

MA 18P 1902190000000000107
MODIFICATION

State of Maine



Master Agreement

Effective Date: 03/28/19

Expiration Date: 03/31/24

Master Agreement Description: Freightliner HD Snow Plow Trucks

Buyer Information

William Allen 207-624-7871 ext. NULL WJE.Allen@maine.gov

Issuer Information

Cheryl Holmes 207-624-8261 ext. cheryl.a.holmes@maine.gov

Requestor Information

Jessica Norton 207-624-8226 ext. Jessica.h.norton@MAINE.GOV

Agreement Reporting Categories

Reason For Modification: Extend at the full RFQ permissible 5% increase, prices to remain firm for all three years. No additional price increases will be allowed and all orders must be filled, even if the trucks are ordered in the last few days of the contract term.

Authorized Departments

17D MOTOR TRANSPORT

Vendor Information

Vendor Line #: 1

Vendor ID

VC1000031404

Vendor Name

FREIGHTLINER OF MAINE INC

Alias/DBA

Vendor Address Information

422 PERRY RD

BANGOR, ME 04401

US

Bureau of Business Management – Division of Procurement Services
State of Maine – Department of Administrative and Financial Services
9 State House Station
Augusta, Maine 04333-0009

Contract Number
MA 190219*107

Tel. (207) 624-7340
Fax.# (207) 287-6578

EXTENSION OF MASTER AGREEMENT CONTRACT

Commodity Item: Freightliner HD Snow Plow Trucks

Contractor: FREIGHTLINER OF MAINE INC

Mater Agreement Competitive Bid RFQ: 17D 180912-085

Contract Period Extended To: 03/31/24

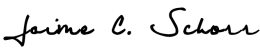
Extended Contract Pricing: With MaineDOT’s approval extend at the full RFQ permittable 5% increase, prices to remain firm for all three years. No additional price increases will be allowed.

Agreement to Extend Contract: The undersigned agrees to continue in effect said Contract No #MA 18P 190219-107 through March 31, 2024 with all terms, conditions remaining as shown in the original contract.

Dollar value the vendor has recorded that State of Maine has spent on commodities and/or services covered by this contract over the last twenty-four months: \$ 0

Agreement to extend Master Agreement 18P – 1902190000000000107 authorized by:

State of Maine – Department of Administrative and Financial Services


DocuSigned by:

6D6437754DD0459...

Jaime C. Schorr, Chief Procurement Officer

Date 4/15/2021

and

FREIGHTLINER OF MAINE INC

DocuSigned by:

22BC699EA15C41C...

Michael Bean, Sales Manager

Date 4/15/2021

RIDERS

<input checked="" type="checkbox"/>	The following riders are hereby incorporated into this Contract and made part of it by reference: (check all that apply)
<input checked="" type="checkbox"/>	Rider A – Scope of Work and/or Specifications
<input checked="" type="checkbox"/>	Rider B – Terms and Conditions
<input type="checkbox"/>	Rider C - Exceptions
<input checked="" type="checkbox"/>	Bid Cover Page and Debarment Form – Appendix A from RFQ
<input checked="" type="checkbox"/>	Municipality Political Subdivision and School District Participation Certification
<input checked="" type="checkbox"/>	MaineDOT Certifications – Appendix F from RFQ
<input checked="" type="checkbox"/>	MaineDOT Terms and Conditions – Appendix G from RFQ

RIDER A
Scope of Work and/or Specifications
MA 190219-107

Commodity: Freightliner HD Snow Plow Trucks

Master Agreement Competitive Bid RFQ: 17D 180912-085

Contract Period: Through March 27, 2021. The State of Maine with vendor approval can opt to issue a two (2) year and a one (1) year extensions. *Extend for both extension periods, through March 31, 2024.*

Vendor Contact Person: The vendor contact person will help consumers place orders, inquire about orders that have not been delivered, all shipping issues, quality issues and any issues pertaining to the Master Agreement (MA) contract. All orders not submitted through a Delivery Order will be sent through the vendor contact person. The vendor contact person for this MA is:

Name: Michael Bean **Tel:** 207-714-0046 **Email:** mbean@flmaine.com

Prices: Prices are with shipping terms of “Free on Board (FOB) – Destination”. The State intends for this to mean that all goods shall be priced to include shipping charges, if any, to the State’s desired location. The “FOB – Destination” shipping term is also intended to mean that the State shall not bear any responsibility for the goods in question until the State takes possession of them at the destination point of delivery. The prices will remain firm for the duration of the contract period. No additional price increases will be permitted.

Cancellation of Master Agreement Contract: The State of Maine Division of Procurement Services reserves the right to cancel a contract with a thirty-day written notice or cancel immediately if the contractor does not conform to terms and conditions of contract.

Quantities: It is understood and agreed that the MA will cover the actual quantities required by the State over the length of the contract. All order must be filled even if the orders are placed in the last few days of the contract period.

Ordering Procedures: Delivery Orders (DO) will be created in AdvantageME for all orders over \$5000.00. If a DO is used, the DO will be emailed to the email address referenced on the MA as a .pdf file.

Delivery: The vendor is responsible for the delivery of material in first class condition at the point of delivery, and in accordance with good commercial practice.

Pre-Delivery Inspection: A factory pre-delivery inspection is required after vehicles are completed but before delivery to dealer. Inspection to be completed by State of MaineDOT Fleet Services, or their designated representatives. Inspectors shall number two (2) people. The cost of inspection, including round trip airfare (if necessary) and lodging for a period not exceeding 3 days, 2 nights, shall be included in the contracted price.

MaineDOT Fleet Services also reserves the right to: (no costs to the vendor)

1. Send in factory inspectors to your factory at any time during the building of these vehicles.
2. Have a Pre-manufacturing meeting which shall include a meeting with the bidder and the factory representatives, a tour of the factory, and a complete review of the specifications.

The completed vehicle shall be inspected by the State of MaineDOT Fleet Services, prior to delivery to the procuring agency at a location determined by Maine Department of Transportation Fleet Services.

Specifications

Emissions: In accordance with the Maine Department of Environmental Protection Rules Chapter 127 New Motor Vehicle Emission Standards, all new vehicles purchased in Maine and equipped with a heavy-duty diesel engine (HDDE), beginning with Model Year 2012 must be certified to meet California Emissions Standards. Certification of Compliance (California Certified-NTE-testing) documentation required.

Commodity Line #1 Specifications

Thirty-Four Thousand (34,000 lb.) GVWR T4X2 Heavy Truck Regular Cab

Thirty-Four Thousand (34,000 lb.) GVWR Regular Cab Truck with automatic transmission. Cab and Chassis designed to mount a Dump Body, with Ice and Snow Removal Equipment

INTENT

It is the purpose and intent of these specifications to describe a base vehicle and options with a Thirty-Four Thousand (34,000) pound GVWR, of substantial and durable construction congruent to practices acceptable to the chassis manufacturer. A vehicle, with a conventional cab (pick up type cabs and expanded roofs are not acceptable). This vehicle will be used in all months of the year pertaining to highway maintenance activities in a climate related to such as that in The State of Maine, by The Maine Department of Transportation. During winter maintenance, the vehicles main purpose will be the removal of ice and snow, sanding and salting which necessitates the installation of a myriad of controls, radios, etc. To accommodate these controls and provide acceptable operator ergonomics and comfort it is imperative that the truck cabs provide as much clear interior space as possible. The cab width must be a minimum of 70" interior door to interior door while the dash board, heater and other appurtenances must not diminish interior clear space for the installation of controls, radios, etc. The chassis is to be the heaviest duty available with all possible options to make it a heavy-duty vehicle.

The purpose of the BBC dimension is strictly to provide guidance in the selection of the appropriate make and model. Reasonable allowances will be made for the BBC dimension provided that intrusion of engine or doghouse into the cab is kept to an absolute minimum. The seats must be a premium high back and the most comfortable available with a minimum of 5" of vertical travel in the air suspended driver's seat. At full vertical driver seat height, there must be sufficient head, chest and lower torso clearance to both the roof and the steering wheel for individuals of larger than normal stature.

If cab mounted air ride suspension is provided as standard equipment by the manufacturer, then the vertical exhaust must be either cab mounted (which is preferred) or additional CA must be added to accommodate the frame mounting of the exhaust. Additionally, and for any other reason, if the exhaust system intrudes upon or diminishes useable CA then additional CA must be added to accommodate the loss. Fuel tanks must not extend past the rear of the cab.

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It will also be the responsibility of the Bidder and/or Vehicle manufacturer to supply any and all “factory plow truck option packages” necessary to facilitate the assembly of the truck chassis and the related components supplied by others (such as the body and plow vendors) into a completed and fully functional plow truck. This would refer to inclusion of but not to be limited to special plow truck spring and suspension components, plow truck wiring harnesses, electrical relays, additional electronic speedometer feeds, plow truck light harnesses, etc. MaineDOT/Fleet Services must approve the “factory plow truck option packages,” prior to purchases or assembly.

COMPLETENESS

The price quoted in any proposal submitted shall include all items of labor, materials, tools, equipment, and other costs necessary to fully complete the manufacture and delivery of the vehicle pursuant to these specifications.

Any part or detail which makes the vehicle complete and ready for service shall not be omitted, even though such part or detail is not mentioned in these specifications.

CONFORMITY

All parts not specified shall be manufacturer’s best quality and shall conform in materials, design, or workmanship to the best practice known in the automobile industry. All parts shall be new and in no case will used, reconditioned or obsolete parts be accepted. The parts on all vehicles provided by the manufacturer should be interchangeable.

**INSTRUCTIONS FOR COMPLETING TECHNICAL SPECIFICATION
SHEET**

Please complete the checklist for technical specifications set forth below.

Electronically enter responses directly into the text-enabled fields next to each specification, including actual dimensions when applicable. Each Bidder must indicate whether it can meet the technical specifications by inserting an “X” next to each specification. The “X” will demonstrate that the Bidder’s offering meets the technical specification. If a Bidder cannot meet a technical specification, then the Bidder must give an explanation for each exception and for equipment that is not available or that will be dealer installed. All explanations must be provided in detail on separate pages along with the justification as to why the alternative equipment or deliverables will be as good as the equipment or deliverables described in the detailed specifications for desired items. A copy of the vendor specification proposal must be provided. Following these instructions is essential for proper bid evaluation.

If a Bidder fails to provide requested information or if information on a quote is found to be false or misleading, the quote will be rejected as unresponsive. The award will be made on a best value basis to the vendor that either

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meets or most closely meets the specifications, while taking price and delivery into consideration.

REGULAR CAB PATROLS

The following abbreviations must be used:

X	As specified
N/A	Not Available
DI	Dealer Installed
AE	Approved Equal

	2.0 ENGINE The proposed diesel engine <u>must</u> comply with the New Motor Vehicle Emission Standards issued by the Maine Department of Environmental Protection in the Code of Maine Rules (06-096 CMR Chapter 127).	Abbreviation	Actual Dimension	Notes
2.1	IHC, Volvo, Cummins, Detroit, Mack or Paccar	X		
2.2	300 H.P. minimum	X		
2.3	800 lbs. ft. torque, minimum	X		
2.4	Adapter for Spicer coupler 2-2-479 on crankshaft, factory installed	X		
2.5	Engine idle time history must be maintained and accessible from the truck's onboard computer system.	X		
2.6	Stainless Steel oil pan or approved equal	DI		
2.7	A wet sleeve engine.	X		
2.8	Proven history of application in similar service.	X		
2.9	Turbocharger	X		
2.10	Oil cooled.	X		

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2.11	Extreme service oil filtration system (no remote mount filter assembly will be accepted).	X		
2.12	Magnetic oil drain plug.	X		
2.13	Engine block heater 115 volts with 1,250 watts, receptacle with spring operated lid mounted under driver's door.	A/E		1000 Watt coolant 150 watt oil plan heater with single receptacle
	3.0 TRANSMISSION	Abbreviation	Actual Dimension	Notes
3.1	Dedicated ground speed wire shall be accessible inside the cab for connection to spreader controls.	X		
3.2	Synthetic oil must be provided.	X		
3.3	PTO openings.	X		
3.4	Magnetic oil plug.	X		
3.5	Input rated at not less than 125% of net engine torque.	X		
3.6	Must have 2" input shaft.	X		
3.7	Stainless Steel transmission cooler.	N/A		
3.8	Allison Transmission Model 3500RDS (1-5 or approved equal)	X		6 Speed
3.9	Push button selector to be flush mounted in dash or OEM counsel.	X		
3.10	Fourth generation electronic control shift selector with 2009 prognostic feature.	X		
3.11	Third gear hold option	X		
3.12	Additional stainless-steel transmission cooling must be supplied.	N/A		

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3.13	Factory filled with TranSynd or Tes 295 equivalent fluid.	X		
3.14	Allison transmission electronic control module to be relocated inside the cab to minimize exposure to corrosive elements.	DI		Factory PDI Center to relocate control module inside cab
	4.0 STEERING	Abbreviation	Actual Dimension	Notes
4.1	Must not interfere with plow application. Manufacturer's turning radius summary must be submitted with bid.	X		
4.2	Turning radius must not exceed a maximum distance of (33') thirty-three feet.	N/A	39 ft	
4.3	Heavy-duty design suitable for snowplow and dump truck service.	X		
4.4	Ample gear reduction for off highway operation.	X		
4.5	Integral power steering or factory installed hydraulic boosters.	X		
	5.0 DRIVELINE	Abbreviation	Actual Dimension	Notes
5.1	Driveline to be heavy-duty and factory balanced.	X		
5.2	Universal joints on driveline SPL250HD.	A/E		Spicer SPL170
	6.0 REAR AXLE	Abbreviation	Actual Dimension	Notes
6.1	Driver controlled differential power divider. The differential to be equipped with a safety feature, that will automatically disengage the locking differential at a speed of approximately 20 MPH.	X		
6.2	Prefer Meritor RS23-160, 23,000 lb. capacity single reduction rear.	X		

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6.3	Rear end ratio should be 5.38 drive line ratio or a similar ration approved through Allison Scan Review report.	X		
6.4	Magnetic oil drain plug.	X		
6.5	Oil lubricated and sealed wheel bearings.	X		
6.6	Synthetic oil must be provided.	X		
	7.0 REAR SPRINGS AND SUSPENSION	Abbreviation	Actual Dimension	Notes
7.1	31,000 lbs. capacity rear main springs, minimum.	N/A		30,000 LBS
7.2	Clearance between inner dual tires and suspension system and break chambers not to be less than 2”.	X		
7.3	All hardware to be designed for extreme service.	X		
7.4	Helper springs to be multi-leaf design and largest capacity.	X		
7.5	Spring mounting brackets and hardware (including shackles) to be designed for extreme service.	X		
7.6	Main spring assembly to be double wrapped front and rear.	N/A		
7.7	If a rear suspension is supplied utilizing torque arms with front and rear floating spring hangers, then a transverse torque arm from the frame to the top of the differential housing must also be supplied.	N/A		

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	8.0 FRONT AXLE	Abbreviation	Actual Dimension	Notes
8.1	16,000 lb. minimum capacity set forward axle.	X		
8.2	Wide track, I-beam type with a minimum 50 degree turn angle.	X		
8.3	Set forward Axle suitable for snow plow and dump truck service.	X		
8.4	King pins to be metallic bushings with Zerk type grease fittings at all bushing locations.	X		
8.5	Prefer double king pin locks in axle.	X		
8.6	Heavy-duty double acting shock absorbers.	X		
8.7	Synthetic oil lubricated and sealed wheel bearings with visible oil supply. Wheel bearings to be rated at 16,000 lb. minimum capacity.	X		
8.8	Largest capacity power steering reservoir with filter located for ease of service.	X		
8.9	Flexible fender extensions must be provided for the front fender wells if necessary to protect the hood and cab from wheel spray and splash.	X		
	9.0 FRONT SPRINGS	Abbreviation	Actual Dimension	Notes
9.1	Spring capacity L.H. 9,000 lbs. at ground minimum, multi-leaf or combination of multi-leaf spring and helper. Additional leaves added to factory spring to meet specs are not acceptable.	X		9,500 L/H
9.2	Spring capacity R.H. 9,000 lbs. at ground minimum, multi-leaf or combination of multi-leaf spring and helper. Additional leaves added to factory spring to meet specs are not acceptable.	X		10,500 R/H

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9.3	Heavy-duty suspension designed to support plow or vee plow and wing in travel position and under full ballast load with no appreciable sag or deflection on either side. (1" + or -1/2").	X		
9.4	Spring mounting hardware and brackets (including shackles) to be H.D.	X		
9.5	The complete suspension system, but especially the front springs, must be designed, constructed or reconstructed/reinforced if necessary to substantially transfer weight to the rear axle and rear wheels/suspension opposite the wing to prevent the unloading of this axle with plow gear and plows in the up or carry position with an empty body.	X		
	10.0 AIR/BRAKE SYSTEM	Abbreviation	Actual Dimension	Notes
10.1	Front brakes 16½ x 6" air brakes	X		
10.2	Rear brakes 16½ x 7"	X		
10.3	Long stroke 3" brake chambers 30/30 long stroke Haldex Life Seal chambers on rear axles. Front brake chambers to be Haldex Life Seal	N/A		Bendix Eversure
10.4	Haldex automatic brake adjusters on all axles.	X		
10.5	Bendix Tu Flo 500 air compressor lubricated via the engine lube system.	A/E		Cummins 18.7CFM
10.6	Dual air brake system.	X		
10.7	Bendix AD-IP air dryer, to include heater.	N/A		Bendix AD-IS
10.8	Pull drains on each reservoir with the loose end of the cable attached professionally in a location that is easily accessible to the operator.	X		

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10.9	Reservoir to have ample road clearance and be of sufficient reserve capacity to support all vehicle air accessories and systems and have capacity to also support a tag-along trailer.	X		
10.10	Semitrailer connections and breakaway valve mounted on the rearmost cross member in such a way as not to interfere with proper placement of lights, pintle hook or license plates.	X		
10.11	Hand control valve (trolley valve) mounted on the steering column to operate the semitrailer.	N/A		Dash mounted
10.12	Air horn.	X		
10.13	Air compressor to have dry filtered air inlet.	X		
10.14	Front and rear S cam brakes preferred.	X		
10.15	All brakes must have backing plates.	X		
10.16	All brake air lines will be run in the same locations.	X		
	11.0 ELECTRICAL SYSTEM	Abbreviation	Actual Dimension	Notes
11.1	12 volt Leece-Neville 160-amp capacity alternator Model 2800JB/BLD 2309.	N/A		Leece-Neville 170 amp AVI pad mount
11.2	Delco 39 Gear Reduction starter with overcrank protection.	X		
11.3	Three (3) 12 volt batteries, 2700 CCA @ 0° F, 104-amp hour capacity, minimum, maintenance free type, must be mounted on frame rail to accommodate and not interfere with mounted snow plow equipment.	X		3375 CCA
11.4	Enclosed battery compartment with proper ventilation to the outside atmosphere.	X		

