

PROCUREMENT DEPARTMENT
Rm. 120 Municipal Services Building
Philadelphia, PA 19102-1685
FAX: (215) 686-4716

CITY OF PHILADELPHIA

Janet Hagan
Acting Procurement Commissioner

January 8, 2007

BID NUMBER: S7D02540
TITLE: 4 X 2, 32 Passenger Bus, Prisoner Transportation
DEPARTMENT: OFFICE OF FLEET MANAGEMENT
DATE TO OPEN: January 18, 2007 at 10:30 AM

ADDENDUM # 1

TO ALL BIDDERS:
You are hereby notified of the following changes to the above mentioned bid:

The referenced bid has been **Postponed Until Further Notice.**

J.F.K. Boulevard, Bid Room 170A, Philadelphia, PA 19102-1685 as it now becomes a part of the proposal.

H. Ortman, Buyer

AUTHORIZED SIGNATURE

FIRM NAME (PRINT)

DATE

HO/cs

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Rm. 120 Municipal Services Building
Philadelphia, PA 19102-1685
FAX: (215) 686-4716

CITY OF PHILADELPHIA

Janet Hagan
Acting Procurement Commissioner

January 24, 2007

BID NUMBER: S7D02540
TITLE: 4 X 2, 32 Passenger Bus, Prisoner Transportation
DEPARTMENT: OFFICE OF FLEET MANAGEMENT
DATE TO OPEN: January 18, 2007 at 10:30 AM; PPFN

ADDENDUM # 2

TO ALL BIDDERS:

You are hereby notified of the following changes to the above mentioned bid:

Subject Bid will now open on **Friday, February 16, 2007 at 10:30 AM.**

CHANGE TO READ:

4.30 SEATING

Drivers

Driver's seat shall be high back, with cloth insert, and mechanical lumbar adjustment, shoulder harness type retractable seat belt.

National 2000 with Pedestal base.

Seat to be adjusted without the use of any tools. Seat to have right armrest.

Prisoner Seating

Seats are to be ABS, 36" wide, 2 legged seats. Body of seat on left side and right side to be mounted to chair rail. Left side seat legs and right side seat legs to be mounted to aisle side of floor.

Guard Seating

(4) High back driver seats (1) behind driver and (1) behind entrance door, facing aisle, (2) guard seats facing forward behind rear partition.

Drawing of seating arrangement must be submitted with the bid.

BIDDER INITIALS _____

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CHANGE TO READ:

4.49 PARTITION & SCREENING

Partitions

Partitions inside of the bus, two (2) partitions shall be mounted inside the bus body from the roof to the floor and to each side wall. Partitions shall be securely mounted and reinforced to the mounting surfaces to insure longevity.

One shall be mounted securely behind the driver, so as to partition off the eighth row of seats in the rear of the bus to partition off the escorting officers area from the prisoner area.

One shall be mounted securely forward of the rear seated guards, so as to partition off the eighth row of seats in the prisoner area.

The lower half of the partition (approximately 30") shall be 12 gauge sheet metal. The upper part shall be heavy duty screening, both partitions shall have a sliding gate made of 3/4" x #9 flat expanded metal securely framed and mounted. The gate openings shall be approximately 6" wider than the aisle width, and as high as possible to offer all available headroom clearance. Top of each gate opening shall have a throw over locking handle with brass padlocks, handles mounted on the forward side of the screen. The gate shall have a positive type door opening stops located at the top and the bottom. The rear screen shall have the throw over lock handle mounted on the rear side as directed. There shall not be any open areas around the outer edge of the partition.

Add – Both partitions to be covered on upper half by Heavy Duty Plastic over, screen shield (LEXAN). This is to include both sliding gates. Plexiglass material (LEXAN) to cover screening (size 1/2" Tuffak or approved equal)

Window Screening

Windows screening shall be 3/4" x #(expanded metal. Side windows screening shall be in three sections; screening shall be readily removable and padlocked (all locks keyed ALIKE). Screening shall be provided on all windows in prisoner security area and rear guards. It shall be installed on exterior and shall be rust proofed.

Drawing of partitions and screens must be submitted with the bid.

BIDDER INITIALS _____

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Please sign, date and return this addendum with your bid to the Procurement Department, 1401 J.F.K Boulevard, Bid Room 170A, Philadelphia, PA 19102-1685 as it now becomes a part of the proposal.

H. Ortman, Buyer

AUTHORIZED SIGNATURE

FIRM NAME (PRINT)

DATE

HO/cs

PROCUREMENT DEPARTMENT
Rm. 120 Municipal Services Building
Philadelphia, PA 19102-1685
FAX: (215) 686-4716

CITY OF PHILADELPHIA

Janet Hagan
Acting Procurement Commissioner

February 5, 2007

BID NUMBER: S7D02540
TITLE: 4 X 2 32 Passenger Prisoner Transportation Bus
DEPARTMENT: OFFICE OF FLEET MANAGEMENT
DATE TO OPEN: February 16, 2007 10:30 AM

ADDENDUM # 3

TO ALL BIDDERS:

You are hereby notified of the following changes to the above mentioned bid:

The following Air Conditioning System description is added to Spec. #41-V-20M-86, page 12 of 24:

4.51 AIR CONDITIONING

System Model: AC-11133 (110,000 Btu/Hr – IMACA/Cooling)

Vehicle air conditioning system equal to or better than in standards of quality, design and performance to a carrier transport air conditioning system model AX-11133.

