NOTICE TO BIDDERS

Sealed bids will be received by the Board of County Road Commissioners of the County of Montcalm, 619 W. Main Street, Stanton, Michigan 48888 until 1:00 PM, WEDNESDAY, AUGUST 13, 2014, at which time they will be publicly opened and read.

All bids are to be in sealed envelopes and plainly marked as to the contents being bid upon and the name of the bidder.

The Board reserves the right to reject any and all proposals or to waive irregularities therein, and to accept any proposals which, in the opinion of the Board, may be most advantageous and in the best interest of the County. The bid may be extended if agreed upon by both parties.

SPECIFICATIONS – DUMP TRUCK

Specifications for one 2015 6x4 cab and chassis unit. Vehicle to be complete and fully operational, standard factory equipped including but not limited to the following:

- **GVWR** – approximately 64,000 lbs.
- **WB** – approximately 209 inches
- **CA** – approximately 136 inches
- **AF** – approximately 65 inches

**ENGINE** – Diesel, prefer minimum of 455 H.P. at 2000 R.P.M., 1650 lbs. ft. torque, 13L or larger, with engine compression brake. To be equipped with lube oil cooler, spin on lube filter, fuel filter, and water filter. Engine packages less than 13L may be considered if that is all that is available.

**AUTOMATIC TRANSMISSION** – Allison HD4500RDS 6-speed wide ratio with water to oil cooler, dash mounted temperature gauge, TranSynd fluid, and a push button shifter.

**FRAME** – Minimum 21-22 section modulus, single frame with 11-5/8” Steel rails, Heavy Duty 120,000-PSI yield strength straight frame with “C” channel reinforcements. Integral frame to extend 27 inches in front of grille with adequate front cross-member for mounting snowplow hitch. Cab to end of frame proper length for 13-foot dump body installed approximately 24 inches back of cab. Minimum of 24 inches ground clearance with full payload required for underbody scraper mounting.

**FRONT AXLE** – 20,000 lb., 3.5” drop and oil type seals. Springs to be equal or exceed axle capacity. Heavy-duty front shock absorbers to be installed.

**REAR AXLES** – 46,000 lb. RT 46-170P Rockwell or comparable with driver controlled locking differentials, to disengage at approximately 25 M.P.H., in front and rear and driver controlled locking power divider, mounted with a 46,000 lb., Neway Ad 246 air suspension or comparable with 51”-52” inch axle to axle spread, to include dual ride adjusting valves and air dump switch with engagement warning light.

**DRIVE LINE** – 1810HD Dana Spicer main driveline with half round yokes. 1710HD Dana Spicer inter-axle driveline with half round yokes.

**RIMS** – Aluminum, heavy-duty hub piloted flanged nut metric 8.25” X 22.5” for rear (10,000 lb rating).

**TIRES FRONT** – 315/80R22.5, 18-ply steel radials.

**TIRES REAR** – 12R22.5, 16-ply mud and snow type steel radials.

FUEL TANKS – 20 inch Aluminum, 60 gallon left and right under cab mounted fuel tanks with steps mounted as high as possible to allow for scraper installation.

AIR SYSTEM – Minimum 18.7 CFM gear driven water-cooled compressor with AD9 (Bendix 109685X) air dryer. Air reservoirs with heated moisture ejectors. Dash mounted air gauges and low air warning device. All air tank and plumbing, air dryer, etc. must be mounted so as not to interfere with above frame fuel tank, dump body and underbody scraper installation.

COOLING – Heavy-duty radiator and charge air cooler, matched to engine and drive train. Anti-freeze protection to negative 40 degrees Fahrenheit. Replaceable coolant filter. Silicone hose package with constant torque clamps and straight radiator hoses with metal sections and elbows desired. Also, include the manual override switch for engine cooling fan.

CAB AND HOOD – Full size, fully insulated Heavy-duty aluminum cab (steel, only as alternate) with 10” extension and gray interior, black insulated back and floor mat. Tilt type fiberglass hood with stationary grille, and rock guard. Exterior assist handles on both sides. Dual arm rests and sun visors. Cabs of most interest are Peterbilt (367 or 388), Navistar (Paystar), Kenworth (T800), Mack (Granite), Western Star (4900SA), and Freightliner (DS Series).