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11.5	All exterior wiring to be of salt resistant type in suitable loom or conduit. Waterproof plug type connectors to be used at all exposed locations. All connections not waterproofed must be shrink wrapped.	X		
11.6	Manually operated lockable master battery disconnect switch location is not be mounted on the floor or in the environment, preferability in cab where it's readily accessible to operator. The battery disconnect switch break on the negative cable side.	N/A		Floor mounted outboard of driver's seat
11.7	Sealed battery cable ends, color-coded. (Red + Pos., Black-Neg.).	X		
11.8	Trailer feed circuit to rear of frame to include combined Trailer Stop, Tail, Turn, Marker Light, Trailer ABS. Wiring connections to be inside cab for mounting DOT electric brake control.	X		
11.9	A complete "AS BUILT" wiring schematic manual on CD or Thumb Drive required to be supplied. A sample wiring schematic required to be supplied with the bid proposal.	N/A		All wiring diagrams are on-line by vin#.
11.10	All electrical connections are required to be treated with di-electric grease.	X		
11.11	All electrical cable will be run in the same locations on all units.	X		
	12.0 FRAME	Abbreviation	Actual Dimension	Notes
12.1	Single Heavy-Duty Channel Frame Rail powder coated with a minimum of PSI 1,200,000, Section Modulus 22.12, RBM 2,654,400.	X		120,000PSI 26.70 SM 3,204.000 RBM
12.2	Straight channel frame rail suitable for heavy-duty plow and dump truck service.	X		

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12.3	Fish plates not acceptable.	X		
12.4	Frame designed as to not interfere with Spicer crankshaft coupler 2-2-79.	X		
12.5	All heavy-duty gusseted cross members	X		
12.6	Frame extension are required to meet the same standard as truck frame if extensions are required.	X		
	13.0 FUEL SYSTEM	Abbreviation	Actual Dimension	Notes
13.1	Heavy-duty aluminum, minimum 2-inch wide straps with rubber shims/liners must be used.	N/A		Painted steel straps
13.2	Tank <u>must not</u> extend past the rear of the cab.	X		
13.3	Aluminum step type fuel tank with a minimum capacity of 70 gallons.	X		
13.4	Non-skid step.	X		
13.5	12" minimum road clearance mandatory.	X		
13.6	Manually operated hand fuel primer pump.	X		
13.7	Fuel lines to be the appropriate flexible type line.	X		
13.8	Tanks to be vented in such a manner to prevent fuel spillage if operating on a slope or on level ground with tank full and fuel warm.	X		
	14.0 WHEELS AND TIRES	Abbreviation	Actual Dimension	Notes
14.1	One piece white powder coat paint tubeless heavy load application 10 hole, 285 mm rims, <ul style="list-style-type: none"> • F) 9.0 X 22.5 with 7.0" wheel off set Accuride A29300PW 	X		

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	<ul style="list-style-type: none"> R) 8.25 X 22.5 with 6.62" wheel off set Accuride A29169PW 			
14.2	Wheels, rims and tires to provide tire chain clearance without use of adapters, spacers, spoke extensions etc., local modifications not acceptable.	X		
14.3	Rear tires to be the Bridgestone M799 model tread design or approved equal with an approved manufacture, Bridgestone, Michelin, or Continental brand.	X		
14.4	Front tires to be the Bridgestone M860A model tread design or approved equal with an approved manufacture, Bridgestone, Michelin, or Continental brand.	A/E		Bridgestone M870
14.5	Front 315/80R 22.5 LRL radial tubeless tire (L ply rating).	X		
14.6	Rear 11R X 22.5 LRH radial tubeless tire with it (H ply rating).	X		
14.7	13.5" Dual wheel spacing required.	X		
14.8	Liquid tire balancer KTB tire treatment (U.S. EPA approved).	DI		
14.9	Heavy-duty 5 hand hole hub piloted wheel system.	X		
14.10	Lead wheel weight will not be accepted.	X		
14.11	Each unit to be delivered with one mounted spare front tire and one mounted spare rear tire. Tires shall have the liquid balancer installed.	X		
	15.0 COOLING SYSTEM	Abbreviation	Actual Dimension	Notes
15.1	Radiator and mounts to be designed and installed so as not to interfere with Spicer crankshaft coupler 2-2-79.	X		

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15.2	Space to be provided under or through radiator to mount crankshaft driven hydraulic pump.	X		
15.3	Non-silicone type radiator and coolant lines.	X		
15.4	Radiator core and tanks to be of heavy-duty design and construction.	X		
15.5	Ample capacity for continuous high engine output under extreme temperatures and/or operating conditions.	X		
15.6	Heavy-duty mounting brackets and hardware.	X		
15.7	Two-stage fan clutch.	X		
15.8	Coolant to be Extended Life rated for -35 degrees upon delivery to MaineDOT Fleet Services.	X		-34 degrees
	16.0 EXHAUST	Abbreviation	Actual Dimension	Notes
16.1	Vertical exhaust designed and installed so as not to interfere with any customer installed accessories (i.e. snow plows, hydraulic tanks, etc.).	X		
16.2	Exhaust deflector elbow	X		
16.3	Heavy-duty mounting brackets, elbows, piping and expansion joints.	X		
16.4	Aluminized horizontal muffler.	X		Stainless
16.5	Exhaust System design to keep noise to lowest practical level in accordance with Federal Regulations.	X		
	17.0 FILTERS	Abbreviation	Actual Dimension	Notes
17.1	Heavy-duty dry type air filter	X		

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17.2	Operator's controlled snow valve for drawing air directly under engine hood is mandatory to prevent snow from clogging air filter. A seasonal two-way air inlet control valve is mandatory. Must be factory installed and clearly marked for use.	X		
17.3	All filters must be mounted to facilitate ease of servicing.	X		
17.4	Disposable spin on type oil and fuel filters.	X		
17.5	Local filter installations or modifications are not acceptable.	X		
17.6	Fuel filter on the inlet or suction side of the injection pump <u>required</u> .	X		
	18.0 CAB	Abbreviation	Actual Dimension	Notes
18.1	To accommodate the controls and provide acceptable operator ergonomics and comfort it is imperative that the truck cabs provide as much clear interior space as possible. The cab width must be a minimum of 70" interior door to interior door while the dash board, heater and other appurtenances must not diminish interior clear space for the installation of controls, radios, etc. The chassis is to be the heaviest duty available with all possible options to make it a heavy-duty vehicle.	X		
18.2	Ergonomic integrated dash, minimum of fourteen (14) (factory installed) in ergonomic dash, low amperage switches with LED lighting. Three (3) colored LED lighted indicators controllable by means of relays. Circuit must support 20 amps, controlled by Remote Power Modules, installed inside cab to allow MaineDOT easy component wiring installation. All switches to be professionally labeled using factory laser cut plastic inserts.	N/A		10 factory installed switches with 20 amp circuits on all.

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18.3	Standard BBC dimension approximately 112".	X		114"
18.4	Hood and fender to be of one piece design, tilt forward type with factory installed side access panels to provide safe, easy, complete access to the engine compartment for daily service (including coolant check) and periodic maintenance with full plow gear (including wing and post) installed. NOTE: Plow gear will not be moved or modified to accommodate hood opening.	X		
18.5	Hood fenders must be designed to be no lower than the bottom of fuel tank and be secured tightly to prevent sailing. If need wind sail brackets are acceptable.	X		
18.6	Tilt and telescoping steering wheel.	X		
18.7	All marker lights to be LED type.	X		
18.8	Dome light to have independent switch and not interfere with the Departments two-way radio.	X		
18.9	Cab heater to be highest capacity available.	X		
18.10	Automatic low oil pressure/high temperature warning system wired in such a way as not to be easily accessible to the operator and be operational only when ignition switch is on.	X		
18.11	Heavy-duty 2-speed minimum, electrically operated windshield wipers with time delay.	X		
18.12	Dual sun visors.	X		
18.13	Dual outside mirrors to be no less than 16" x 7" with integrated convex mirrors on both sides with marker light. All mirrors to be 4-way electronically adjustable and heated.	X		
18.14	Exterior cab grab handle driver side.	X		

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18.15	Exterior cab grab handle, passenger side.	X		
18.16	Seat belt webbing to be a highly visible, bright orange in color.	X		
18.17	Driver's seat to be a premium high back cloth covered seat which will incorporate the following features/options: a. adjustable dampening of the shock absorber b. wide seat cushion c. air controlled triple lumbar support d. front and rear seat cushion adjustment e. fore/aft seat track adjustment f. adjustable reclining backrest g. air adjustable back rest bolsters h. air adjustable seat cushion bolsters i. dual folding seat armrests j. five (5)-year warranty seat	X X X X X X X X X N/A		Seat offered meets all technical specifications except the 5 year warranty.
18.18	The passenger seat to be a deluxe or premium air-suspension seat with adjustable reclining backrest and lumbar support.	X		Same seat as driver
18.19	Instruments to include but not limited to: Oil pressure gauge, Water temperature gauge, Fuel gauge, Brake warning lights, low air pressure light and alarm, voltmeter, Tachometer, air pressure gauge, Air filter restriction gauge and all gauges to be properly marked and illuminated. (Transmission temp gauge with Automatic).	X		
18.20	Windshield to be constructed with tinted glass.	X		
18.21	Full coverage insulated floor mat.	X		
18.22	All pedals are to be suspended off floor	X		
18.23	Heavy-duty insulated closed cab construction. Cab insulation rating required with bid.	N/A		Proposal includes "Premium Insulation" but unable to find a decibel rating

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18.24	Stationary grill is highly preferred to increase engine accessibility when plow hardware is attached.	X		
18.25	12 Volt power port outlet and USB port.	X		
18.26	Back-up alarm	X		
18.27	All vehicles to be keyed alike and supplied with 2 keys.	X		
18.28	Fresh air intake for heater/defroster must be protected or designed and installed to prevent entrance of sand/salt.	X		
18.29	Radiator grill openings to be of such size and design to protect radiator core from road debris of approximately 5/8" diameter.	X		
18.30	AM-FM radio with Bluetooth	X		
18.31	Suitable heavy-duty full width front bumper must be supplied on vehicle.	X		
18.32	Conventional cab - expanded, modified or bubble roof unacceptable.	X		
18.33	Daytime running headlights.	X		
18.34	Sealed beam headlights of halogen type.	X		
18.35	Air conditioning.	X		
18.36	Cruise control	X		
	19.0 PAINT	Abbreviation	Actual Dimension	Notes
19.1	Base coat clear coat paint.	X		
19.2	Color True Blue Metallic Dupont #M6620	X		
19.3	Chassis frame semi-gloss black enamel.	X		

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19.4	Wheels white powder coated.	X		
19.5	Cab interior Gray.	X		
	20.0 WHEELBASE AND CA	Abbreviation	Actual Dimension	Notes
20.1	Wheelbase to be approximately 180” or no longer or shorter than is essential for mounting a 10’, 5-cubic yard front dump body with 12” overhang and 20” minimum space between cab and body for mounting plow tower.	X		174”
20.2	Cab axle dimension to be approximately 108”.	X		
20.3	WB & CA to accommodate a 5-cubic yard body and hoist and a rear tower hydraulic assembly for a wing plow.	X		
20.4	AF dimension must allow for minimum 12’ of frame to extend past rear tires to facilitate mounting of the dump body.	X		
20.5	Clean, unobstructed CA to facilitate the mounting of plow equipment and body.	X		
	21.0 EMISSIONS	Abbreviation	Actual Dimension	Notes
21.1	A certification that states each new truck is equipped with a heavy-duty diesel engine (HDDE) that complies with, the New Motor Vehicle Emission Standards issued by the Maine Department of Environmental Protection in, the Code of Maine Rules (06-096 CMR Chapter 127).	X		
	22.0 PROGRAMMING	Abbreviation	Actual Dimension	Notes
22.1	<u>No</u> engine idle time to accumulate when combination of “engine is running, parking brakes are released and the transmission is in gear and over 2 mph”.	X		

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22.2	Parking brake alarm, Electric horn sounds repeatedly when parking brake is not engaged with ignition off and driver's door open.	X		
22.3	All switches and indicators must be configured and labeled per MaineDOT specifications.	X		
22.4	Onboard dash diagnostic	X		
22.5	Driver controlled locking differential. The differential to be equipped with a safety feature, that will automatically disengage the locking differential at a speed of approximately 20 MPH.	X		
22.6	Cruise control to be set as low as possible (max 25 mph).	X		
22.7	Top speed to be set at 75 mph.	X		
22.8	PTO speed set at 1200 rpm.	X		
22.9	Record and view MPG at the Dash Cluster.	N/A		
22.10	Windshield wipers to be automatically forced to slowest intermittent speed when the parking brake is set and wipers left on for a predetermined time.	X		
	23.0 WARRANTY	Abbreviation	Actual Dimension	Notes
23.1	Terms and conditions of warranty must be provided with bid proposal (Warranty must be clearly defined and all components covered must be clearly listed and identified).	X		
23.2	In-Service Date: Warranty on vehicles (not placed in service immediately because of time lag due to installation of plow	X		

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	components, special equipment, seasonal usage or other delays) to be warranted from the date the vehicle is actually placed in service. MaineDOT Fleet Services Augusta will notify the vendor in writing of "in service" date.			
23.3	During the term of the manufacturer's warranty Fleet Services reserves the right to perform any and all warranty "in house" to meet operational needs or demand with the exception of major engine, transmission and rear axle rebuild or repair unless pre-authorization by vendor. Fleet Services will recover all parts and labor cost as allowed by manufacturer's flat rate manual OEM parts may be supplied at no cost by the manufacturer, dealer or may be purchased by Fleet Services on the open market to meet operational demand. Any and all defective parts will be returned to the manufacturer or dealer upon request.	X		All failed parts must be returned to the dealer
	24.0 MANUALS	Abbreviation	Actual Dimension	Notes
24.1	One (1) operator's manual per unit.	X		
24.2	Ten (10) Shop equipment repair manuals, CDs or Thumb Drive	X		
24.3	Ten (10) Shop equipment repair manuals, CDs or Thumb Drive	X		
24.4	Ten (10) Equipment parts manuals, CDs or Thumb Drive	X		
24.5	Ten (10) Engine parts manuals, CDs or Thumb Drive	N/A		On line only
	25.0 TRAINING	Abbreviation	Actual Dimension	Notes
25.1	All manufacturer's training programs being offered, to be defined in detail and a written proposal of what those programs will <u>entail</u> and submitted with bid packet.	X		

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25.2	Training for Operation and Maintenance personnel to be performed by a factory certified trainer only. To include a minimum of 4 hours of training to take place within the 5 MaineDOT Regions within the State. This Training may be videotaped by MaineDOT for future use by MaineDOT trainers.	X		
25.3	Any applicable training material, (i.e., video tapes, manuals, CD, etc.) which is available for the components, systems or equipment, etc. must be supplied by the vendor, manufacturer, or dealer to MaineDOT with written permission for MaineDOT to duplicate such at will for in-house usage/training.	X		
	26.0 GENERAL	Abbreviation	Actual Dimension	Notes
26.1	All manuals, CDs or Thumb Drives should be delivered prior to acceptance of the final chassis.	X		
26.2	Chassis to be completely serviced, tuned up, wheels balanced (front) and steering geometer. Documentation of such service must be provided pertaining to each vehicle upon delivery.	X		
26.3	Vehicles offered must comply with all applicable Federal and State of Maine Regulations. Certified GVWR must be furnished.	X		
26.4	It is the responsibility of the chassis manufacturer to provide or reposition components to provide "clear frame" for installation of accessories or accessory equipment.	X		
26.5	The CA, WB and placement of the body etc. must not cause the summer loaded vehicle to exceed the gross axle weight for special commodities as specified in Title 29-A, Section 2357, 2, A. or B. as appropriate.	X		

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	27.0 SERVICES	Abbreviation	Actual Dimension	Notes
27.1	MaineDOT's objective is to have the vendor provide warranty and service at facilities that are as close as possible to localities where the trucks will be used. To that end, MaineDOT desires that the vendors will have warranty and service facilities located within 75 miles of each division headquarters, Scarborough, Augusta, Dixfield, Bangor and Caribou.	X		
27.2	Vendors must provide a list of bidder service center locations.	X		
27.3	Bidders must supply a written explanation describing such things as the locations of the facilities, the times the facilities will be available for use, qualifications of the staff at the facilities and how the vendor will provide warranty and service at these service facilities. (Explain in a written document submitted with the proposal).	X		
	28.0 GENERAL OPTIONS The following items shall be listed and priced separately	Price List all available packages		Notes
28.1	Extended Engine Warranty (Warranty coverage and time frame must be clearly defined and all components covered must be clearly listed and identified).	\$ 2665 -- 48 mos/100K \$ 3310 -- 60 mos/100K \$ 4562 -- 72 mos/150K \$ \$		Cummins HD1 which includes the aftertreatment system
28.2	Extended Warranty Tow packet (Warranty coverage, time frame and additional cost to MaineDOT must be clearly laid out and described).	\$ 350 -- 36 mos \$ 450 -- 48 mos \$ 600 -- 60 mos		
28.3	Vendor is to be (100%) responsible for all transportation costs during standard 12-month warranty period if vehicle is non-drivable.	X		

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	29.0 OPTIONS	Abbreviation	Actual Dimension	Notes
	CAB			
29.1	Factory or a factory outfitter's facility installed Dual, Left or Right Driver Controlled Auxiliary Air Bags (double wing vehicles) shall have individual switches to control each air bag. Air bag pricing information required with bid.	Dual Airbags \$ 2790 Left or Right Airbag \$ 1575		Dealer installed Timbren \$750 each side
29.2	Multiplex wiring.	X		
29.3	Power windows, controlled at each door for easy accessibility for both driver and passenger.	N/A		Driver switch on dash
29.4	Power door locks for both doors controlled at driver's door or at dash panel.	X		Dash Panel
29.5	Heated windshield Pricing information required with bid.	\$ \$327		Not included in proposal
	PROGRAMMING			
29.6	All doors must unlock when driver's door is open.	N/A		
29.7	All doors required to lock once truck reaches 5 mph.	N/A		
29.8	Pre-trip exterior light inspection switch- Engaging light inspection switch will sequentially flash all exterior lights.	X		
	MANUALS			
29.9	MaineDOT shall have free accessibility to manufacturer's web based Service Information program for a period of not less than 5 years. In this program, Fleet, shall have access to all vehicle information by using vehicle VIN #. This program shall include; Parts and Operators manuals, all warranty information, complete troubleshooting & diagnostic and wiring diagrams manuals for the engine and truck chassis. VIN specific "as built" components.	X		

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	(Programs being offered must be provided with bid packet, access code must be provided in bid for MaineDOT to review programs.)			
29.10	Provide ten (10) interface USB-Link Drivers and cables that are compatible to vehicle and laptop. Pricing information required with bid.	\$ \$770 per USB \$7700 for 10 units		
29.11	Provide ten (10) of the latest version of vehicle interface diagnostic software programs subscriptions that diagnose Engine, Chassis, Transmission, ABS, instrument panels and other electronic functions. The program must support wired or wireless connectivity. Pricing information required with bid.	\$ \$7700 for 10 laptops-engine per year, \$200 for 10 laptops-trans per year, \$2700 annual subscription-Allision Trans WABCO-\$3000 initially, \$1250 for upgrades		
29.12	Over a 5 year period the vendor shall provide MaineDOT ten (10) subscriptions of the latest version of vehicle interface diagnostic software. Also, the USB-Link Drivers and Cables if the new version requires USB-Link Drivers and Cables to be update. Pricing information required with bid.	\$ 5000 annual subscriptions-10 units Updated devices will be made available @ dealer cost, whatever that may be		
	TRAINING			
29.13	Training for the Fleet Services Technicians shall be performed at each two (2) MaineDOT Fleet Services maintenance facilities. Technician training, shall include but not limited to the following: trouble shooting, and test procedures for Electrical System, Drive Train, Engine and Transmission Electronics Training and shall take place on the 11 th month from the vehicle in-service date, prior to the expiration date of the vehicle warranty (unless a conflict of scheduling arises in which case the proposed training dates may need to be extended). Training # of # of	\$ 350 per day		

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	Requirements	Hours	Technicians		
	Engine	16	Up to 15		
	Electrical System	16	Up to 15		
	Transmission	8	Up to 15		
	Heater/HVAC	8	Up to 15		
	Pricing information required with bid.				
29.14	Any and all training must be performed by a factory certified trainer and not by sales personnel.			\$ X	
29.15	MaineDOT Fleet Services will require a refresher/follow-up training on Engine, Electrical, Transmission and HVAC systems on 11 th month of the second year from the vehicle in-service date. Pricing information required with bid.			\$ 350 per day	
	GENERAL OPTIONS				
29.16	MaineDOT hourly rate for service or repairs at awarded Bidder's facility. Pricing information required with bid.			\$ \$93.60 HR	2019--2020

BID SUBMISSION REQUIREMENTS:

In addition to required information as exhibited in the specifications, the Bidder shall also provide:

- Warranty and extended warranty data for chassis, cab, and all sub-components.
- Specifications on the proposed Engine, Transmission, and Chassis.
- A computer analysis of the proposed engine, transmission, rear end combination which is being offered must be provided with bid returns.
- Manufacturer's web-based Service Information site.
- Failure to supply the required documentation may render the bid non-responsive.