The carrier transport air conditioning system is to have a completely separated rear system from the front air conditioning system.

The vehicle's air conditioning system is comprised of the following elements:

EVAPORATORS

(2) Model EM-1-rear side & front side ceiling mounted units rated @ 53,000 BTU/hr – IMACA or 27,450 btu/hr – ARI

Each unit is capable of producing (900) cfm of airflow on high speed (rated @ 13.5vdc/0" static). Each unit contains one (1) three speed (thru use of resistors) permanent magnet 10,000 hours design life sealed ball bearing motor. The unit's blower wheel must be of a single-piece transverse design to insure high volume, evenly dispersed airflow throughout the vehicle. The air is to be delivered through bi-directional adjustable louvers located in the unit's cover (all vents must be covers must be with metal grates). The unit's drain pan is to be insulated and pressurized to insure condensate removal. The coil is to be constructed of internally enhanced copper tubes, with aluminum fins expanded into coated steel end plates.

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The unit's frame is to be constructed of 16 gauge galvanealed steel, which is zinc coated to give maximum surface durability. The unit's case must meet or exceed FMVSS-302 Fire Retardant Specifications. The unit must be equipped with an easy removable, cleanable filter element capable of filtering air to 1,000 ppm. The unit's expansion valve must be equipped with o-ring fittings to insure leak-free continuous operation. Also, this unit must operate on the non-ozone depleting refrigerant of R-134A.

CONDENSERS

(2) Model CM-3 under floor skirt mounted unit rated @76,000 BTU/hr-IMACA. This unit is to be capable of producing a total of airflow (rated @ 13.5vdc/0" static) Each condenser contains three (3) single speeds, permanent magnet four pole, four brush 10,000 hour design life sealed ball bearing motors. This unit's maximum amperage draw is 21 amps @ 13.5vdc. The coil is to be constructed of internally enhanced copper tubes, with aluminum fins expanded into galvanized steel end plates. The fin surface is to be black acrylic electrocoated to give it the maximum corrosion protection available against salt. The unit's frame is to be constructed of 16 gauge galvanealed steel epoxy powder coated to give maximum surface durability, and operational reliability.

The air shall be pulled through the coil and discharged toward the center line of the vehicle at a 45 degree angle to prevent recirculation and increased warming of the vehicle's floor. The unit shall be equipped with an automatic reset type high pressure switch to provide safe operating conditions and protection of the system's compressor. The unit's fans shall be of a low profile axial type design constructed of a high impact abs material, dynamically balanced in order to insure maximum durability and longevity. The motor/fan assemblies are to be separated by directional baffles, which will direct airflow through the coil to give maximum balanced performance. The unit's filter drier shall be a minimum sixteen (16) cubic inches of desiccant compatible with R-134A. Equipped with o-ring connections to insure leak-free connections and capable of maintaining a dry, non-acidic system.

COMPRESSORS:

(2) Model engine mounted each rated @ 53,000 btu/hr-IMACA. Each unit is to have a nominal (1) cubic inch displacement and is to be belt driven off of the vehicle's engine. The compressors are to be equipped with an electro-magnetic clutch controlled by each of the system's (2) thermostats. Each compressor is to have an oil sump in order to provide maximum lubrication.

CONTROLS:

The vehicle's air conditioning system shall be controlled from the driver's seated position. The controls shall consist of (2) rotary fan speed switches (off & three speeds) and (2) rotary or slide type thermostat switches. All switches are to be clearly labeled. All A/C system wiring is to be color coded for system diagnostics, and must meet/exceed all FMVSS specifications that are required. All circuits are to be protected with adequately rated circuit breakers and/or thermal fuses. These ratings are to include both transient and continuous loads that the system will produce. Any subcontractor/installer who provides installation or other HVAC components must meet all specifications unless specific exceptions are granted.

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A system low pressure switch is to be included in order to provide protection to the system's compressor in case of low or sudden loss of refrigerant.

REFRIGERANT HOSES:

Refrigerant hoses shall be constructed in order to comply with, or exceed specifications SAE-J2064 Type D. The construction of the hose shall include a nylon-based thermoplastic inner liner, reinforced with two separate layers of textile yarn. The outer covering shall consist of a synthetic elastomer to reduce incidences of chaffing, cuts and rub-throughs.

REFRIGERANT FITTINGS

Refrigerant fittings shall be constructed in order to comply with, or exceed specifications SAE-J2064 Type D. The construction of the fittings and nuts shall be of steel with a yellow zinc plating (ASTMB-633) capable of maintaining integrity after one thousand (1,000) hours of salt spray testing. The hose coupling end of all fittings shall include two (2) hose barbs for retention and two (2) HNBR elastomer d-ring gaskets to insure leak-free reliable operation.

REFRIGERANT CLAMPS

Refrigerant hose clamps shall be constructed in order to comply with or exceed specifications SAE-J2604 Type D. The constructions of the clamps shall be of a stainless-steel one-piece design which will ensure coupling integrity.

Please sign, date and return this addendum with your bid to the Procurement Department, 1401 J.F.K Boulevard, Bid Room 170A, Philadelphia, PA 19102-1685 as it now becomes a part of the proposal.

H. Ortman, Buyer

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