.
2. The new pump shall be pump tested and certified by a service technician certified in pump repair and testing.
3. The replacement pump and associated parts shall be an exact match to the existing pump as much as possible, including matching the existing pump panel controls and valves so as to not modify the panels and apparatus to avoid unnecessary costs.
4. Bidders are required to complete the included "Service" form. Failure to complete this form will result in immediate rejection of the bid.

5. Bid proposals shall meet or exceed the included "Pump Specification" sheets. Exceptions must be clearly noted in the bid.
6. Bid proposals shall include **all** costs associated with the repair of the truck including new parts, shipping, labor charges, certified pump testing and any additional costs.

All bids shall be "Sealed Bid" and shall be clearly marked as such. Sealed bids must be received at the following address no later than Tuesday, May 7, 2013, at 11:00 A.M.:

Dunbar Fire Department
907 Dunbar Avenue
Dunbar, WV 25064

Faxed bids will not be accepted.

The Dunbar Fire Department reserves the right to accept or reject any or all bids.

Rejection of Bids: The Dunbar Fire Department reserves the right to reject any and/or all bids and to waive any informality in bidding. Upon opening, all bid documents become public record.

REQUIREMENTS:

Real Estate and Personal Property Taxes: No bid will be accepted or opened on any County contract if the vendor is listed on the last published list of delinquent real or personal property taxes in Kanawha County; however, the Commission will accept bids by vendors who provide satisfactory proof of payment of current taxes or a certification from the Sheriff that no taxes are due prior to submission of said bid.

Required Forms: Successful vendor shall complete and submit, or have on file with the County, a Vendor Registration and Disclosure Statement Form, No Debt Affidavit and IRS Form W9.

DUNBAR FIRE DEPARTMENT
Repair and Replacement Pump Specifications
Engine 252 (2000 Freightliner, E-ONE)

SERVICE FORM

Service will be a major factor in the award of this proposal. Service capability and experience will be determining factors in defining an acceptable service. A service facility within a 100 mile radius as described below will be required. Personnel performing service shall be trained by the manufacturer with emphasis in the area of pump service. In order to evaluate the proposed service facility the following information shall be completed.

BIDDER
NAME:_____
ADDRESS:_____
CITY:_____STATE:_____
ZIP:_____
PHONE:_____
FAX:_____

LOCATIONS OF DEALERSHIP OWNED SERVICE FACILITIES:
(DO NOT LIST SUB-CONTRACTOR)

_____
_____
_____

NUMBER OF DEALERSHIP FULL TIME EMPLOYED SERVICE PERSONNEL:_____
(SUB-CONTRACTORS SHALL NOT BE INCLUDED)

NUMBER OF DEALERSHIP OWNED SERVICE VEHICLES:_____

SERVICE TRAINING:

DESCRIPTION OF SERVICE TECHNICIAN'S TRAINING OF PRODUCT BEING PROPOSED:

DUNBAR FIRE DEPARTMENT

Repair and Replacement Pump Specifications

Engine 252 (2000 Freightliner, E-ONE)

PUMP SPECIFICATION

Qmax Pump

DETAILED SPECIFICATIONS

Pump Assembly

1. The pump shall be of a size and design to mount on the chassis rails of commercial truck chassis, and have the capacity of 1,500 gallons per minute (U.S. GPM), NFPA-1901 rated performance.

2. The entire pump shall be assembled and tested at the pump manufacturer's factory or service center.

3. The pump shall be driven by a drive line from the truck transmission. The engine shall provide sufficient horsepower and RPM to enable pump to meet and exceed its rated performance.

4. The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 PSI. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA Pamphlet No. 1901. Pump shall be free from objectionable pulsation and vibration.

5. The pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 PSI (2069 bar). All metal moving parts in contact with water shall be of high quality bronze or stainless steel. Pump utilizing castings made of lower tensile strength cast iron not acceptable.

6. Pump body shall be horizontally split, on a single plane in two sections for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump in chassis.

7. The pump body shall extend as one piece across the truck chassis from side mounting to side mounting and incorporate the discharge manifolding system with a minimum of (2) 4" ports and (7) 3" ports.

8. The pump shall have one double suction impeller. The pump body shall have two opposed discharge volute cutwaters to eliminate radial unbalance. (No exceptions)

9. Pump shaft to be rigidly supported by three bearings for minimum deflection. One high lead bronze sleeve bearing to be located immediately adjacent to the impeller (on side opposite the gearbox). The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure balanced to exclude foreign material. (No exceptions.) The remaining bearings shall be heavy-duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

10 The pump shaft shall have only one packing gland located on the inlet side of the pump. It shall be of split design for ease of repacking. The packing gland must be a full-circle threaded design to exert uniform pressure on packing and to prevent "cocking" and uneven packing load when it is tightened. (No exceptions.) It shall be easily adjusted by hand with rod or screwdriver without special tools or wrenches required. The packing rings shall be of a unique, permanently lubricated, long-life graphic composition and have sacrificial zinc foil separators to protect the pump shaft from galvanic corrosion. (No exceptions.)

PUMP SPECIFICATION

10a. Optional mechanical seal in place of pump packing. One (1) only required on the suction (inboard) side of the pump. The mechanical seal must be two (2) inches in diameter and shall be spring loaded, maintenance free and self-adjusting. Mechanical seal construction shall be a carbon sealing ring, stainless steel coil spring, Viton rubber cup, and a tungsten carbide seat with Teflon backup seal.

11. Pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machined and individually balanced. The vanes of the impeller intake eyes shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

12. Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wrap-around double labyrinth design for maximum efficiency. (No exceptions.)

13. The pump shaft shall be heat-treated, electric furnace, corrosion resistant stainless steel to be super-finished under for longer shaft life. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of gearbox.

Gearbox

1. Pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of drive through torque of the engine system. The drive unit shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

2. The gearbox drive shafts shall be of heat-treated chrome nickel steel and at least 2-3/4 inches in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine.

3. All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated and hardened, to give an extremely accurate gear for long life, smooth, quiet running, and higher load carrying capability. An accurately cut spur design shall be provided to eliminate all possible end thrust. (No exceptions.)

4. The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.

5. If the gearbox is equipped with a power shift, the shifting mechanism shall be a heat treated, hard anodized aluminum power cylinder, with stainless steel shaft. An in-cab control for rapid shift shall be provided that locks in road or pump.

6. For automatic transmissions, three green warning lights shall be provided to indicate to the operator(s) when the pump has completed the shift from Road to Pump position. Two green lights to be located in the truck driving compartment and one green light on pump operators panel adjacent to the throttle control. For manual transmissions, one green warning light will be provided for the driving compartment. All lights to have appropriate identification/instruction plates.

Priming Pump

1. The priming pump shall be a positive displacement, oil-less rotary vane electric motor driven pump conforming to the requirements of NFPA 1901. The pump body shall be manufactured of heat treated anodized aluminum for wear and corrosion resistance.
2. The pump shall be capable of producing a minimum 24 Hg vacuum at 2000 feet above sea level.
3. The electric motor shall be a 12 VDC (or 24 VDC) totally enclosed unit.
4. The priming pump shall not require lubrication.
5. The priming pump shall be operated by a single push-pull control valve mounted on the pump operator panel. The control valve shall be of all bronze construction.