Prior to any vehicles being accepted by, and any partial payment being made by MaineDOT/Fleet Services, all vehicles will be inspected for compliance to these Technical specifications. The inspections will be performed by MaineDOT/Fleet Services or their designated representative.

Commodity Line #2 Specifications

Thirty-Four Thousand (34,000 lb.) GVWR T4X2 Heavy Truck Crew Cab

Thirty-Four Thousand (34,000 lb.) GVWR Crew Cab Truck with automatic transmission. Cab and Chassis designed to mount a Dump Body, with Ice and Snow Removal Equipment

INTENT

It is the purpose and intent of these specifications to describe a base vehicle and options with a Thirty-Four Thousand (34,000) pound GVWR, of substantial and durable construction congruent to practices acceptable to the chassis manufacturer. A vehicle, with a conventional cab (pick up type cabs and expanded roofs are not acceptable). This vehicle will be used in all months of the year pertaining to highway maintenance activities in a climate related to such as that in The State of Maine, by The Maine Department of Transportation. During winter maintenance, the vehicles main purpose will be the removal of ice and snow, sanding and salting which necessitates the installation of a myriad of controls, radios, etc. To accommodate these controls and provide acceptable operator ergonomics and comfort it is imperative that the truck cabs provide as much clear interior space as possible. The cab width must be a minimum of 70” interior door to interior door while the dash board, heater and other appurtenances must not diminish interior clear space for the installation of controls, radios, etc. The chassis is to be the heaviest duty available with all possible options to make it a heavy-duty vehicle.

The purpose of the BBC dimension is strictly to provide guidance in the selection of the appropriate make and model. Reasonable allowances will be made for the BBC dimension provided that intrusion of engine or doghouse into the cab is kept to an absolute minimum. The seats must be a premium high back and the most comfortable available with a minimum of 5” of vertical travel in the air suspended driver's seat. At full vertical driver seat height, there must be sufficient head, chest and lower torso clearance to both the roof and the steering wheel for individuals of larger than normal stature.

If cab mounted air ride suspension is provided as standard equipment by the manufacturer, then the vertical exhaust must be either cab mounted (which is preferred) or additional CA must be added to accommodate the frame mounting of the exhaust. Additionally, and for any other reason, if the exhaust system intrudes upon or diminishes useable CA then additional CA must be added to accommodate the loss. Fuel tanks must not extend past the rear of the cab.

It will also be the responsibility of the Bidder and/or Vehicle manufacturer to supply any and all “factory plow truck option packages” necessary to facilitate the assembly of the truck chassis and the

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related components supplied by others (such as the body and plow vendors) into a completed and fully functional plow truck. This would refer to inclusion of but not to be limited to special plow truck spring and suspension components, plow truck wiring harnesses, electrical relays, additional electronic speedometer feeds, plow truck light harnesses, etc. MaineDOT/Fleet Services must approve the “factory plow truck option packages,” prior to purchases or assembly.

COMPLETENESS

The price quoted in any proposal submitted shall include all items of labor, materials, tools, equipment, and other costs necessary to fully complete the manufacture and delivery of the vehicle pursuant to these specifications.

Any part or detail which makes the vehicle complete and ready for service shall not be omitted, even though such part or detail is not mentioned in these specifications.

CONFORMITY

All parts not specified shall be manufacturer’s best quality and shall conform in materials, design, or workmanship to the best practice known in the automobile industry. All parts shall be new and in no case will used, reconditioned or obsolete parts be accepted. The parts on all vehicles provided by the manufacturer should be interchangeable.

INSTRUCTIONS FOR COMPLETING TECHNICAL SPECIFICATION SHEET

Please complete the checklist for technical specifications set forth below.

Electronically enter responses directly into the text-enabled fields next to each specification, including actual dimensions when applicable. Each Bidder must indicate whether it can meet the technical specifications by inserting an “X” next to each specification. The “X” will demonstrate that the Bidder’s offering meets the technical specification. If a Bidder cannot meet a technical specification, then the Bidder must give an explanation for each exception and for equipment that is not available or that will be dealer installed. All explanations must be provided in detail on separate pages along with the justification as to why the alternative equipment or deliverables will be as good as the equipment or deliverables described in the detailed specifications for desired items. A copy of the vendor specification proposal must be provided. Following these instructions is essential for proper bid evaluation.

If a Bidder fails to provide requested information or if information on a quote is found to be false or misleading, the quote will be rejected as unresponsive. The award will be made on a best value basis to the vendor that either meets or most closely meets the specifications, while taking price and delivery into consideration.

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CREW CAB PATROLS

The following abbreviations must be used:

X	As specified
N/A	Not Available
DI	Dealer Installed
AE	Approved Equal

	2.0 ENGINE The proposed diesel engine <u>must</u> comply with the New Motor Vehicle Emission Standards issued by the Maine Department of Environmental Protection in the Code of Maine Rules (06-096 CMR Chapter 127).	Abbreviation	Actual Dimension	Notes
2.1	IHC, Volvo, Cummins, Detroit, Mack or Paccar	X		
2.2	300 H.P. minimum	X		
2.3	800 lbs. ft. torque, minimum	X		
2.4	Adapter for Spicer coupler 2-2-479 on crankshaft, factory installed	X		
2.5	Engine idle time history must be maintained and accessible from the truck's onboard computer system.	X		
2.6	Stainless Steel oil pan or approved equal	DI		
2.7	A wet sleeve engine.	X		
2.8	Proven history of application in similar service.	X		
2.9	Turbocharger	X		
2.10	Oil cooled.	X		
2.11	Extreme service oil filtration system (no remote mount filter assembly will be accepted).	X		
2.12	Magnetic oil drain plug.	X		

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2.13	Engine block heater 115 volts with 1,250 watts, receptacle with spring operated lid mounted under driver's door.	A/E		1000Watt coolant, 150 Watt oil pan
	3.0 TRANSMISSION	Abbreviation	Actual Dimension	Notes
3.1	Dedicated ground speed wire shall be accessible inside the cab for connection to spreader controls.	X		
3.2	Synthetic oil must be provided.	X		
3.3	PTO openings.	X		
3.4	Magnetic oil plug.	X		
3.5	Input rated at not less than 125% of net engine torque.	X		
3.6	Must have 2" input shaft.	X		
3.7	Stainless Steel transmission cooler.	N/A		
3.8	Allison Transmission Model 3500RDS (1-5) or approved equal	X		6 speed
3.9	Push button selector to be flush mounted in dash or OEM counsel.	X		
3.10	Fourth generation electronic control shift selector with 2009 prognostic feature.	X		
3.11	Third gear hold option	X		
3.12	Additional stainless-steel transmission cooling must be supplied.	N/A		
3.13	Factory filled with TranSynd or Tes 295 equivalent fluid.	X		
3.14	Allison transmission electronic control module shall be relocated inside the cab to minimize exposure to corrosive elements.	DI		Factory PDI Center to relocate control module inside Cab

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	4.0 STEERING	Abbreviation	Actual Dimension	Notes
4.1	Must not interfere with plow application. Manufacturer's turning radius summary must be submitted with bid.	X		
4.2	Turning radius must not exceed a maximum distance of (33') thirty-three feet.	X	31.1'	
4.3	Heavy-duty design suitable for snowplow and dump truck service.	X		
4.4	Ample gear reduction for off highway operation.	X		
4.5	Integral power steering or factory installed hydraulic boosters.	X		
	5.0 DRIVELINE	Abbreviation	Actual Dimension	Notes
5.1	Driveline to be heavy-duty and factory balanced.	X		
5.2	Universal joints on driveline SPL250HD.	A/E		Spicer SPL170
	6.0 REAR AXLE	Abbreviation	Actual Dimension	Notes
6.1	Driver controlled differential power divider. The differential shall be equipped with a safety feature, that will automatically disengage the locking differential at a speed of approximately 20 MPH.	X		
6.2	Prefer Meritor RS23-160, 23,000 lb. capacity single reduction rear.	X		
6.3	Rear end ratio should be 5.38 drive line ratio or a similar ration approved through Allison Scan Review report.	X		
6.4	Magnetic oil drain plug.	X		
6.5	Oil lubricated and sealed wheel bearings.	X		

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6.6	Synthetic oil must be provided.	X		
	7.0 REAR SPRINGS AND SUSPENSION	Abbreviation	Actual Dimension	Notes
7.1	31,000 lbs. capacity rear main springs, minimum.	N/A		30,000 lbs.
7.2	Clearance between inner dual tires and suspension system and break chambers shall not be less than 2”.	X		
7.3	All hardware shall be designed for extreme service.	X		
7.4	Helper springs shall be multi-leaf design and largest capacity.	X		
7.5	Spring mounting brackets and hardware (including shackles) shall be designed for extreme service.	X		
7.6	Main spring assembly shall be double wrapped front and rear.	N/A		
7.7	If a rear suspension is supplied utilizing torque arms with front and rear floating spring hangers, then a transverse torque arm from the frame to the top of the differential housing must also be supplied.	N/A		

	8.0 FRONT AXLE	Abbreviation	Actual Dimension	Notes
8.1	16,000 lb. minimum capacity set forward axle.	X		
8.2	Wide track, I-beam type with a minimum 50 degree turn angle.	X		
8.3	Set forward Axle suitable for snow plow and dump truck service.	X		
8.4	King pins to be metallic bushings with Zerk type grease fittings at all bushing locations.	X		

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8.5	Prefer double king pin locks in axle.	X		
8.6	Heavy-duty double acting shock absorbers.	X		
8.7	Synthetic oil lubricated and sealed wheel bearings with visible oil supply. Wheel bearings to be rated at 16,000 lb. minimum capacity.	X		
8.8	Largest capacity power steering reservoir with filter located for ease of service.	X		
8.9	Flexible fender extensions must be provided for the front fender wells if necessary to protect the hood and cab from wheel spray and splash.	X		
	9.0 FRONT SPRINGS	Abbreviation	Actual Dimension	Notes
9.1	Spring capacity L.H. 9,000 lbs. at ground minimum, multi-leaf or combination of multi-leaf spring and helper. Additional leaves added to factory spring to meet specs are not acceptable.	X		9,500 L/H
9.2	Spring capacity R.H. 9,000 lbs. at ground minimum, multi-leaf or combination of multi-leaf spring and helper. Additional leaves added to factory spring to meet specs are not acceptable.	X		10,500 R/H
9.3	Heavy-duty suspension designed to support plow or vee plow and wing in travel position and under full ballast load with no appreciable sag or deflection on either side. (1" + or -1/2").	X		
9.4	Spring mounting hardware and brackets (including shackles) to be H.D.	X		
9.5	The complete suspension system, but especially the front springs, must be designed, constructed or reconstructed/reinforced if necessary to substantially transfer weight to the rear axle	X		

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	and rear wheels/suspension opposite the wing to prevent the unloading of this axle with plow gear and plows in the up or carry position with an empty body.			
	10.0 AIR/BRAKE SYSTEM	Abbreviation	Actual Dimension	Notes
10.1	Front brakes 16½ x 6” air brakes	X		
10.2	Rear brakes 16½ x 7”	X		
10.3	Long stroke 3” brake chambers 30/30 long stroke Haldex Life Seal chambers on rear axles. Front brake chambers to be Haldex Life Seal	X		
10.4	Haldex automatic brake adjusters on all axles.	X		
10.5	Bendix Tu Flo 500 air compressor lubricated via the engine lube system.	A/E		Cummins 18.7 CFM
10.6	Dual air brake system.	X		
10.7	Bendix AD-IP air dryer, to include heater.	N/A		Bendex AD-IS
10.8	Pull drains on each reservoir with the loose end of the cable attached professionally in a location that is easily accessible to the operator.	X		
10.9	Reservoir to have ample road clearance and be of sufficient reserve capacity to support all vehicle air accessories and systems and have capacity to also support a tag-along trailer.	X		
10.10	Semitrailer connections and breakaway valve mounted on the rearmost cross member in such a way as not to interfere with proper placement of lights, pintle hook or license plates.	X		

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10.11	Hand control valve (trolley valve) mounted on the steering column to operate the semitrailer.	N/A		Dash mounted
10.12	Air horn.	X		
10.13	Air compressor to have dry filtered air inlet.	X		
10.14	Front and rear S cam brakes preferred.	X		
10.15	All brakes must have backing plates.	X		
10.16	All brake air lines will be run in the same locations.	X		
	11.0 ELECTRICAL SYSTEM	Abbreviation	Actual Dimension	Notes
11.1	12 volt Leece-Neville 160-amp capacity alternator Model 2800JB/BLD 2309.	N/A		DR 160 AMP brushless
11.2	Delco 39 Gear Reduction starter with overcrank protection.	X		
11.3	Three (3) 12 volt batteries, 2700 CCA @ 0° F, 104-amp hour capacity, minimum, maintenance free type, must be mounted on frame rail to accommodate and not interfere with mounted snow plow equipment.	N/A		(2) 12 volt 2250 CCA
11.4	Enclosed battery compartment with proper ventilation to the outside atmosphere.	X		
11.5	All exterior wiring to be of salt resistant type in suitable loom or conduit. Waterproof plug type connectors to be used at all exposed locations. All connections not waterproofed must be shrink wrapped.	X		
11.6	Manually operated lockable master battery disconnect switch location is not be mounted on the floor or in the environment, preferability in cab where it's readily accessible to operator. The battery disconnect switch break on the negative cable side.	N/A		Mounted on floor outboard of driver's seat

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11.7	Sealed battery cable ends, color-coded. (Red + Pos., Black-Neg.).	X		
11.8	Trailer feed circuit to rear of frame includes: Combined Trailer Stop, Tail, Turn, Marker Light, Trailer ABS. Wiring connections location to be inside cab for mounting DOT electric brake control.	X		
11.9	A complete "AS BUILT" wiring schematic manual on CD or Thumb Drive required to be supplied. A sample wiring schematic required to be supplied with the bid proposal.	N/A		All wiring diagrams are online by vin#
11.10	All electrical connections are required to be treated with di-electric grease.	X		
11.11	All electrical cable will be run in the same locations on all units.	X		
	12.0 FRAME	Abbreviation	Actual Dimension	Notes
12.1	Single Heavy-Duty Channel Frame Rail powder coated with a minimum of PSI 1200,000, Section Modulus 22.12, RBM 2,654,400.	N/A	7/16"x 3 9/16" x 11 1/8"	120,000 PSI 21.60 SM 2,592,000 RBM
12.2	Straight channel frame rail suitable for heavy-duty plow and dump truck service.	X		
12.3	Fish plates not acceptable.	X		
12.4	Frame designed as not to interfere with Spicer crankshaft coupler 2-2-79.	X		
12.5	All heavy-duty gusseted cross members	X		
12.6	Frame extension are required to meet the same standard as truck frame if extensions are required.	X		

	13.0 FUEL SYSTEM	Abbreviation	Actual Dimension	Notes
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13.1	Heavy-duty aluminum, minimum 2-inch wide straps with rubber shims/liners must be used.	N/A		Painted steel straps
13.2	Tank <u>must not</u> extend past the rear of the cab.	X		
13.3	Aluminum step type fuel tank with a minimum capacity of 70 gallons.	X		
13.4	Non-skid step.	X		
13.5	12" minimum road clearance mandatory.	X		
13.6	Manually operated hand fuel primer pump.	X		
13.7	Fuel lines to be the appropriate flexible type line.	X		
13.8	Tanks to be vented in such a manner to prevent fuel spillage if operating on a slope or on level ground with tank full and fuel warm.	X		
	14.0 WHEELS AND TIRES	Abbreviation	Actual Dimension	Notes
14.1	One piece white powder coat painted, tubeless heavy load application 10 hole, 285 mm rims, <ul style="list-style-type: none"> • F) 9.0 X 22.5 with 7.0" wheel off set Accuride A29300PW • R) 8.25 X 22.5 with 6.62" wheel off set Accuride A29169PW 	X		
14.2	Wheels, rims and tires shall provide tire chain clearance without use of adapters, spacers, spoke extensions etc., local modifications not acceptable.	X		
14.3	Rear tires shall be the Bridgestone M799 model tread design or approved equal with an approved manufacture, Bridgestone, Michelin, or Continental brand.	X		

