



User Department's Recommendation: SUBJECT: ITB#19-101154- Conventional Truck, Cab & Chassis with 28 Cu. Yd. High Compaction Rear Loader Refuse Collection Body, CNG Driven

Recommended Bidder: MHC Kenworth (Bid 1A) meets our approval.

Amount Spent on Previous Contract: N/A

Funding:

General **Enterprise** **3 Digit Fund Code** 621

CIP Line Item No. (if applicable): _____

Disbarment and Suspension checks completed-Yes

Project Amount This Term: \$6,932,088.00

Justification:

MHC Kenworth (Bid # 1A) is recommended as the responsive, and responsible bidder, as it meets the specifications that provide the most beneficial impact related to the operation, productivity, and longevity.

The exceptions detailed in this justification limit the operational functionality, capabilities, and durability of the unit. Not all exceptions are detailed, only those which are most impactful to the operation, productivity, and longevity.

The low bid by MHC (Bid # 1B) is not acceptable as is does not meet our specifications.

Item II.G.2 Requires the hopper opening be a minimum of 80" in width and 64" in height, but the bidder took an exception as the hopper opening offered would only be 80" wide by 55" high.

Item II.J.2 The bidder did not meet our requirement that stated the first stage of the ejector cylinder must be a minimum of 6 1/2" in diameter.

Item II.J.7 The bidder did not meet our requirement for UHMW polyethylene wear pads, the bidder took an exception stating the wear pads they could provide would be cast alloy.

Item II.K.4 The bidder stated yes they could provide the required tandem gear, but in Item II.K.5 they state they will provide a single vane pump. That is not the same type of pump as the one we requested. The bidder does not meet our specification on this item.

Item II.K.5 The bidder took exception to the requested transmission PTO. We requested a Chelsea 877 PTO, and the bidder's exception stated they would be providing an 897 extended shaft PTO



with a single vane pump.

Item II.K.11.d The bidder did not meet our specification requirement for one (1) 7" I.D. double acting telescopic ejection cylinder. They bidder can only provide a 6" cylinder.

Item II.K.16 The bid specification requests auxiliary hydraulic power quick disconnect lines, but the bidder took exception because they do not include an auxiliary power unit to meet the specification requirement.

Item II.K.17 The bidder took an exception to this requested specification item.

Item II.O.9 The bidder cannot comply to our specification request to provide strobe lights on each side of the body or on the tailgate.

Item II.W.1.a The bidder states the CNG fuel tanks will be installed and warranted by the body company, but that is a discrepancy, the body company (Heil) will not warranty or install the CNG fuel tanks.

Item II.W.2.g The bidder states the CNG fuel tanks will be installed at the body OEM's (original equipment manufacturer) facility by the OEM, but that is a discrepancy, the body OEM (Heil) will not install the CNG fuel tanks.

The bid by Peterbilt of Atlanta (Bid # 4B) is not acceptable as is does not meet our specifications.

Item II.G.2 Requires the hopper opening be a minimum of 80" in width and 64" in height, but the bidder took an exception as the hopper opening offered would only be 80" wide by 55" high.

Item II.J.2 The bidder did not meet our requirement that stated the first stage of the ejector cylinder must be a minimum of 6 1/2" in diameter.

Item II.J.7 The bidder did not meet our requirement for UHMW polyethylene wear pads, the bidder took an exception stating the wear pads they could provide would be cast alloy.

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bidder took exception because they do not include an auxiliary power unit to meet the specification requirement.

Item II.K.17 The bidder took an exception to this requested specification item.

Item II.O.9 The bidder cannot comply to our specification request to provide strobe lights on each side of the body or on the tailgate.

Item II.W.1.a The bidder does not meet our specification because they will not warranty or install the CNG fuel tanks as request in our bid specification.

Item II.W.2.g The bidder does not meet our specification because they will not CNG fuel tanks will be installed at the body OEM's (original equipment manufacturer) facility by the OEM, as requested in our specification requirement.

The bid by Peachstate Freightliner (Bid # 3) is not acceptable.

The vendor did not respond to some bid items on pg. 26, item II.B.2 and pg. 29, item II.K.10. Additionally, the vendor has not resolved service support issues which prevent our vehicles from being serviced and repaired in a timely manner. The last unit taken to Peachstate Freightliner for repairs took more than four months for them to complete. Peachstate Freightliner would be the warranty vendor for any new units and we can't utilize them because our units can't be out of service for extended periods of time.

The bid by Peterbilt of Atlanta (Bid # 4A) is not acceptable.

The pricing for these units exceeds the pricing the trucks offered by MHC Kenworth (Bid 1A).

The bid by Associated Fuel System (Bid # 2) is not acceptable.

The pricing for these units exceeds the pricing the trucks offered by MHC Kenworth (Bid 1A).

Christopher Green 12/4/19
Name, Title Date
Fleet Specifications Analyst

Robert Gordon 12/4/19
Department Director Date

Head 12/11/19