ELECTRICAL AND GAUGING – 3-12 Volt, maintenance free batteries with sealed terminals. CCA to exceed the engine requirement. Minimum 100 Amp alternator. Color-coded wiring and conveniently located circuit breaker panel. Easy access, quick disconnects gauges and lights. Full gauging including mechanical oil pressure, electronic speedometer, odometer, and tachometer, hour meter, volt meter, water temperature, fuel level, cruise control, and air pressure. Switch for power R.H. window. Backup alarm. Halogen headlights. Panel and interior lights. 12 Volt power outlet. Low oil pressure and high temperature warning device and engine shutdown. All lights (LED), reflectors and accessories to conform to the laws of the State of Michigan, including flush mounted marker lights, backup lights and hazard switch.

EXHAUST SYSTEM – Vertical muffler with cab mounted vertical stack mounted behind cab on right hand side, complete with guard and grab handles.

AIR CLEANER – Cartridge type, matched to engine, with restriction gauge. Capable of drawing air from inside or outside the hood, which is driver controlled.

GLASS – All glass shall be tinted R.H. door glass to be self-defrosting and power controlled up and down by switch readily accessible to driver.

HEATER, DEFROSTER AND AIR CONDITIONER – High-output, deluxe fresh-air type with dash-integrated air conditioning. Minimum cooling 17,000 BTU/HR and heating 40,000 BTU/HR with manual speed, temperature and mode selection controls. Unit to have maximum airflow to heat or cool cab in adverse conditions. Defrosters should be capable of heating the door glass as well as the windshield. Silicone heater hose from engine to heater.

MIRRORS – Dual “West Coast” 7X16 inch heated, retractable mirrors, with 8 inch spot mirrors mounted below regular mirrors.

SEAT – Driver’s seat High Back 2000 National model 195, air ride. Cloth, not vinyl, seat must be at least 20 inches wide and securely anchored to floor with extra material if required. Excessive rocking or
swaying of seat assembly may be reason not to accept vehicle. Retractable seat belt to be installed. Standard shock absorbing, fixed base, cloth, companion seat.

RADIO – AM/FM stereo with clock and weather band. Mount for 2-way radio.

WINDSHIELD WIPERS – Dual, multiple speeds, electric with automatic type washers and intermittent feature.

AIR HORNS – Dual horns on single base mounted on L.H. side of cab.

COLOR – Omaha Orange, base coat clear coat on cab. Black enamel on bumper and frame.

WARRANTY – Bidder shall include the minimum coverage on the following:

- Basic Vehicle 1 Year or 100,000 Miles
- Brightwork 1 Year or 100,000 Miles
- Cab Corrosion 5 Years or 300,000 Miles
- Cab Structure 5 Years or 300,000 Miles
- Cab Paint 1 Year or 100,000 Miles
- Chassis Paint 1 Year or 100,000 Miles
- Chassis Corrosion 1 Year or 100,000 Miles
- Cross Members 5 Years or 300,000 Miles
- Frame Rails 5 Years or 300,000 Miles
- Driveline 2 Years or 200,000 Miles
- Engine 5 Years or 200,000 Miles (Zero deductible)
- Transmission 5 Years or 300,000 Miles
- Rear Ends 5 Years or 300,000 Miles
- Hydraulics 1 Year or 100,000 Miles

Bidder to include a complete and accurate description of unit bid. It shall be the responsibility of the successful bidder to make pre-delivery inspection of all mechanical operations of the vehicle for completeness and quality of workmanship. Successful bidder to supply diagnostic software and data link, service manual, operator’s manual, and parts manuals for truck, transmission, engine, and chassis. Charges for title, registration, pre-delivery service, and all other such charges shall be included in bid. Bidder will supply delivery date. Please feel free to offer alternates or options with quotes.

After the bid is awarded, both the truck dealer and the equipment dealer will be required to attend a specification review and pre-construction meeting to be held at the Montcalm County Road Commission in order to assure the proper integration of both chassis and equipment components.

OPTIONAL BID:

Master Disconnect Switch