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14.4	Front tires shall be the Bridgestone M860A model tread design or approved equal with an approved manufacture, Bridgestone, Michelin, or Continental brand.	A/E		Bridgestone M870
14.5	Front 315/80R 22.5 LRL radial tubeless tire (L ply rating).	X		
14.6	Rear 11R X 22.5 LRH radial tubeless tire with it (H ply rating).	X		
14.7	13.5" Dual wheel spacing required.	X		
14.8	Liquid tire balancer KTB tire treatment (U.S. EPA approved).	DI		
14.9	Heavy-duty 5 hand hole hub piloted wheel system.	X		
14.10	Lead wheel weight will not be accepted.	X		
14.11	Each unit shall be delivered with one mounted spare front tire and one mounted spare rear tire. Tires shall have the liquid balancer installed.	X		
	15.0 COOLING SYSTEM	Abbreviation	Actual Dimension	Notes
15.1	Radiator and mounts shall be designed and installed so as not to interfere with Spicer crankshaft coupler 2-2-79.	X		
15.2	Space shall be provided under or through radiator to mount crankshaft driven hydraulic pump.	X		
15.3	Non-silicone type radiator and coolant lines.	X		
15.4	Radiator core and tanks shall be of heavy-duty design and construction.	X		
15.5	Ample capacity for continuous high engine output under extreme temperatures and/or operating conditions.	X		

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15.6	Heavy-duty mounting brackets and hardware.	X		
15.7	Two-stage fan clutch.	X		
15.8	Coolant shall be Extended Life rated for –35 degrees upon delivery to MaineDOT Fleet Services.	X		
	16.0 EXHAUST	Abbreviation	Actual Dimension	Notes
16.1	Vertical exhaust designed and installed so as not to interfere with any customer installed accessories (i.e. snow plows, hydraulic tanks, etc.).	X		
16.2	Exhaust deflector elbow	X		
16.3	Heavy-duty mounting brackets, elbows, piping and expansion joints.	X		
16.4	Aluminized horizontal muffler.	X		stainless
16.5	Exhaust System design to keep noise to lowest practical level in accordance with Federal Regulations.	X		
	17.0 FILTERS	Abbreviation	Actual Dimension	Notes
17.1	Heavy-duty dry type air filter	X		
17.2	Operator's controlled snow valve for drawing air directly under engine hood is mandatory to prevent snow from clogging air filter. A seasonal two-way air inlet control valve is mandatory. Must be factory installed and clearly marked for use.	X		
17.3	All filters must be mounted to facilitate ease of servicing.	X		
17.4	Disposable spin on type oil and fuel filters.	X		

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17.5	Local filter installations or modifications are not acceptable.	X		
17.6	Fuel filter on the inlet or suction side of the injection pump <u>required</u> .	X		
	18.0 CAB	Abbreviation	Actual Dimension	Notes
18.1	To accommodate the controls and provide acceptable operator ergonomics and comfort it is imperative that the truck cabs provide as much clear interior space as possible. The cab width must be a minimum of 70" interior door to interior door while the dash board, heater and other appurtenances must not diminish interior clear space for the installation of controls, radios, etc. The chassis is to be the heaviest duty available with all possible options to make it a heavy-duty vehicle.	X		
18.2	Ergonomic integrated dash, minimum of fourteen (14) (factory installed) in ergonomic dash, low amperage switches with LED lighting. Three (3) colored LED lighted indicators controllable by means of relays. Circuit must support 20 amps, controlled by Remote Power Modules, installed inside cab to allow MaineDOT easy component wiring installation. All switches to be professionally labeled using factory laser cut plastic inserts.	X		
18.3	Standard BBC dimension approximately 135".	X		156"
18.4	Hood and fender to be of one piece design, tilt forward type with factory installed side access panels to provide safe, easy, complete access to the engine compartment for daily service (including coolant check) and periodic maintenance with full plow gear (including wing and post) installed. NOTE: Plow gear will not be moved or modified to accommodate hood opening.	X		

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18.5	Hood fenders must be designed to be no lower than the bottom of fuel tank and be secured tightly to prevent sailing. If need wind sail brackets are acceptable.	X		
18.6	Tilt and telescoping steering wheel.	X		
18.7	Four door crew cab with seating for five (5) occupants.	X		
18.8	All marker lights shall be LED type.	X		
18.9	Dome light shall have independent switch and shall not interfere with the Departments two-way radio.	X		
18.10	Cab heater shall be highest capacity available.	X		
18.11	Automatic low oil pressure/high temperature warning system wired in such a way as not to be easily accessible to the operator and be operational only when ignition switch is on.	X		
18.12	Heavy-duty 2-speed minimum, electrically operated windshield wipers with time delay.	X		
18.13	Dual sun visors.	X		
18.14	Dual outside mirrors shall be no less than 16" x 7" with integrated convex mirrors on both sides with marker light. All mirrors shall be 4-way electronically adjustable and heated.	X		
18.15	Exterior cab grab handle driver side.	X		
18.16	Exterior cab grab handle, passenger side.	X		
18.17	Seat belt webbing shall be a highly visible, bright orange in color.	X		
18.18	Driver's seat shall be a premium high back cloth covered seat which will incorporate the following features/options:	X		

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	<ul style="list-style-type: none"> a. adjustable dampening of the shock absorber b. wide seat cushion c. air controlled triple lumbar support d. front and rear seat cushion adjustment e. fore/aft seat track adjustment f. adjustable reclining backrest g. air adjustable back rest bolsters h. air adjustable seat cushion bolsters i. dual folding seat armrests j. five (5)-year warranty seat 	<ul style="list-style-type: none"> X X X X X X X X X N/A 			5 yr. warranty is not available
18.19	The passenger seat shall be a deluxe or premium air-suspension seat with adjustable reclining backrest and lumbar support.	X			
18.20	Instruments to include but not limited to: Oil pressure gauge, Water temperature gauge, Fuel gauge, Brake warning lights, low air pressure light and alarm, voltmeter, Tachometer, air pressure gauge, Air filter restriction gauge and all gauges shall be properly marked and illuminated. (Transmission temp gauge with Automatic).	X			
18.21	Windshield shall be constructed with tinted glass.	X			
18.22	Full coverage insulated floor mat.	X			
18.23	All pedals are to be suspended off floor	X			
18.24	Heavy-duty insulated closed cab construction. Cab insulation rating required with bid.	N/A			Proposal includes "Premium Insulation" but unable to find a decibel rating
18.25	Stationary grill is highly preferred to increase engine accessibility when plow hardware is attached.	X			
18.26	12 Volt power port outlet and USB port.	X			

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18.27	Back-up alarm	X		
18.28	All vehicles to be keyed alike and supplied with 2 keys.	X		
18.29	Fresh air intake for heater/defroster must be protected or designed and installed to prevent entrance of sand/salt.	X		
18.30	Radiator grill openings to be of such size and design to protect radiator core from road debris of approximately $\frac{5}{8}$ " diameter.	X		
18.31	AM-FM radio with Bluetooth	X		
18.32	Suitable heavy-duty full width front bumper must be supplied on vehicle.	X		
18.33	Conventional cab - expanded, modified or bubble roof unacceptable.	X		
18.34	Daytime running headlights.	X		
18.35	Sealed beam headlights of halogen type.	X		
18.36	Air conditioning.	X		
18.37	Cruise control	X		
	19.0 PAINT	Abbreviation	Actual Dimension	Notes
19.1	Base coat clear coat paint.	X		
19.2	Color True Blue Metallic Dupont #M6620	X		
19.3	Chassis frame semi-gloss black enamel.	X		
19.4	Wheels white powder coated.	X		
19.5	Cab interior Gray.	X		
	20.0 WHEELBASE AND CA	Abbreviation	Actual Dimension	Notes

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20.1	Wheelbase shall be approximately 220" or no longer or shorter than is essential for mounting a 10', 5-cubic yard front dump body with 12" overhang and 20" minimum space between cab and body for mounting plow tower.	X		
20.2	Cab axle dimension shall be approximately 108".	X		
20.3	WB & CA shall accommodate a 5-cubic yard body and hoist and a rear tower hydraulic assembly for a wing plow.	X		
20.4	AF dimension must allow for minimum 12' of frame to extend past rear tires to facilitate mounting of the dump body.	X		
20.5	Clean, unobstructed CA to facilitate the mounting of plow equipment and body.	X		
	21.0 EMISSIONS	Abbreviation	Actual Dimension	Notes
21.1	A certification that states each new truck is equipped with a heavy-duty diesel engine (HDDE) that complies with, the New Motor Vehicle Emission Standards issued by the Maine Department of Environmental Protection in, the Code of Maine Rules (06-096 CMR Chapter 127).	X		

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	22.0 PROGRAMMING	Abbreviation	Actual Dimension	Notes
22.1	No engine idle time shall accumulate when combination of “engine is running, parking brakes are released and the transmission is in gear and over 2 mph”.	X		
22.2	Parking brake alarm, Electric horn sounds repeatedly when parking brake is not engaged with ignition off and driver’s door open.	X		
22.3	All switches and indicators must be configured and labeled per MaineDOT specifications.	X		
22.4	Onboard dash diagnostic	X		
22.5	Driver controlled locking differential. The differential shall be equipped with a safety feature, that will automatically disengage the locking differential at a speed of approximately 20 MPH.	X		
22.6	Cruise control to be set as low as possible (max 25 mph).	X		
22.7	Top speed to be set at 75 mph.	X		
22.8	PTO speed set at 1200 rpm.	X		
22.9	Record and view MPG at the Dash Cluster.	N/A		
22.10	Windshield wipers shall be automatically forced to slowest intermittent speed when the parking brake is set and wipers left on for a predetermined time.	X		
	23.0 WARRANTY	Abbreviation	Actual Dimension	Notes
23.1	Terms and conditions of warranty must be provided with bid proposal (Warranty must	X		

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	be clearly defined and all components covered must be clearly listed and identified).			
23.2	In-Service Date: Warranty on vehicles (not placed in service immediately because of time lag due to installation of plow components, special equipment, seasonal usage or other delays) shall be warranted from the date the vehicle is actually placed in service. MaineDOT Fleet Services Augusta shall notify the vendor in writing of "in service" date.	X		
23.3	During the term of the manufacturer's warranty Fleet Services reserves the right to perform any and all warranty "in house" to meet operational needs or demand with the exception of major engine, transmission and rear axle rebuild or repair unless pre-authorization by vendor. Fleet Services will recover all parts and labor cost as allowed by manufacturer's flat rate manual OEM parts may be supplied at no cost by the manufacturer, dealer or may be purchased by Fleet Services on the open market to meet operational demand. Any and all defective parts will be returned to the manufacturer or dealer upon request.	X		
	24.0 MANUALS	Abbreviation	Actual Dimension	Notes
24.1	One (1) operator's manual per unit.	X		
24.2	Ten (10) Shop equipment repair manuals, CDs or Thumb Drive	X		
24.3	Ten (10) Engine shop manuals, CDs or Thumb Drive	N/A		Online only
24.4	Ten (10) Equipment parts manuals, CDs or Thumb Drive	X		
24.5	Ten (10) Engine parts manuals, CDs or Thumb Drive	N/A		Online only

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	25.0 TRAINING	Abbreviation	Actual Dimension	Notes
25.1	All manufacturer's training programs being offered, shall be defined in detail and a writing proposal of what those programs will entail and submitted with bid packet.	X		
25.2	Training for Operation and Maintenance personnel to be performed by a factory certified trainer only. To include a minimum of 4 hours of training to take place within the 5 MaineDOT Regions within the State. This Training may be videotaped by MaineDOT for future use by MaineDOT trainers.	X		
25.3	Any applicable training material, (i.e., video tapes, manuals, CD, etc.) which is available for the components, systems or equipment, etc. must be supplied by the vendor, manufacturer, or dealer to MaineDOT with written permission for MaineDOT to duplicate such at will for in-house usage/training.	X		
	26.0 GENERAL	Abbreviation	Actual Dimension	Notes
26.1	All manuals, CDs or Thumb Drives should be delivered prior to acceptance of the final chassis.	X		
26.2	Chassis to be completely serviced, tuned up, wheels balanced (front) and steering geometer. Documentation of such service must be provided pertaining to each vehicle upon delivery.	X		
26.3	Vehicles offered must comply with all applicable Federal and State of Maine Regulations. Certified GVWR must be furnished.	X		
26.4	It is the responsibility of the chassis manufacturer to provide or reposition components to provide "clear frame" for	X		

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	installation of accessories or accessory equipment.			
26.5	The CA, WB and placement of the body etc. must not cause the summer loaded vehicle to exceed the gross axle weight for special commodities as specified in Title 29-A, Section 2357, 2, A. or B. as appropriate.	X		
	27.0 SERVICES	Abbreviation	Actual Dimension	Notes
27.1	MaineDOT's objective is to have the vendor provide warranty and service at facilities that are as close as possible to localities where the trucks will be used. To that end, MaineDOT desires that the vendors will have warranty and service facilities located within 75 miles of each division headquarters, Scarborough, Augusta, Dixfield, Bangor and Caribou.	X		
27.2	Vendors must provide a list of bidder service center locations.	X		
27.3	Bidders must supply a written explanation describing such things as the locations of the facilities, the times the facilities will be available for use, qualifications of the staff at the facilities and how the vendor will provide warranty and service at these service facilities. (Explain in a written document submitted with the proposal).	X		
	28.0 GENERAL OPTIONS The following items shall be listed and priced separately	Price List all available packages		Notes
28.1	Extended Engine Warranty (Warranty coverage and time frame must be clearly defined and all components covered must be clearly listed and identified).	\$ 2665 -- 48 mos/100K \$ 3310 – 60 mos/100K \$ 4562 – 72 mos/150K		Cummins HD1 which includes the after-treatment system
28.2	Extended Warranty Tow packet (Warranty coverage, time frame and additional cost to MaineDOT must be clearly laid out and described).	\$ 350 – 36 mos \$ 450 – 48 mos \$ 600 – 60 mos		Up to \$550 per each occurrence

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28.3	Vendor is to be (100%) responsible for all transportation costs during standard 12-month warranty period if vehicle is non-drivable.	X		
	29.0 OPTIONS	Abbreviation	Actual Dimension	Notes
	CAB			
29.1	Factory or a factory outfitter's facility installed Dual, Left or Right Driver Controlled Auxiliary Air Bags (double wing vehicles) shall have individual switches to control each air bag. Air bag pricing information required with bid.	Dual Airbags \$ 2790 Left or Right Airbag \$ 1575		Dealer installed Timbren spring L/H or R/H \$750
29.2	Multiplex wiring.	X		
29.3	Power windows, controlled at each door for easy accessibility for both driver and passenger.	N/A		Driver window switch is dash mounted
29.4	Power door locks for both doors controlled at driver's door or at dash panel.	X		
29.5	Heated windshield Pricing information required with bid.	\$ 327		
	PROGRAMMING			
29.6	All doors must unlock when driver's door is open.	N/A		
29.7	All doors must lock once truck reaches 5 mph.	N/A		
29.8	Pre-trip exterior light inspection switch-Engaging light inspection switch will sequentially flash all exterior lights.	X		
	MANUALS			
29.9	MaineDOT shall have free accessibility to manufacturer's web based Service Information program for a period of not less than 5 years. In this program, Fleet, shall have access to all vehicle information by using vehicle VIN #. This program shall	X		

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	include; Parts and Operators manuals, all warranty information, complete troubleshooting & diagnostic and wiring diagrams manuals for the engine and truck chassis. VIN specific “as built” components. (Programs being offered must be provided with bid packet, access code must be provided in bid for MaineDOT to review programs.)	N/A		A live demonstration will be provided by our factory parts/services rep
29.10	Provide ten (10) interface USB-Link Drivers and cables that are compatible to vehicle and laptop. Pricing information required with bid.	\$ 7700		10 units
29.11	Provide ten (10) of the latest version of vehicle interface diagnostic software programs subscriptions that diagnose Engine, Chassis, Transmission, ABS, instrument panels and other electronic functions. The program must support wired or wireless connectivity. Pricing information required with bid.	\$ 7700 annual subscription -Cummins Engine \$2700 annual subscription- Allision Trans \$3000 IT/ME-WABCO ABS \$1250 for upgrades as needed		
29.12	Over a 5 year period the vendor shall provide MaineDOT ten (10) subscriptions of the latest version of vehicle interface diagnostic software. Also, the USB-Link Drivers and Cables if the new version requires USB-Link Drivers and Cables to be update. Pricing information required with bid.	\$ 5000 annual subscriptions-10 units Updated devices will be made available @ dealer cost, whatever that may be		
	TRAINING			
29.13	Training for the Fleet Services Technicians shall be performed at each two (2) MaineDOT Fleet Services maintenance facilities. Technician training, shall include but not limited to the following: trouble shooting, and test procedures for Electrical System, Drive Train, Engine and Transmission Electronics Training and shall take place on the 11 th month from the vehicle in-service date, prior to the	\$ X		

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	expiration date of the vehicle warranty (unless a conflict of scheduling arises in which case the proposed training dates may need to be extended).																		
	<table border="0"> <thead> <tr> <th><u>Training Requirements</u></th> <th># of Hours</th> <th># of Technicians</th> </tr> </thead> <tbody> <tr> <td>Engine</td> <td>16</td> <td>Up to 15</td> </tr> <tr> <td>Electrical System</td> <td>16</td> <td>Up to 15</td> </tr> <tr> <td>Transmission</td> <td>8</td> <td>Up to 15</td> </tr> <tr> <td>Heater/HVAC</td> <td>8</td> <td>Up to 15</td> </tr> </tbody> </table>	<u>Training Requirements</u>	# of Hours	# of Technicians	Engine	16	Up to 15	Electrical System	16	Up to 15	Transmission	8	Up to 15	Heater/HVAC	8	Up to 15			
<u>Training Requirements</u>	# of Hours	# of Technicians																	
Engine	16	Up to 15																	
Electrical System	16	Up to 15																	
Transmission	8	Up to 15																	
Heater/HVAC	8	Up to 15																	
	Pricing information required with bid.																		
29.14	Any and all training must be performed by a factory certified trainer and not by sales personnel.	X																	
29.15	MaineDOT Fleet Services will require a refresher/follow-up training on Engine, Electrical, Transmission and HVAC systems on 11 th month of the second year from the vehicle in-service date. Pricing information required with bid.	\$ 350 per day																	
	GENERAL OPTIONS																		
29.16	MaineDOT hourly rate for service or repairs at awarded Bidder's facility. Pricing information required with bid.	\$ 93.60		2019-2020															

BID SUBMISSION REQUIREMENTS:

In addition to required information as exhibited in the specifications, the Bidder shall also provide:

- Warranty and extended warranty data for chassis, cab, and all sub-components.
- Specifications on the proposed Engine, Transmission, and Chassis.
- A computer analysis of the proposed engine, transmission, rear end combination which is being offered must be provided with bid returns.
- Manufacturer's web-based Service Information site.
- Failure to supply the required documentation may render the bid non-responsive.

Prior to any vehicles being accepted by, and any partial payment being made by MaineDOT/Fleet Services, all vehicles will be inspected for compliance to these Technical specifications. The inspections will be performed by MaineDOT/Fleet Services or their designated representative.

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Commodity Line #3 Specifications

Fifty-Four Thousand (54,000 lb.) GVWR T6X4 Heavy Truck Wheeler Regular Cab

Fifty-Four Thousand (54,000 lb.) GVWR Heavy Truck with Cab and Chassis designed to mount a Dump Body, with Ice and Snow Removal Equipment

INTENT

It is the purpose and intent of these specifications to describe a base vehicle and options with a Fifty-Four Thousand (54,000) pound GVWR, of substantial and durable construction congruent to practices acceptable to the chassis manufacturer. A vehicle, with a conventional cab (pick up type cabs and expanded roofs are not acceptable). This vehicle will be used in all months of the year pertaining to highway maintenance activities in a climate related to such as that in the State of Maine, by MaineDOT. During winter maintenance, the vehicle's main purpose will be the removal of ice and snow, sanding and salting which necessitates the installation of a myriad of controls, radios, etc. To accommodate these controls and provide acceptable operator ergonomics and comfort, it is imperative that the truck cabs provide as much clear interior space as possible. The cab width must be a minimum of 70" interior door to interior door while the dash board, heater and other appurtenances must not diminish interior clear space for the installation of controls, radios, etc. The chassis is to be the heaviest duty available with all possible options to make it a heavy-duty vehicle.

The purpose of the BBC dimension is strictly to provide guidance in the selection of the appropriate make and model. Reasonable allowances will be made for the BBC dimension provided that intrusion of engine or doghouse into the cab is kept to an absolute minimum. The seats must be a premium high back and the most comfortable available with a minimum of 5" of vertical travel in the air suspended driver's seat. At full vertical driver seat height, there must be sufficient head, chest and lower torso clearance to both the roof and the steering wheel for individuals of larger than normal stature.

If cab mounted air ride suspension is provided as standard equipment by the manufacturer, then the vertical exhaust must be either cab mounted (which is preferred) or additional CA must be added to accommodate the frame mounting of the exhaust. Additionally, and for any other reason, if the exhaust system intrudes upon or diminishes useable CA then additional CA must be added to accommodate the loss. Fuel tank must not extend past the rear of the cab.

It will also be the responsibility of the Bidder and/or Vehicle manufacturer to supply any and all "factory plow truck option packages" necessary to facilitate the assembly of the truck chassis and the related components supplied by others (such as the body and plow vendors) into a completed and fully functional plow truck. This would refer to inclusion of, but not to be limited to, special plow truck

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spring and suspension components, plow truck wiring harnesses, electrical relays, additional electronic speedometer feeds, plow truck light harnesses, etc. MaineDOT Fleet Services must approve the “factory plow truck option packages,” prior to purchases or assembly.

COMPLETENESS

The price quoted in any proposal submitted shall include all items of labor, materials, tools, equipment, and other costs necessary to fully complete the manufacture and delivery of the vehicle pursuant to these specifications.

Any part or detail which makes the vehicle complete and ready for service shall not be omitted, even though such part or detail is not mentioned in these specifications.

CONFORMITY

All parts not specified shall be manufacturer’s best quality and shall conform in materials, design, or workmanship to the best practice known in the automobile industry. All parts shall be new and in no case, will used, reconditioned or obsolete parts be accepted. The parts on all vehicles provided by the manufacturer should be interchangeable.

INSTRUCTIONS FOR COMPLETING TECHNICAL SPECIFICATION SHEET

Please complete the checklist for technical specifications set forth below.

Electronically enter responses directly into the text-enabled fields next to each specification, including actual dimensions when applicable. Each Bidder must indicate whether it can meet the technical specifications by inserting an “X” next to each specification. The “X” will demonstrate that the Bidder’s offering meets the technical specification. If a Bidder cannot meet a technical specification, then the Bidder must give an explanation for each exception and for equipment that is not available or that will be dealer installed. All explanations must be provided in detail on separate pages along with the justification as to why the alternative equipment or deliverables will be as good as the equipment or deliverables described in the detailed specifications for desired items. A copy of the vendor specification proposal must be provided. Following these instructions is essential for proper bid evaluation.

If a Bidder fails to provide requested information or if information on a quote is found to be false or misleading, the quote will be rejected as unresponsive. The award will be made on a best value basis to the vendor that either meets or most closely meets the specifications, while taking price and delivery into consideration.

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WHEELERS

The following abbreviations must be used:

X	As specified
N/A	Not Available
DI	Dealer Installed
AE	Approved Equal

	2.0 ENGINE The proposed diesel engine <u>must</u> comply with the New Motor Vehicle Emission Standards issued by the Maine Department of Environmental Protection in the Code of Maine Rules (06-096 CMR Chapter 127).	Abbreviation	Actual Dimension	Notes
2.1	IHC, Volvo, Cummins, Detroit, Mack or Paccar	X		
2.2	410 H.P. minimum	X		
2.3	1,450 lbs. ft. torque, minimum	X		
2.4	Adapter for Spicer coupler 2-2-479 on crankshaft, factory installed	X		
2.5	Engine idle time history must be maintained and accessible from the truck's onboard computer system.	X		
2.6	Stainless Steel oil pan or approved equal	N/A		Composite
2.7	A wet sleeve engine.	X		
2.8	Proven history of application in similar service.	X		
2.9	Turbocharger	X		
2.10	Oil cooled.	X		
2.11	Extreme service oil filtration system (no remote mount filter assembly will be accepted).	X		
2.12	Magnetic oil drain plug.	X		

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2.13	Engine block heater 115 volts with 1,250 watts, receptacle with spring operated lid mounted under driver's door.	X		
2.14	Three level engine manufacture Engine/Jacob's brake required.	X		
	3.0 CLUTCH	Abbreviation	Actual Dimension	Notes
3.1	Clutch to be manually adjusted Eaton/Fuller EZ Pedal (no self-adjusting).	N/A		Self-adjusting
3.2	Heavy-duty 14.5" dual plate, coaxial dampened.	X		15.5"
3.3	Cast iron pressure plate, manually adjustable, with grease-able throw out bearing.	N/A		Self-adjusting
3.4	One (1) piece torque limiting clutch brake.	X		
	4.0 TRANSMISSION	Abbreviation	Actual Dimension	Notes
4.1	Dedicated ground speed wire shall be accessible inside the cab for connection to spreader controls.	X		
4.2	Synthetic oil must be provided.	X		
4.3	Fuller RTO 16909ALL or approved equal.	X		
4.4	PTO openings.	X		
4.5	Magnetic oil plug.	X		
4.6	Input rated at not less than 125% of net engine torque.	X		
4.7	Must have 2" input shaft.	X		
4.8	Stainless Steel transmission cooler.	N/A		Aluminum mounted in radiator

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	5.0 STEERING	Abbreviation	Actual Dimension	Notes
5.1	Must not interfere with plow application. Manufacturer's turning radius summary must be submitted with bid.	X		
5.2	Turning radius not to exceed a maximum distance of (33') thirty-three feet.	N/A	39'	
5.3	Heavy-duty design suitable for snowplow and dump truck service.	X		
5.4	Ample gear reduction for off highway operation.	X		
5.5	Dual integral power steering boxes	X		
5.6	Integral power steering or factory installed hydraulic boosters.	X		
	6.0 DRIVELINE	Abbreviation	Actual Dimension	Notes
6.1	Driveline to be heavy-duty and factory balanced.	X		
6.2	Universal joints on driveline SPL250HD.	X		
6.3	Universal joints on inter axle driveline SPL170XL.	X		
	7.0 REAR AXLE	Abbreviation	Actual Dimension	Notes
7.1	Driver controlled differential power divider. The differential shall be equipped with a safety feature, that will automatically disengage the locking differential at a speed of approximately 20 MPH.	X		
7.2	Prefer Meritor RT46-160P, 46,000 lb. tandem axle with power divider (operated by air control on dash).	X		

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7.3	Rear end ratio should be geared to accommodate engine RPM and transmission gear ratios while allowing for higher gradability, a 25% minimum off highway start.	X		
7.4	Magnetic oil drain plug.	X		
7.5	Oil lubricated and sealed wheel bearings.	X		
7.6	Synthetic oil to be provided.	X		
	8.0 REAR SPRINGS AND SUSPENSION	Abbreviation	Actual Dimension	Notes
8.1	46,000 lbs. suspension rating.	X		
8.2	T-Ride Suspension (3-leaf), Turftrax, Chalmer, or Hendrickson Suspension with 4 rear shocks or approved equal.	X		Tuftrax
8.3	Clearance between inner dual tires and suspension system and break chambers not to be less than 2".	X		
8.4	All hardware designed for extreme service.	X		
8.5	If a rear suspension is supplied utilizing torque arms with front and rear floating spring hangers, then a transverse torque arm from the frame to the top of the differential housing must also be supplied.	X		
	9.0 FRONT AXLE	Abbreviation	Actual Dimension	Notes
9.1	20,000 lb. minimum capacity set forward axle.	X		
9.2	Wide track, I-beam type with a minimum 50 degree turn angle.	X		
9.3	Set forward Axle suitable for snow plow and dump truck service.	X		
9.4	King pins to be metallic bushings with Zerk type grease fittings at all bushing locations.	X		

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9.5	Prefer double king pin locks in axle.	X		
9.6	Heavy-duty double acting shock absorbers.	X		
9.7	Synthetic oil lubricated and sealed wheel bearings with visible oil supply. Wheel bearings rated at 20,000 lb. minimum capacity.	X		
9.8	Largest capacity power steering reservoir with filter located for ease of service.	X		
9.9	Flexible fender extensions provided for the front fender wells if necessary to protect the hood and cab from wheel spray and splash.	X		
	10.0 FRONT SPRINGS	Abbreviation	Actual Dimension	Notes
10.1	Spring capacity L.H. 11,500 lbs. at ground minimum, multi-leaf or combination of multi-leaf spring and helper. Additional leaves added to factory spring to meet specs are not acceptable.	X		
10.2	Spring capacity R.H. 11,500 lbs. at ground minimum, multi-leaf or combination of multi-leaf spring and helper. Additional leaves added to factory spring to meet specs are not acceptable.	X		
10.3	Heavy-duty suspension designed to support plow or vee plow and wing in travel position and under full ballast load with no appreciable sag or deflection on either side. (1" + or - 1/2").	X		
10.4	Spring mounting hardware and brackets (including shackles) Heavy Duty type	X		
10.5	The complete suspension system, but especially the front springs, to be designed, constructed or reconstructed/reinforced if necessary to substantially transfer weight to the rear axle and rear wheels/suspension	X		

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	opposite the wing to prevent the unloading of this axle with plow gear and plows in the up or carry position with an empty body.			
	11.0 AIR/BRAKE SYSTEM	Abbreviation	Actual Dimension	Notes
11.1	Front brakes 16½ x 6” air brakes	X		
11.2	Rear brakes 16½ x 7”	X		
11.3	Long stroke 3” brake chambers 30/30 long stroke Haldex Life Seal chambers on rear axles. Front brake chambers to be Haldex Life Seal.	N/A		Bendix Eversure long stroke
11.4	Rear most brake chambers must be mounted forward or rotated higher enough to prevent interference with pavers and shoulder boxes.	X		
11.5	Haldex automatic brake adjusters on all axles.	X		With stainless pins
11.6	Bendix Tu Flo 500 air compressor lubricated via the engine lube system.			
11.7	Dual air brake system.	X		
11.8	Bendix AD-IP air dryer, to include heater.			Bendix AD-IS
11.9	Pull drains on each reservoir with the loose end of the cable attached professionally in a location that is easily accessible to the operator.	X		
11.10	Reservoir to have ample road clearance and be of sufficient reserve capacity to support all vehicle air accessories and systems and have capacity to also support a tag-along trailer.	X		
11.11	Semitrailer connections and breakaway valve mounted on the rearmost cross member in such a way as not to interfere with proper placement of lights, pintle hook or license plates.	X		

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11.12	Hand control valve (trolley valve) mounted on the steering column to operate the semitrailer.	N/A		Dash mounted
11.13	Air horn.	X		
11.14	Air compressor to be dry filtered air inlet.	X		
11.15	Front and rear S cam brakes preferred.	X		
11.16	All brakes require backing plates.	X		
11.17	All brake air lines will be run in the same locations.	X		
	12.0 ELECTRICAL SYSTEM	Abbreviation	Actual Dimension	Notes
12.1	12 volt Leece-Neville 160-amp capacity alternator Model 2800JB/BLD 2309.	N/A		LN 12V 170 AMP AVI 160
12.2	Delco 39 Gear Reduction starter with over crank protection.	X		
12.3	Three (3) 12 volt batteries, 2700 CCA @ 0° F, 104-amp hour capacity, minimum, maintenance free type, to be mounted on frame rail to accommodate and not interfere with mounted snow plow equipment.	X		3375 CCA
12.4	Enclosed battery compartment with proper ventilation to the outside atmosphere.	X		
12.5	All exterior wiring requires salt resistant type in suitable loom or conduit. Waterproof plug type connectors required to be used at all exposed locations. All connections not waterproofed required to be shrink wrapped.	X		
12.6	Manually operated lockable master battery disconnect switch location is not be mounted on the floor or in the environment, preferability in cab where it's readily accessible to operator. The battery	N/A		Mounted outbound of Driver's seat

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	disconnect switch break on the negative cable side.			
12.7	Sealed battery cable ends, color-coded. (Red + Pos., Black-Neg.).	X		
12.8	Trailer feed circuit to rear of frame requirement includes, combined Trailer Stop, Tail, Turn, Marker Light, Trailer ABS.	X		
12.9	A complete "AS BUILT" wiring schematic manual on CD or Thumb Drive required to be supplied. A sample wiring schematic required to be supplied with the bid proposal.	N/A		Online only
12.10	All electrical connections are required to be treated with di-electric grease.	X		
12.11	All electrical cable will be run in the same locations on all units.	X		
	13.0 FRAME	Abbreviation	Actual Dimension	Notes
13.1	Single Heavy-Duty Channel Frame Rail powder coated with a minimum of PSI 1,200,000, Section Modulus 21.12, RBM 2,654,400.	X		120,000 PSI 26.70 SM 3,204,000 RBM
13.2	Straight channel frame rail suitable for heavy-duty plow and dump truck service.	N/A		Partial Liner at front suspension
13.3	Fish plates not acceptable.	X		
13.4	Frame designed as not to interfere with Spicer crankshaft coupler 2-2-79.	X		
13.5	All heavy-duty gusseted cross members	X		
13.6	Frame extension are required to meet the same standard as truck frame if extensions are required.	X		
	14.0 FUEL SYSTEM	Abbreviation	Actual Dimension	Notes

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14.1	Heavy-duty aluminum, minimum 2-inch wide straps with rubber shims/liners must be used.	X		
14.2	Tank <u>must not</u> extend past the rear of the cab.	X		
14.3	Aluminum step type fuel tank with a minimum capacity of 80 gallons.	X		
14.4	Non-skid step.	X		
14.5	12" minimum road clearance mandatory.	X		
14.6	Manually operated hand primer pump.	X		
14.7	Fuel lines to be the appropriate flexible type line.	X		
14.8	Tanks are required to be vented in such a manner to prevent fuel spillage if operating on a slope or on level ground with tank full and fuel warm.	X		
	15.0 WHEELS AND TIRES	Abbreviation	Actual Dimension	Notes
15.1	One piece white powder coat painted tubeless heavy load application 10 hole, 285 mm rims, <ul style="list-style-type: none"> • F) 9.0 X 21.5 with 7.0" wheel off set Accuride A29300PW • R) 8.25 X 21.5 with 6.62" wheel off set Accuride A29169PW 	X		
15.2	Wheels, rims and tires shall provide tire chain clearance without use of adapters, spacers, spoke extensions etc., local modifications not acceptable.	X		
15.3	Rear tires shall be the Bridgestone M799 model tread design or approved equal with an approved manufacture, Bridgestone, Michelin, or Continental brand.	X		

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15.4	Front tires shall be the Bridgestone M860A model tread design or approved equal with an approved manufacture, Bridgestone, Michelin, or Continental brand.	A/E		Bridgestone M870
15.5	Front 315/80R 21.5 LRL radial tubeless tire (L ply rating).	X		
15.6	Rear 11R X 21.5 LRH radial tubeless tire with it (H ply rating).	X		
15.7	13.5" Dual wheel spacing required.	X		
15.8	Liquid tire balancer KTB tire treatment (U.S. EPA approved).	X		
15.9	Heavy-duty 5 hand hole hub piloted wheel system.	X		
15.10	Lead wheel weight will not be accepted.	X		
15.11	Each unit delivered with one mounted spare front tire and one mounted spare rear tire. Tires required to have the liquid balancer installed.	X		
	16.0 COOLING SYSTEM	Abbreviation	Actual Dimension	Notes
16.1	Radiator and mounts shall be designed and installed so as not to interfere with Spicer crankshaft coupler 2-2-79.	X		
16.2	Space shall be provided under or through radiator to mount crankshaft driven hydraulic pump.	X		
16.3	Non-silicone type radiator and coolant lines.	X		
16.4	Radiator core and tanks to be of heavy-duty design and construction.	X		
16.5	Ample capacity for continuous high engine output under extreme temperatures and/or operating conditions.	X		

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16.6	Heavy-duty mounting brackets and hardware.	X		
16.7	Two-stage fan clutch.	N/A		
16.8	Coolant shall be Extended Life rated for –35 degrees upon delivery to MaineDOT Fleet Services.	X		-34
	17.0 EXHAUST	Abbreviation	Actual Dimension	Notes
17.1	Vertical exhaust designed and installed so as not to interfere with any customer installed accessories (i.e. snow plows, hydraulic tanks, etc.).	X		
17.2	Exhaust deflector elbow	X		
17.3	Heavy-duty mounting brackets, elbows, piping and expansion joints.	X		
17.4	Aluminized horizontal muffler.	X		stainless
17.5	Exhaust System design to keep noise to lowest practical level in accordance with Federal Regulations.	X		
	18.0 FILTERS	Abbreviation	Actual Dimension	Notes
18.1	Heavy-duty dry type air filter	X		
18.2	Operator's controlled snow valve for drawing air directly under engine hood is mandatory to prevent snow from clogging air filter. A seasonal two-way air inlet control valve is mandatory. Factory installed and clearly marked for use.	X		
18.3	All filters to be mounted to facilitate ease of servicing.	X		
18.4	Disposable spin on type oil and fuel filters.	N/A		Cartridge type

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18.5	Local filter installations or modifications are not acceptable.	X		
18.6	Fuel filter on the inlet or suction side of the injection pump <u>required</u> .	X		
	19.0 CAB	Abbreviation	Actual Dimension	Notes
19.1	To accommodate the controls and provide acceptable operator ergonomics and comfort it is imperative that the truck cabs provide as much clear interior space as possible. The cab width must be a minimum of 70" interior door to interior door while the dash board, heater and other appurtenances must not diminish interior clear space for the installation of controls, radios, etc. The chassis is to be the heaviest duty available with all possible options to make it a heavy-duty vehicle.	X		
19.2	Ergonomic integrated dash, minimum of fourteen (14) (factory installed) in ergonomic dash, low amperage switches with LED lighting. Three (3) colored LED lighted indicators controllable by means of relays. Circuit must support 20 amps, controlled by a Module, installed inside cab to allow MDOT easy component wiring installation. All switches to be professionally labeled using factory laser cut plastic inserts.	N/A		10 factory switches on 20 AMP circuits
19.3	Standard BBC dimension approximately 112".	X	114'	
19.4	Hood and fender to be of one piece design, tilt forward type with factory installed side access panels to provide safe, easy, complete access to the engine compartment for daily service (including coolant check) and periodic maintenance with full plow gear (including wing and post) installed. NOTE: Plow gear will not be moved or modified to accommodate hood opening.	X		

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19.5	Hood fenders must be designed to be no lower than the bottom of fuel tank and be secured tightly to prevent sailing. If need wind sail brackets are acceptable.	X		
19.6	Tilt and telescoping steering wheel.	X		
19.7	All marker lights to be LED type.	X		
19.8	Dome light required to have independent switch and not interfere with departments two-way radio.	X		
19.9	Cab heater to be highest capacity available.	X		
19.10	Automatic low oil pressure/high temperature warning system wired in such a way as not to be easily accessible to the operator and be operational only when ignition switch is on.	X		
19.11	Heavy-duty 2-speed minimum, electrically operated windshield wipers with time delay.	X		
19.12	Dual sun visors.	X		
19.13	Dual outside mirrors to be no less than 16" x 7" with integrated convex mirrors on both sides with marker light. All mirrors to be 4-way electronically adjustable and heated.	X		
19.14	Exterior cab grab handle driver side.	X		
19.15	Exterior cab grab handle, passenger side.	X		
19.16	Seat belt webbing to be a highly visible, bright orange in color.	X		
19.17	Driver's seat is required to be a premium high back cloth covered seat which will incorporate the following features/options: <ul style="list-style-type: none"> a. adjustable dampening of the shock absorber b. wide seat cushion c. air controlled triple lumbar support d. front and rear seat cushion 	X X X X		Driver seat meet all technical requirements except 5 year warranty

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	adjustment e. fore/aft seat track adjustment f. adjustable reclining backrest g. air adjustable back rest bolsters h. air adjustable seat cushion bolsters i. dual folding seat armrests j. five (5)-year warranty seat	X X X X X N/A		
19.18	The passenger seat is required to be a deluxe or premium air-suspension seat with adjustable reclining backrest and lumbar support.	X		Matches driver seat
19.19	Instruments to include but not limited to: Oil pressure gauge, Water temperature gauge, Fuel gauge, Brake warning lights, low air pressure light and alarm, voltmeter, Tachometer, air pressure gauge, Air filter restriction gauge and all gauges to be properly marked and illuminated. (Transmission temp gauge with Automatic).	X		
19.20	Windshield constructed with tinted glass.	X		
19.21	Full coverage insulated floor mat.	X		
19.22	All pedals are to be suspended off floor.	X		
19.23	Heavy-duty insulated closed cab construction. Cab insulation rating required with bid.	N/A		Proposal includes "Premium Insulation" but unable to find a decibel rating
19.24	Stationary grill is highly preferred to increase engine accessibility when plow hardware is attached.	X		
19.25	12 Volt power port outlet and USB port.	X		
19.26	Back-up alarm	X		
19.27	All vehicles to be keyed alike and supplied with 2 keys.	X		
19.28	Fresh air intake for heater/defroster required	X		

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	to be protected or designed and installed to prevent entrance of sand/salt.			
19.29	Radiator grill openings to be of such size and design to protect radiator core from road debris of approximately 5/8" diameter.	X		
19.30	AM-FM radio with Bluetooth	X		
19.31	Suitable heavy-duty full width front bumper required to be supplied on vehicle.	X		
19.32	Conventional cab - expanded, modified or bubble roof unacceptable.	X		
19.33	Daytime running headlights.	X		
19.34	Sealed beam headlights of halogen type.	X		
19.35	Air conditioning.	X		
19.36	Cruise control	X		
	20.0 PAINT	Abbreviation	Actual Dimension	Notes
20.1	Base coat clear coat paint.	X		
20.2	Color True Blue Metallic Dupont #M6620	X		
20.3	Chassis frame semi-gloss black enamel.	X		
20.4	Wheels white powder coated.	X		
20.5	Cab interior Gray.	X		
	21.0 WHEELBASE AND CA	Abbreviation	Actual Dimension	Notes
21.1	Wheelbase to be approximately 218".	X		
21.2	CA to be approximately 132" with CE of approximately 197" minimum.	X		
21.3	The CA dimension will allow the rear of the body (without an apron) to be within 6" of	X		

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	the most rearward circumference point of the rear tandem tires.			
21.4	WB & CA is required to accommodate a 12-cubic yard body and hoist and a rear tower hydraulic assembly for a wing plow.	X		
21.5	AF dimension requires a minimum 12' of frame to extend past rear tires to facilitate mounting of the dump body.	X		
21.6	Clean, unobstructed CA to facilitate the mounting of plow equipment and body.	X		
	22.0 EMISSIONS	Abbreviation	Actual Dimension	Notes
22.1	A certification that states each new truck is equipped with a heavy-duty diesel engine (HDDE) that complies with, the New Motor Vehicle Emission Standards issued by the Maine Department of Environmental Protection in, the Code of Maine Rules (06-096 CMR Chapter 127).	X		
	23.0 PROGRAMMING	Abbreviation	Actual Dimension	Notes
23.1	<u>No</u> engine idle time shall accumulate when combination of “engine is running, parking brakes are released and the transmission is in gear and over 2 mph”.	X		
23.2	Parking brake alarm, Electric horn sounds repeatedly when parking brake is not engaged with ignition off and driver’s door open.	X		
23.3	All switches and indicators must be configured and labeled per MaineDOT specifications.	X		
23.4	Onboard dash diagnostic	X		
23.5	Brake lights work in conjunction with engine brake.	X		

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23.6	Cruise control to be set as low as possible (max 25 mph).	X		
23.7	Top speed to be set at 75 mph.	X		
23.8	PTO speed set at 1200 rpm.	X		
23.9	Record and view MPG at the Dash Cluster.	X		
23.10	Windshield wipers to be automatically forced to slowest intermittent speed when the parking brake is set and wipers left on for a predetermined time.	X		
	24.0 WARRANTY	Abbreviation	Actual Dimension	Notes
24.1	Terms and conditions of warranty to be provided with bid proposal (Warranty must be clearly defined and all components covered must be clearly listed and identified).	X		
24.2	In-Service Date: Warranty on vehicles (not placed in service immediately because of time lag due to installation of plow components, special equipment, seasonal usage or other delays) to be warranted from the date the vehicle is the actual placed in service. MDOT Fleet Services Augusta will notify the vendor in writing of "in service" date.	X		
24.3	During the term of the manufacturer's warranty Fleet Services reserves the right to perform any and all warranty "in house" to meet operational needs or demand with the exception of major engine, transmission and rear axle rebuild or repair unless pre-authorization by vendor. Fleet Services will recover all parts and labor cost as allowed by manufacturer's flat rate manual OEM parts may be supplied at no cost by the manufacturer, dealer or may be purchased by Fleet Services on the open market to meet operational demand. Any and all defective	X		

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	parts will be returned to the manufacturer or dealer upon request.			
	25.0 MANUALS	Abbreviation	Actual Dimension	Notes
25.1	One (1) operator's manual per unit.	X		
25.2	Ten (10) Shop equipment repair manuals, CDs or Thumb Drive	X		
25.3	Ten (10) Engine shop manuals, CD or Thumb Drive	N/A		Online only
25.4	Ten (10) Equipment parts manuals, CDs or Thumb Drive	X		
25.5	Ten (10) Engine parts manuals, CDs or Thumb Drive	N/A		Online only
	26.0 TRAINING	Abbreviation	Actual Dimension	Notes
26.1	All manufacturer's training programs being offered, shall be defined in detail and a writing proposal of what those programs will entail and submitted with bid packet.	X		
26.2	Training for Operation and Maintenance personnel to be performed by a factory certified trainers only. To include a minimum of 4 hours of training to take place within the 5 MaineDOT Regions within the State. This Training may be videotaped by MaineDOT for future use by MaineDOT trainers.	X		
26.3	Any applicable training material, (i.e., video tapes, manuals, CD, etc.) which is available for the components, systems or equipment, etc. is required to be supplied by the vendor, manufacturer, or dealer to MaineDOT with written permission for MaineDOT to duplicate such at will for in-house usage/training.	X		

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	27.0 GENERAL	Abbreviation	Actual Dimension	Notes
27.1	All manuals, CDs or Thumb Drives should be delivered prior to acceptance of the final chassis.	X		
27.2	Chassis to be completely serviced, tuned up, wheels balanced (front) and steering geometer. Documentation of such service is required to be provided pertaining to each vehicle upon delivery.	X		
27.3	Vehicles offered are required to comply with all applicable Federal and State of Maine Regulations. Certified GVWR is required to be furnished.	X		
27.4	It is the responsibility of the chassis manufacturer to provide or reposition components to provide "clear frame" for installation of accessories or accessory equipment.	X		
27.5	The CA, WB and placement of the body etc. cannot cause the summer loaded vehicle to exceed the gross axle weight for special commodities as specified in Title 29-A, Section 2357, 2, A. or B. as appropriate.	X		
	28.0 SERVICES	Abbreviation	Actual Dimension	Notes
28.1	MaineDOT's objective is to have the vendor provide warranty and service at facilities that are as close as possible to localities where the trucks will be used. To that end, MaineDOT desires that the vendors will have warranty and service facilities located within 75 miles of each division headquarters, Scarborough, Augusta, Dixfield, Bangor and Caribou.	X		
28.2	Vendors are required to provide a list of bidder service center locations.	X		
28.3	Bidders are required to supply a written	X		

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	explanation describing such things as the locations of the facilities, the times the facilities will be available for use, qualifications of the staff at the facilities and how the vendor will provide warranty and service at these service facilities. (Explain in a written document submitted with the proposal).			
	29.0 GENERAL OPTIONS The following items shall be listed and priced separately	Price List all available packages		Notes
29.1	Extended Engine Warranty (Warranty coverage and time frame is to be clearly defined and all components covered to be clearly listed and identified).	\$ 2450 -- 5yr/100k \$ 5175 – 7 yr/150k \$ 5735 – 7 yr/250k		Detroit EW4 includes after-treatment coverage
29.2	Extended Warranty Tow packet (Warranty coverage, time frame and additional cost to MDOT to be clearly laid out and described).	\$ 350 3yr unlimited miles \$ 450 4yr unlimited miles \$ 600 5yr unlimited miles		
29.3	Vendor is to be (100%) responsible for all transportation costs during standard 12-month warranty period if vehicle is non-drivable.	X		
	30.0 AUTOMATIC TRANSMISSION OPTIONS PRICING	Price		Notes
30.1	Allison 4500 Automatic with PTO provision	\$ 8575		Inc. relocating TCU in Cab at PDI center
30.2	I-Shift Automatic with PTO provision	\$ N/A		
30.3	Eaton UltraShift <i>PLUS</i> with PTO provision	\$ 4745		
30.4	Dash or OEM Console mounted push button shift selector.	X Allison	N/A Ultra shirt	STD with Allison
30.5	Temp Gauge	\$15	\$15	
30.6	Automatic transmission with the capability of programing it for plow mode.	X		Performance is standard for plowing

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	31.0 OPTIONS	Abbreviation	Actual Dimension	Notes
	REAR AXLE			
31.1	Locking differential, where all 4 axles are locked. Pricing information required with bid.	\$ 625		
	CAB			
31.2	Factory or a factory outfitter's facility installed Dual, Left or Right Driver Controlled Auxiliary Air Bags (double wing vehicles) shall have individual switches to control each air bag. Air bag pricing information required with bid.	Dual Airbags \$ 2790 Left or Right Airbag \$ 1575		Timbren Spring dealer installed \$750 each side
31.3	Multiplex wiring	X		
31.4	Power windows, controlled at each door for easy accessibility for both driver and passenger.	N/A		Driver's door switch located on dash panel
31.5	Power door locks for both doors controlled at driver's door or at dash panel.	X		
31.6	Heated windshield Pricing information required with bid.	\$ 327		
	PROGRAMMING			
31.7	All doors must unlock when driver's door is open.	N/A		
31.8	All doors required to lock once truck reaches 5 mph.	N/A		
31.9	Pre-trip exterior light inspection switch- Engaging light inspection switch will sequentially flash all exterior lights.	X		
	MANUALS			
31.10	MaineDOT shall have free accessibility to manufacturer's web based Service Information program for a period of not less than 5 years. In this program, Fleet, shall have access to all vehicle information by using vehicle VIN #. This program shall	X		

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	include; Parts and Operators manuals, all warranty information, complete troubleshooting & diagnostic and wiring diagrams manuals for the engine and truck chassis. VIN specific “as built” components. (Programs being offered must be provided with bid packet, access code must be provided in bid for MaineDOT to review programs.)			
31.11	Provide ten (10) interface USB-Link Drivers and cables that are compatible to vehicle and laptop. Pricing information required with bid.	\$ 7700		10 units
31.12	Provide ten (10) of the latest version of vehicle interface diagnostic software programs subscriptions that diagnose Engine, Chassis, Transmission, ABS, instrument panels and other electronic functions. The program must support wired or wireless connectivity. Pricing information required with bid.	\$ 5,000 annual subscription-Detroit Diesel \$2,700 annual subscription-Allison Transmission \$3000 – 1 time - WABCO ABS, \$1250 for upgrades as needed		
31.13	Over a 5 year period, the vendor shall provide MaineDOT ten (10) subscriptions of the latest version of vehicle interface diagnostic software. Also, the USB-Link Drivers and Cables if the new version requires USB-Link Drivers and Cables to be update. Pricing information required with bid.	\$ 5000 annual subscription -10 units Updated devices will be made available @ dealer cost, whatever that may be		
	TRAINING			
31.14	Training for the Fleet Services Technicians will be performed at each two (2) MaineDOT Fleet Services maintenance facilities. Technician training, will include but not limited to the following: trouble shooting, and test procedures for Electrical System, Drive Train, Engine and Transmission Electronics Training and is required to take place on the 11 th month from the vehicle in-service date, prior to the expiration date of the vehicle warranty (unless a conflict of scheduling arises in	\$ \$ 350 per day		

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	which case the proposed training dates may need to be extended).																	
	<table border="0"> <tr> <td><u>Training Requirements</u></td> <td># of Hours</td> <td># of Technicians</td> </tr> <tr> <td>Engine</td> <td>16</td> <td>Up to 15</td> </tr> <tr> <td>Electrical System</td> <td>16</td> <td>Up to 15</td> </tr> <tr> <td>Transmission</td> <td>8</td> <td>Up to 15</td> </tr> <tr> <td>Heater/HVAC</td> <td>8</td> <td>Up to 15</td> </tr> </table>	<u>Training Requirements</u>	# of Hours	# of Technicians	Engine	16	Up to 15	Electrical System	16	Up to 15	Transmission	8	Up to 15	Heater/HVAC	8	Up to 15		
<u>Training Requirements</u>	# of Hours	# of Technicians																
Engine	16	Up to 15																
Electrical System	16	Up to 15																
Transmission	8	Up to 15																
Heater/HVAC	8	Up to 15																
	Pricing information required with bid.																	
31.15	Any and all training is required to be performed by a factory certified trainer and not by sales personnel.	X																
31.16	MaineDOT Fleet Services will require a refresher/follow-up training on Engine, Electrical, Transmission and HVAC systems on 11 th month of the second year from the vehicle in-service date. Pricing information required with bid.	\$ 350 per day																
	GENERAL OPTIONS																	
31.17	MaineDOT hourly rate for service or repairs at awarded Bidder's facility. Pricing information required with bid.	\$ 93.60	2019-2020															

BID SUBMISSION REQUIREMENTS:

In addition to required information as exhibited in the specifications, the Bidder shall also provide:

- Warranty and extended warranty data for chassis, cab, and all sub-components.
- Specifications on the proposed Engine, Transmission, and Chassis.
- A computer analysis of the proposed engine, transmission, rear end combination which is being offered must be provided with bid returns.
- Failure to supply the required documentation may render the bid non-responsive.

Prior to any vehicles being accepted by, and any partial payment being made by MaineDOT/Fleet Services, all vehicles will be inspected for compliance to these Technical specifications. The inspections will be performed by MaineDOT/Fleet Services or their designated representative.

RIDER B
TERMS AND CONDITIONS

- 1. DEFINITIONS:** The following definitions are applicable to these standard terms and conditions:
 - a. The term “Buyer” or “State” shall refer to the Government of the State of Maine or a person representing the Government of the State of Maine.
 - b. The term “Department” or “DAFS” shall refer to the State of Maine Department of Administrative and Financial Services.
 - c. The term “Bureau” or “BGS” shall refer to the State of Maine Bureau of General Services.
 - d. The term “Division” shall refer to the State of Maine Division of Purchases.
 - e. The term “Contractor”, “Vendor”, or “Provider” shall refer to the organization that is providing goods and/or services through the contract to which these standard terms and conditions have been attached and incorporated.
 - f. The term “Contract” or “Agreement” shall refer to the contract document to which these standard terms and conditions apply, taking the format of a Buyer Purchase Order (BPO) or Master Agreement (MA) or other contractual document that is mutually agreed upon between the State and the Contractor.

- 2. WARRANTY:** The Contractor warrants the following:
 - a. That all goods and services to be supplied by it under this Contract are fit and sufficient for the purpose intended, and
 - b. That all goods and services covered by this Contract will conform to the specifications, drawing samples, symbols or other description specified by the Division, and
 - c. That such articles are merchantable, good quality, and free from defects whether patent or latent in material and workmanship, and
 - d. That all workmanship, materials, and articles to be provided are of the best grade and quality, and
 - e. That it has good and clear title to all articles to be supplied by it and the same are free and clear from all liens, encumbrances and security interest.

Neither the final certificate of payment nor any provision herein, nor partial nor entire use of the articles provided shall constitute an acceptance of work not done in accordance with this agreement or relieve the Contractor liability in respect of any warranties or responsibility for faulty material or workmanship. The Contractor shall remedy any defects in the work and pay any damage to other work resulting therefrom, which shall appear within one year from the date of final acceptance of the work provided hereunder. The Division of Purchases shall give written notice of observed defects with reasonable promptness.

3. TAXES: Contractor agrees that, unless otherwise indicated in the order, the prices herein do not include federal, state, or local sales or use tax from which an exemption is available for purposes of this order. Contractor agrees to accept and use tax exemption certificates when supplied by the Division as applicable. In case it shall ever be determined that any tax included in the prices herein was not required to be paid by Contractor, Contractor agrees to notify the Division and to make prompt application for the refund thereof, to take all proper steps to procure the same and when received to pay the same to the Division.

4. PACKING AND SHIPMENT: Deliveries shall be made as specified without charge for boxing, carting, or storage, unless otherwise specified. Articles shall be suitably packed to secure lowest transportation cost and to conform to the requirements of common carriers and any applicable specifications. Order numbers and symbols must be plainly marked on all invoices,

packages, bills of lading, and shipping orders. Bill of lading should accompany each invoice. Count or weight shall be final and conclusive on shipments not accompanied by packing lists.

5. DELIVERY: Delivery should be strictly in accordance with delivery schedule. If Contractor's deliveries fail to meet such schedule, the Division, without limiting its other remedies, may direct expedited routing and the difference between the expedited routing and the order routing costs shall be paid by the Contractor. Articles fabricated beyond the Division's releases are at Contractor's risk. Contractor shall not make material commitments or production arrangements in excess of the amount or in advance of the time necessary to meet delivery schedule, and, unless otherwise specified herein, no deliveries shall be made in advance of the Division's delivery schedule. Neither party shall be liable for excess costs of deliveries or defaults due to the causes beyond its control and without its fault or negligence, provided, however, that when the Contractor has reason to believe that the deliveries will not be made as scheduled, written notice setting forth the cause of the anticipated delay will be given immediately to the Division. If the Contractor's delay or default is caused by the delay or default of a subcontractor, such delay or default shall be excusable only if it arose out of causes beyond the control of both Contractor and subcontractor and without fault of negligence or either of them and the articles or services to be furnished were not obtainable from other sources in sufficient time to permit Contractor to meet the required delivery schedule.

6. FORCE MAJEURE: The State may, at its discretion, excuse the performance of an obligation by a party under this Agreement in the event that performance of that obligation by that party is prevented by an act of God, act of war, riot, fire, explosion, flood or other catastrophe, sabotage, severe shortage of fuel, power or raw materials, change in law, court order, national defense requirement, or strike or labor dispute, provided that any such event and the delay caused thereby is beyond the control of, and could not reasonably be avoided by, that party. The State may, at its discretion, extend the time period for performance of the obligation excused under this section by the period of the excused delay together with a reasonable period to reinstate compliance with the terms of this Agreement.

7. INSPECTION: All articles and work will be subject to final inspection and approval after delivery, notwithstanding prior payment, it being expressly agreed that payment will not constitute final acceptance. The Division of Purchases, at its option, may either reject any article or work not in conformity with the requirements and terms of this order, or re-work the same at Contractor's expense. The Division may reject the entire shipment where it consists of a quantity of similar articles and sample inspection discloses that ten (10%) percent of the articles inspected are defective, unless Contractor agrees to reimburse the Division for the cost of a complete inspection of the articles included in such shipment. Rejected material may be returned at Contractor's risk and expense at the full invoice price plus applicable incoming transportation charges, if any. No replacement of defective articles of work shall be made unless specified by the Division.

8. INVOICE: The original and duplicate invoices covering each and every shipment made against this order showing Contract number, Vendor number, and other essential particulars, must be forwarded promptly to the ordering agency concerned by the Vendor to whom the order is issued. Delays in receiving invoice and also errors and omissions on statements will be considered just cause for withholding settlement without losing discount privileges. All accounts are to be carried in the name of the agency or institution receiving the goods, and not in the name of the Division of Purchases.

9. ALTERATIONS: The Division reserves the right to increase or decrease all or any portion of the work and the articles required by the bidding documents or this agreement, or to eliminate

all or any portion of such work or articles or to change delivery date hereon without invalidating this Agreement. All such alterations shall be in writing. If any such alterations are made, the contract amount or amounts shall be adjusted accordingly. In no event shall Contractor fail or refuse to continue the performance of the work in providing of articles under this Agreement because of the inability of the parties to agree on an adjustment or adjustments.

10. TERMINATION: The Division may terminate the whole or any part of this Agreement in any one of the following circumstances:

- a. The Contractor fails to make delivery of articles, or to perform services within the time or times specified herein, or
- b. If Contractor fails to deliver specified materials or services, or
- c. If Contractor fails to perform any of the provisions of this Agreement, or
- d. If Contractor so fails to make progress as to endanger the performance of this Agreement in accordance with its terms, or
- e. If Contractor is adjudged bankrupt, or if it makes a general assignment for the benefit of its creditors or if a receiver is appointed because of its insolvency, or
- f. Whenever for any reason the State shall determine that such termination is in the best interest of the State to do so.

In the event that the Division terminates this Agreement in whole or in part, pursuant to this paragraph with the exception of 8(f), the Division may procure (articles and services similar to those so terminated) upon such terms and in such manner as the Division deems appropriate, and Contractor shall be liable to the Division for any excess cost of such similar articles or services.

11. NON-APPROPRIATION: Notwithstanding any other provision of this Agreement, if the State does not receive sufficient funds to fund this Agreement and other obligations of the State, if funds are de-appropriated, or if the State does not receive legal authority to expend funds from the Maine State Legislature or Maine courts, then the State is not obligated to make payment under this Agreement.

12. COMPLIANCE WITH APPLICABLE LAWS: Contractor agrees that, in the performance hereof, it will comply with applicable laws, including, but not limited to statutes, rules, regulations or orders of the United States Government or of any state or political subdivision(s) thereof, and the same shall be deemed incorporated herein by reference. Awarding agency requirements and regulations pertaining to copyrights and rights in data. Access by the grantee, the subgrantee, the Federal grantor agency, the Comptroller General of the United States, or any of their duly authorized representatives to any books, documents, papers and records of the Contractor which are directly pertinent to that specific contract for the purpose of making audit, examination, excerpts, and transcriptions. Retention of all required records for three years after grantees or subgrantees make final payments and all other pending matters are closed. Compliance with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h), section 508 of the Clean Water Act, (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR part 15). (Contracts, subcontracts, and subgrants of amounts in excess of \$100,000). Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with Energy Policy and Conservation Act (Pub. L. 94-163, 89 Stat. 871).

13. INTERPRETATION: This Agreement shall be governed by the laws of the State of Maine as to interpretation and performance.

14. DISPUTES: The Division will decide any and all questions which may arise as to the quality and acceptability of articles provided and installation of such articles, and as to the manner of performance and rate of progress under this Contract. The Division will decide all questions, which may arise as to the interpretation of the terms of this Agreement and the fulfillment of this Agreement on the part of the Contractor.

15. ASSIGNMENT: None of the sums due or to become due nor any of the work to be performed under this order shall be assigned nor shall Contractor subcontract for completed or substantially completed articles called for by this order without the Division's prior written consent. No subcontract or transfer of agreement shall in any case release the Contractor of its obligations and liabilities under this Agreement.

16. STATE HELD HARMLESS: The Contractor agrees to indemnify, defend, and save harmless the State, its officers, agents, and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, material men, laborers and other persons, firm or corporation furnishing or supplying work, services, articles, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by the Contractor in the performance of this Agreement.

17. SOLICITATION: The Contractor warrants that it has not employed or written any company or person, other than a bona fide employee working solely for the Contractor to solicit or secure this Agreement, and it has not paid, or agreed to pay any company, or person, other than a bona fide employee working solely for the Contractor any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon, or resulting from the award for making this Agreement. For breach or violation of this warranty, the Division shall have the absolute right to annul this agreement or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gifts, or contingent fee.

18. WAIVER: The failure of the Division to insist, in any one or more instances, upon the performance of any of the terms, covenants, or conditions of this order or to exercise any right hereunder, shall not be construed as a waiver or relinquishment of the future performance of any such term, covenant, or condition or the future exercise of such right, but the obligation of Contractor with respect to such future performance shall continue in full force and effect.

19. MATERIAL SAFETY: All manufacturers, importers, suppliers, or distributors of hazardous chemicals doing business in this State must provide a copy of the current Material Safety Data Sheet (MSDS) for any hazardous chemical to their direct purchasers of that chemical.

20. COMPETITION: By accepting this Contract, Contractor agrees that no collusion or other restraint of free competitive bidding, either directly or indirectly, has occurred in connection with this award by the Division of Purchases.

21. INTEGRATION: All terms of this Contract are to be interpreted in such a way as to be consistent at all times with this Standard Terms and Conditions document, and this document shall take precedence over any other terms, conditions, or provisions incorporated into the Contract.


**STATE OF MAINE
DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
DIVISION OF PROCUREMENT SERVICES**

BIDDER COVER PAGE

Bidder's Organization Name: Freightliner of Maine		
Chief Executive - Name/Title: Brian Hallowell/General Manager		
Tel: 2075911975	Fax: 2075911984	E-mail: bhallowell@flmaine.com
Headquarters Street Address: 10 Terminal St		
Headquarters City/State/Zip: Westbrook, me 04092		
<i>(provide information requested below if different from above)</i>		
Lead Point of Contact for Bid - Name/Title: Michael Bean/Sales Manager		
Tel: 2075911975	Fax: 2075911984	E-mail: mbean@flmaine.com
Street Address: 10 terminal st		
City/State/Zip: westbrook, me 04092		

By signing below Vendor affirms:

- Their bid complies with all requirements of this RFQ;
- This bid and the pricing structure contained herein will remain firm for a period of 180 days from the date and time of the bid opening;
- That no personnel currently employed by the Department or any other State agency participated, either directly or indirectly, in any activities relating to the preparation of the Bidder's proposal;
- That no attempt has been made or will be made by the Bidder to induce any other person or firm to submit or not to submit a proposal; and
- The undersigned is authorized to enter into contractual obligations on behalf of the above-named organization.

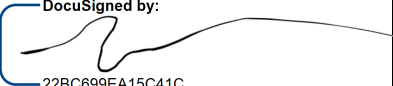
Name: Michael Bean	Title: Sales Manager
Authorized Signature:  22BC699EA15C41C...	Date: 4/15/2021

Debarment, Performance, and Non-Collusion Certification

By signing this document, I certify to the best of my knowledge and belief that the aforementioned organization, its principals, and any subcontractors named in this proposal:

- a. Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.*
 - b. Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:*
 - i. fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.*
 - ii. violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;*
 - iii. are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and*
 - iv. have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default.*
 - c. Have not entered into a prior understanding, agreement, or connection with any corporation, firm, or person submitting a response for the same materials, supplies, equipment, or services and this proposal is in all respects fair and without collusion or fraud. The above-mentioned entities understand and agree that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards.*
- Failure to provide this certification may result in the disqualification of the Bidder's proposal, at the discretion of the Department.**

To the best of my knowledge all information provided in the enclosed proposal, both programmatic and financial, is complete and accurate at the time of submission.

Name: Michael Bean	Title: Sales Manager
Authorized Signature:  <small>22BC699EA15C41C...</small>	Date: 4/15/2021

Appendix E

**STATE OF MAINE
DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
DIVISION OF PROCUREMENT SERVICES**

**MUNICIPALITY POLITICAL SUBDIVISION and SCHOOL DISTRICT PARTICIPATION
CERTIFICATION**

RFQ # 17D1809120000000000085

HEAVY DUTY SNOW PLOW TRUCK CAB & CHASSIS (3 Types)

The Division of Procurement Services is committed to providing purchasing opportunities for **municipalities, political subdivisions and school districts** in Maine by allowing them access, through our vendors, to our contract pricing. A bidder's willingness to extend contract pricing to these entities will be taken into consideration in making awards.

Will you accept orders from political subdivisions and school districts in Maine at the prices quoted?

Yes

Yes, with conditions as follows:

No

Name of Company: FREIGHTLINER OF MAINE, INC.

Address: 422 PERRY RD. BANGOR, MAINE 04401

Signature: 

Date: 11/7/18

Appendix F

RFQ # 17D18091200000000000085

HEAVY DUTY SNOW PLOW TRUCK CAB & CHASSIS (3 Types)

CERTIFICATIONS

1.0 NONCOLLUSION BIDDING CERTIFICATION

By submission of this Bid, each Bidder and each person signing on behalf of any Bidder certifies, and in the case of a joint bid, each party certifies as to its own organization, under penalty of perjury, that to the best of its knowledge and belief:

1. The prices in this Bid have been arrived at independently without collusion, consultation, communication or agreement, for the purpose of restricting competition as to any other matter relating to such prices with any other Bidder or with any other competitor;
2. Unless otherwise required by law, the prices which have been quoted in this Bid have not been knowingly disclosed by the Bidder and will not knowingly be disclosed by the Bidder prior to opening, directly or indirectly, to any other Bidder or to any competitor; and,
3. No attempt has been made or will be made by the Bidder to induce any other person, partnership or corporation to submit or not to submit a Bid for the purpose of restricting competition.

Dated

SKIP SKEHAN

Printed name of Person Bidding

Charley Skehan

Authorized Signature

Title *EQUIPMENT SALES*

2.0 EQUIPMENT PERFORMANCE AND WARRANTY DATA

The information provided on this form will be used in determining operating costs of the equipment. Bidder must complete this form and submitted with bid. Bids received without this information will be considered non-responsive to the bid.

1. **EQUIPMENT:**

2. DESCRIBE THE PROCESS FOR THE SUBMISSION OF WARRANTY CLAIMS FOR REIMBURSEMENT OUTLINED AND SUBMITTED WITH THE BID. (written process to follow for reimbursement of warranty claims)

TO BE DISCUSSED BETWEEN MAINE DOT AND FREIGHTLINER OF MAINE FOR THE BEST POSSIBLE SOLUTION AND CASE OF SUBMITTAL

3. EQUIPMENT INFORMATION:

YEAR: 2002 EQUIPMENT MAKE: FREIGHTLINER

EQUIPMENT MODEL: 108SD, 108SD CREW CAB, 114SD

4. MANUFACTURER'S RECOMMENDED PREVENTATIVE MAINTENANCE SCHEDULE MUST BE PROVIDED

MANUFACTURER RECOMMENDED MAINTENANCE SCHEDULE IS ATTACHED

5. BASIC EQUIPMENT WARRANTY DESCRIPTION

1 YR CHASSIS, 2 YEARS ENGINE / TRANSMISSION / AXLES
5 YR / 100,000 K EMISSIONS / 1 YEAR TOWING

6. NAME/LOCATION OF REPAIR FACILITY(S) (BOTH AUTHORIZED WARRANTY, PARTS & SERVICE PER REQUESTED LOCATION). It is desired that at least one facility is located within 75-mile radius each region headquarters: Scarborough, Augusta, Dixfield, Bangor and Presque Isle.

WARRANTY AND SERVICE FACILITIES

ADDRESS 1: 422 PERRY ROAD, BANGOR, ME 04401

ADDRESS 2: 10 TERMINAL ST., WESTBROOK, ME 04092

ADDRESS 3: 502 MAIN ST., OXFORD, ME 04039

ADDRESS 4: 516 NORTH ST., HOULTON, ME 04730

ADDRESS 5:

MARK STIVAL

207-945-6451

HOULTON
MITCH HARR
207-532-9397

CONTACT NAME: DICK FORTIN TELEPHONE:

207-591-1975

FLOYD THAYER

207-539-8235

EQUIPMENT PARTS PROVIDER:

2 PIPER WAY, WATERVILLE, ME 04901

ADDRESS: 17 RODMAN RD., AUBURN, ME 04210

CONTACT NAME: SID BUBAZ TELEPHONE: 207-680-4772

JOE SHAW 207-786-4610

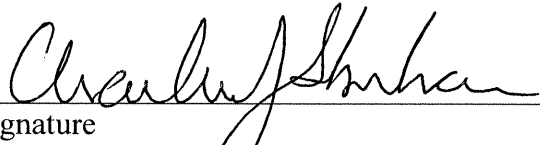
Attach written explanation describing the locations of the facilities, the contact name and number at each facility, the times the facilities will be available for use, the qualifications of the staff at the facilities and

how the vendor will provide warranty and service at these service facilities.

Bidder certifies that they have service facilities in Maine, staffed with trained service technicians and stocked with repair parts for the equipment which is bid.

This form must be reproduced and completed for any additional equipment warranty/facility information.

Dated


Signature

SKIP SKENAN
Print Name

FREIGHTLINER OF MAINE, INC
Company Name

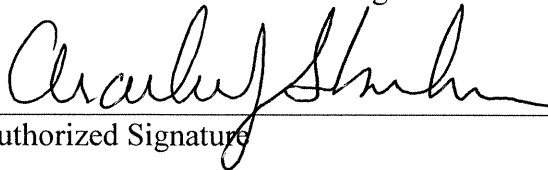
3.0 SPECIFICATION COMPLIANCE

The bidder hereby certifies that the equipment(s) being bid in response to this invitation meet or exceed these specifications and that where a deviation from the specifications exists, the bidder has obtained written approval of those exceptions prior to submitting this bid.

If a conflict exists between these specifications and Federal and/or State laws, the Federal and/or State laws shall prevail and the bidder must alert the purchaser to any such conflicts.

Dated 11/8/18

Printed name of Person Bidding


Authorized Signature

Title 11/8/18

Appendix G

RFQ # 17D18091200000000000085

HEAVY DUTY SNOW PLOW TRUCK CAB & CHASSIS (3 Types)

MaineDOT TERMS AND CONDITIONS

A. AGREEMENT

The Vendor shall deliver the equipment ordered in accordance with this Agreement and governed by these Terms and Conditions.

B. INDEPENDENT CAPACITY

In providing the equipment under the Agreement, the Vendor shall act independently and not as an agent of the State of Maine.

C. STATUS REPORTS

Prior to the start of work, the Vendor shall furnish MaineDOT with a proposed progress schedule in MaineDOT's standard format. The Vendor will outline the various phases of work that will need to be completed in order to meet the schedule set forth by MaineDOT.

During equipment assembly, the successful bidder shall submit to MaineDOT's Fleet Representative, a Monthly Status Report of accomplishments from the preceding month. The progress report shall be used to keep team members and MaineDOT's Fleet Representative informed about project status and issues. Information will include:

- a. A written statement describing the work accomplished during the period and to date.
- b. An estimate of the percentage of work completed within the specified services.
- c. Any information needed from MaineDOT to complete the project and avoid delays.
- d. The successful bidder's action plan to remedy and address any non-conforming or unacceptable work submitted to Department.
- e. Document anticipated problems and possible solutions.

These progress reports shall be submitted to MaineDOT on a **monthly basis**. Failure to submit could result in non-payment of the invoice, or be considered as a default, and shall be recorded in the Vendor's Performance Evaluation. If work is temporarily delayed, the Vendor may suspend submittal of the monthly progress reports with written approval from MaineDOT. The Vendor shall be responsible for addressing any action that may be required to keep the project on schedule.

MaineDOT shall have a period of 15 business days after receipt of the submissions to complete the review and make any necessary comments. Following the review, the Vendor will make any revisions and corrections requested by MaineDOT.

D. PAYMENT AND OTHER PROVISIONS

MaineDOT anticipates paying the selected Vendor for goods and services received, on the basis of net 30 payment terms following acceptance of the equipment, the receipt of an acceptable title and required documents, and an accurate and acceptable invoice. An invoice will be considered accurate and acceptable if it contains the State of Maine Agreement number, correct pricing information relative to the Agreement, and provides any required supporting documents, as applicable, and any other specific and agreed-upon requirements listed within the Agreement.

MaineDOT reserves the right to pay for the equipment purchased by any of several available means, which include but may not be limited to check, EFT, and/or procurement card. Vendors are advised that state statute precludes sellers from imposing a surcharge on credit or debit card purchases (text follows):

“9-A M.R.S.A. §8-303 (2): A seller in a sales transaction may not impose a surcharge on a cardholder who elects to use a credit card or debit card in lieu of payment by cash, check or similar means.”

E. WARRANTY

For a period of one (1) year following equipment delivery and acceptance (the “Warranty period”), Vendor unconditionally warrants and guarantees that the equipment shall be free from defects in parts and workmanship. If MaineDOT discovers any defects during the Warranty period, the Vendor’s obligation will be to repair or replace the equipment or refund the purchase price, at MaineDOT’s sole option subject to the following requirements as applicable:

- Replacement will be with new equipment matching the specifications within this Agreement.
- Reimbursement will be for the total purchase price of the equipment including the cost of returning the equipment.
- All Repairs including the cost of transporting the equipment will be borne by the Vendor. All repairs will be warranted free from defects in parts and workmanship for a one year period following the repair.

The Vendor hereby assigns to MaineDOT the right to enforce all manufacturer’s warranties or guarantees on the equipment.

The Vendor agrees that the warranty obligations provided by this Agreement shall be reported as an outstanding obligation in the event of bankruptcy, dissolution, or the sale, merger, or cessations of operations of the Vendor.

In the event of a breach of Vendor’s warranty obligations, MaineDOT shall notify Vendor in writing of the breach and grant Vendor 30 days to cure the breach. Should Vendor fail to cure the breach, MaineDOT may pursue whatever remedies may be available.

F. DAMAGES

Time is of the essence in the delivery of the equipment specified herein, and in event of delay(s) in the delivery of the equipment beyond the date set forth in the Agreement, or beyond authorized extensions thereof MaineDOT may impose liquidated damages. Because it is difficult to determine the actual amount of the damage by reason of such delay it is therefore agreed that the Vendor will pay the sum of five hundred twenty-five dollars (\$525.00) per unit for each calendar day(s) delay in delivery as liquidated damages and not as a penalty.

These damages shall be deducted from any monies due, or which may thereafter become due to the Vendor or may be recovered by through any lawful means.

G. SET-OFF RIGHTS

MaineDOT shall have all of its common law, equitable and statutory rights of set-off.

H. FORCE MAJEURE

Either party may be excused from performance under this Agreement to the extent the failure to perform is caused by acts of God or of the public enemy, fire, floods, epidemics, quarantine, restrictions, strikes, labor disputes, and freight embargos, or other causes beyond the party's reasonable control. In the event of such event of force majeure, the affected party shall provide the other party written notice of the cause of delay within fifteen (15) days from the beginning of any such delay. The time of performance shall be excused to extent of the duration of any such event of force majeure, or such period of time as may be mutually agreed upon by the parties.

I. INDEMNIFICATION

The Vendor shall indemnify and hold harmless MaineDOT and its officers, agents, and employees from and against any and all claims, liabilities, and costs, including reasonable attorney fees, for any or all injuries to persons or property or claims for money damages, including claims for violation of intellectual property rights, arising from the negligent acts or omissions of the Vendor, its employees or agents, officers or Subcontractors in the performance of work under this Agreement; provided, however, the Vendor shall not be liable for claims arising out of the negligent acts or omissions of MaineDOT, or for actions taken in reasonable reliance on written instructions of MaineDOT.

This indemnification provision shall survive any termination or expiration of the Agreement.

J. DEFAULT, TERMINATION

- i. MaineDOT reserves the right to terminate this Agreement or any part hereof, for its sole convenience. Thirty (30) days advance written notice shall be provided in the case of a termination for convenience. In the event of such termination, Vendor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Vendor shall be paid for all work on a percentage completed basis, as mutually agreed upon by the parties, up to the date of termination under this Paragraph 14.A.

- ii. MaineDOT shall have the right to terminate this Agreement in the event of a material breach or default by Vendor of its obligations hereunder that is not cured within thirty (30) days from the date of receipt by Vendor of written notice of such breach from MaineDOT. If the breach or default, by its nature, cannot be cured within such thirty (30) day period, then Vendor shall have such additional time (not to exceed thirty (30) additional days) as may be necessary to cure the breach or default, provided Vendor has exercised reasonable commercial efforts and taken appropriate action to begin cure of the breach or default within the initial thirty (30) day cure period.
- iii. MaineDOT shall have the right to terminate this Agreement immediately upon written notice to Vendor in the event (i) Vendor, or any director, officer or employee of Vendor assigned to this Project is convicted of a criminal offense directly related to information technology services; or (ii) proceedings in bankruptcy are commenced against Vendor or if a receiver is appointed and such case or proceeding shall continue undismissed, or unstayed and in effect, for a period of one hundred twenty (120) days. Notwithstanding the foregoing, if a conviction of an employee assigned to this Project, officer or director, relates to individual and/or personal actions of such employee, officer or director and not the policy or directive of Vendor and, upon such conviction, Vendor shall terminate or otherwise remove such employee, officer or director and take such other steps to reasonably ensure the propriety of Vendor' delivery of information technology services, then MaineDOT shall not have a right to terminate this Agreement pursuant to the foregoing clause (i) of this Section 14 (C).
- iv. Vendor shall have the right to terminate this Agreement in the event of a material breach or default by MaineDOT of its obligations hereunder that is not cured within thirty (30) days from the date of receipt by MaineDOT of written notice of such breach from Vendor. If the breach or default, by its nature, cannot be cured within such thirty (30) day period, then MaineDOT shall have such additional time (not to exceed thirty (30) additional days) as may be necessary to cure the breach or default, provided MaineDOT has exercised reasonable commercial efforts and taken appropriate actions to begin cure of the breach or default within the initial thirty (30) day cure period.
- v. Vendor shall cause the foregoing provisions to be inserted in any subcontract for any work covered by this Agreement so that such provisions shall be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

K. DELIVERY AND ACCEPTANCE

Time is of the essence in the delivery of the equipment. The Vendor shall execute the work continuously and diligently. Delivery of the units shall occur in accordance with the terms and conditions outlined in the resulting Agreement.

- i. Production of the units shall be conducted as a continuous production with no breaks or inserts of other orders or types of equipment.
- ii. Delivery shall be restricted to Monday through Friday, between the hours of 8 AM and 4 PM.
- iii. The Vendor will contact MaineDOT Fleet Services 24 hrs. prior to delivery with an estimated time of arrival.
- iv. Units furnished under this Agreement shall be delivered in first class condition, complete and ready for operation, and the Vendor shall assume all costs, responsibilities, and risk of loss related to damage that may have occurred in the delivery of the units.
- v. When units are delivered, certificates or releases signed by representatives of MaineDOT Fleet Services are understood to be a simple acknowledgment of receipt of the units only, and will NOT constitute an acceptance of the condition of the units or their conformance with the terms and conditions of the Agreement specifications.
- vi. Upon delivery, MaineDOT may conduct such tests as may be required to determine to its own satisfaction that the units appear to be in conformance with the terms, conditions, and requirements of the Agreement specifications.

Acceptance shall occur following final inspection by authorized employees of MaineDOT Fleet Service, receipt of the titles and all requested documentation. The Vendor will be notified, in writing, of acceptance/non-acceptance within fifteen calendar (15) days of delivery to the location specified in this Agreement.

L. RIGHT TO SUSPEND WORK

MaineDOT has the right to suspend any or all work at any time for any reason as it deems necessary. Consultant may receive payment for the portion of services completed through the date of suspension.

M. COPYRIGHT AND LICENSES - PATENTS AND COPYRIGHTS

Data and publication rights to any documents, produced under the terms of Agreement are the property of MaineDOT. The Vendor shall not copyright the material produced under the terms of the Agreement without written approval of MaineDOT, except to the extent necessary to protect its rights pursuant to the following paragraph.

The Parties to this Agreement mutually agree that, if patentable discoveries, intellectual property and software, or inventions should result from work described therein, all rights accruing from such discoveries or inventions shall be the sole property of MaineDOT.

N. CLAIMS AND DISPUTES

General

To preserve any claim arising out of the Agreement, the Parties shall comply with and exhaust all provisions of this Section. Unless otherwise agreed to in writing, the Vendor shall continue to perform its services during any dispute resolution process. If the Vendor continues to perform, MaineDOT shall continue to make payments in accordance with the Agreement of amounts not in dispute.

Negotiation with MaineDOT's Fleet Representative

The Vendor shall promptly notify MaineDOT's Fleet Representative, or their designee, in writing, of disputes that could significantly affect scope, schedule or compensation. After such notice, the Vendor and MaineDOT's Fleet Representative shall promptly negotiate in good faith to resolve the dispute. MaineDOT's Fleet Representative will promptly issue a decision.

Review by Director

If the Vendor desires a review of MaineDOT's Fleet Representative's decision, then the Vendor shall promptly request in writing that MaineDOT's Director of the applicable Bureau or Office review the Fleet Representative's decision. The Director or its designee(s) shall promptly notify the Vendor in writing of the result of the review.

Dispute Resolution

If the dispute remains unresolved after negotiation and review as set forth above, the Parties may proceed to mediation by selecting a mediator acceptable to both.

If the Parties are unable to resolve the dispute through mediation, either party may seek judicial review through a civil action commenced in the Superior Court of Maine, Kennebec County.

O. CONTROLLING LAWS

The Agreement referred to in these Terms and Conditions is governed by the applicable laws of the Federal Government and the State of Maine.

Laws to Be Observed

The Vendor shall comply with all applicable Federal, State and local laws, rules, regulations, orders, and ordinances affecting the work including, without limitation all environmental, wage, labor, equal opportunity, safety, patent, copyright, or trademark laws. The Vendor shall indemnify MaineDOT and hold MaineDOT harmless against any and all claims or liabilities arising from or based upon the violation or alleged violation of any such Law caused directly or indirectly by or through the Vendor.

P. ENTIRE AGREEMENT/BINDING EFFECT/MODIFICATION/ASSIGNMENT

This Agreement sets forth the entire agreement of the parties with regard to the subject herei n. This Agreement may not be modified except by a written amendment executed by both parties.

Neither MaineDOT nor the Vendor may assign, sublet, or transfer any rights under or interest (including, but without limitation, monies that are due or may become due) in the Agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written Consent To Assignment, no assignment shall release or discharge the assignor from any duty or responsibility under the Agreement.

Q. SEVERABILITY

The invalidity or unenforceability of any particular provision or part thereof of this Agreement shall not affect the remainder of said provision or any other provisions, and this Agreement shall be construed in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

R. NON-WAIVER

If MaineDOT fails or refuses to enforce any provision in the Agreement that shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of the Agreement.

ATTACHMENT 1**SPECIAL BID INSTRUCTIONS AND REQUIREMENTS FOR VEHICLES AND/OR HIGHWAY MAINTENANCE EQUIPMENT AND ACCESSORIES BID SEPARATELY BUT DELIVERED AS A COMPLETED UNIT**

Timeliness in the delivery of the completed vehicles, potential ability and resources of the organization answering the bid and previous familiarity with the products will be an important factor in determining award of bid and quantity of units awarded. It is expected that the selected vendors or manufacturers will deliver a pre-determined number of units per week. Beginning and ending dates of delivery will be negotiated and finalized after award of bid at the pre-production meeting. A tentative delivery schedule for cab and chassis or completed vehicle delivery must be submitted with each bid and must be signed by the individual who is responsible to make such a commitment. Any bid submitted without a signed tentative delivery schedule may be rejected. Suppliers, dealers and/or vendors will be responsible for poor workmanship from the date the vehicle is placed in service. In addition, any vehicle returned to the supplier for adjustments, corrections or repairs due to poor workmanship (poor workmanship is defined as: anything that is less than what would be generally acceptable by the trade) will be fined as of the day the poor workmanship becomes evident, and until the correction is made and the vehicle returned to service, at a rate of \$50.00 per calendar day per vehicle and may be deducted from the retent or payment due for any completed unit. Any and all penalties may be waived at the discretion of Fleet Services. The attached specifications include the entire and complete vehicle as a unit, i.e., cab and chassis and all accessory equipment such as bodies, sanders, plows, plow gear, lights, controls, etc. It is expected that vehicle (cab and chassis) manufacturers and/or dealers submit a bid for the vehicle only, to the Bureau of Procurement Services. Please note that provisions may be required for clear frame and pre-punching for mounting accessories. Accessory equipment suppliers (bodies, plows, controls, etc.) will submit a bid for accessory equipment only, to the Bureau of Procurement Services. The purpose of sending complete vehicle and accessory equipment specifications to all interested parties is that they may familiarize themselves with the total requirements of the finished product. Upon approval of a pilot cab and chassis the vehicle supplier will drop ship vehicles to the selected accessory supplier for installation of plows, bodies, etc., and Fleet Services will, upon invoice and verification of delivery, pay for the units delivered minus a 10% retent. The accessory supplier will install all necessary accessories and perform any other work required to finish the complete unit and submit a pilot for review and approval by Fleet Services. When the finished units are completed, they will either be delivered to Fleet Services, Augusta or to the selling vehicle dealer if cab and chassis pre-delivery work is required. If pre-delivery work is required, the selling dealer will make final delivery to Fleet Services.

Proper assembly of the completed units is paramount to the correct operation and longevity of the equipment being purchased. Fleet Services will therefore require that a pre-production meeting be held at Fleet Services headquarters, between the representatives of Fleet Services, the selected dealer, all major component suppliers, if necessary, and the final assembler of the completed unit. This meeting will occur following award of bid and prior to assembly and acceptance of any pilot unit for each item as listed in the request for bid. Fleet Services, at its discretion, may waive any or all pre-production meetings.

Any or all accessory equipment required as part of this bid must be tested and certified by the installer or assembler of such equipment as fully operational and functional on the day of delivery to Fleet Services, MaineDOT. MaineDOT Fleet Services may, at its discretion and expense, station an inspector at the site or place of assembly of any or all of the accessory equipment, to test such equipment and inspect the workmanship involved before the completed unit leaves the place of final assembly. Any unit not passing the MaineDOT inspection must be corrected before delivery.

Since the continuous operation of the vehicle and/or equipment as specified is of the utmost importance and sometimes of an urgent nature, it is necessary that the successful bidder be in a position

to render prompt parts and if necessary, service. The successful dealer and accessory supplier must maintain and/or have a permanent presence and access to parts inventory within the State of Maine. The parts inventory shall be applicable to the vehicles and/or equipment supplied to the State of Maine and must be of sufficient quantity and variety to offer a level of parts availability of 95% within 48 hours from time of order by MaineDOT. Availability of normally expendable items such as filters, belts, hydraulic lines and hoses shall not exceed 24 hours. Bidder shall attach a proposed program for parts and service availability for evaluation. Review of the bidder's ability to provide prompt parts and service may be a determining factor in the award of bid. Upon award of bid and before delivery of vehicles or equipment MaineDOT must receive a complete list of parts containing part description, manufacturers part number etc. for the entire vehicle or equipment including any or all accessories which are supplied as part of the bid. This does not relieve the bidder from supplying repair or other manuals as required in the individual specification.

The manufacturer of the truck chassis and cab must furnish, as a minimum, the manufacturer's warranty, the dealer, vendor, or contractor supplying the accessory equipment must guarantee or provide a warranty in writing of all other items of allied equipment including but not limited to bodies, hoists, snow plow equipment, hydraulic systems and electronic/electrical controls against faulty workmanship and materials for a minimum period of one (1) year from the date the unit is placed in service by Fleet Services/MaineDOT. Replacement of faulty units, assemblies or parts shall be made by the dealer, vendor or contractor supplying the affected part, at no cost to Fleet Services/MaineDOT. All warranties and guarantees are to become effective the date the completed unit is placed in service by Fleet Services/MaineDOT. During the term of the manufacturer's warranty Fleet Services reserves the right to perform any and all warranty work "in house" to meet operational needs or demands with the exception of major engine, transmission and rear axle rebuild or repair. Fleet Services will recover all parts and labor cost (labor time as allowed by manufacturer's flat rate manual x Fleet Services standard labor rate at the time of repair) by billing the manufacturer, dealer or accessory supplier. Manufacturer's flat rate manual must be supplied at time of bid. O.E.M. parts may be supplied at no cost by the manufacturer or dealer for warranty service and will not be billed by Fleet Services, or may be purchased by Fleet Services on the open market to meet operational demands and billed to the dealer or accessory supplier. Any and all defective parts will be returned to the manufacturer or dealer upon request. Additionally, Fleet Services will perform no other paper work other than what is necessary for Fleet Services to track the cost of warranty repair through its own billing system. Manufacturers, dealers or vendors who are selected to supply any equipment, vehicles or accessories to Fleet Services, must place Fleet Services on a mailing list to provide warranty recalls and/or technical updates or service bulletins. Address this correspondence to the Fleet Services Manager's Office, 66 Industrial Drive Augusta, Maine 04330.

Vehicles and/or equipment will have land mobile radio transmitters installed after delivery. Antennas may be mounted on the roof, trunk lid, fenders or glass. Transceivers will operate in the following bands 30 to 50 MHz, 150-162 MHz and 450-470 MHz. All vehicle electronic circuits including but not limited to ignition, clocks, AM/FM radio receivers, computers, emission controls, electronic fuel systems and components, ABS brakes, air bags, plow and sander controls, alternators and regulators shall be designed or modified to suppress, bypass or otherwise prevent interference from affecting the mobile two-way radio transceiver. Also, the vehicle's electronic equipment shall be unaffected by the radio frequency energy generated and radiated by the transmitter portion of installed transceivers. No vehicle system and/or accessory shall operate and/or fail to operate as a result of the activation of the radio transmitter in any manner which may constitute a safety hazard. Either before or after final acceptance any vehicle or equipment which does not meet these requirements may be rejected in whole or returned for correction at no cost. Radio receiver sensitivity is 0.30 micro volts for 12db of SINAD. The radio transmitter power output will be 60 watts RMS into a 50 Ohm antenna mounted on the vehicle. Testing of radio performance will be done per Motorola communication specification "Measuring Effective Sensitivity" method. MaineDOT Radio Communication Maintenance group will perform the testing and acceptance.