

**SEDGWICK COUNTY FIRE DISTRICT 1
ITEMS REQUIRING BOCC APPROVAL
October 28, 2021
(1 Item)**

**1. TENDER TRUCK -- SEDGWICK COUNTY FIRE DISTRICT 1
FUNDING -- SEDGWICK COUNTY FIRE DISTRICT 1**

(Request sent to 81 vendors)

RFP #21-0041 Contract

	Conrad Fire Equipment, Inc.	Ed M. Feld Equipment Co. dba Feld Fire
	Unit Price	Unit Price
Tender Truck	\$476,780.52	\$434,569.00
Manufacturer	Pierce	Spartan
Delivery Date	12 Months ARO	On or before 12/21/2022
Addenda Acknowledged	Yes	Yes
Bid Bond	Yes	Yes
	Alexis Fire Equipment	Rosenbauer Firefighting Technology
	Unit Price	Unit Price
Tender Truck	\$473,364.00	\$427,700.00
Manufacturer	Alexis	Rosenbauer
Delivery Date	On or before 12/31/2022	Approximately 395 days ARO
Addenda Acknowledged	Yes	Yes
Bid Bond	Yes	Yes
No Bid	FleetPride	Bound Tree Medical, LLC
	Garsite, LLC	Penn Care, Inc.
	Roberson Fire & Safety, Inc.	Semo Tank & Baker Equipment Company
	W.S. Darley & Co.	

On the recommendation of Britt Rosencutter, on behalf of Sedgwick County Fire District 1 (SCFD 1), Anna Meyerhoff Cole moved to **accept the proposal from Conrad Fire Equipment, Inc. in the amount of \$476,780.52**. Tim Myers seconded the motion. The motion passed unanimously.

A committee comprised of Brad Crisp, Doug Williams, Ray Hensley, Drew Agnew, Arlan Spexarth, Calvin Flores, and Brian Richey - SCFD 1 and Britt Rosencutter - Purchasing reviewed all proposal responses based on criteria set forth in the RFP and unanimously chose Conrad Fire Equipment, Inc.

A water tender is a type of firefighting apparatus that specializes in the transport of water from a water source to a fire scene. Water tenders are capable of drafting water from a stream, lake, or hydrant. This class of apparatus does not necessarily have enough pumping capacity to power large hose lines (like a fire engine), though it utilizes a smaller pump to draft from bodies of water. Water tenders are heavily relied on and are a very crucial element in the operation of SCFD 1. SCFD 1 currently operates eight (8) water tenders.

Due to current supply chain disruptions acquiring replacement parts has become more difficult. Since SCFD 1 already has

Component	Points
A. Responsiveness to specification	40
B. Cost	5
C. Service and Technical Support	20
D. Replacement Parts Availability	20
E. Delivery Timeframe	15
Total Possible Points	100

Notes:

<u>EQUIP. #</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL #</u>	<u>DATE IN SERVICE</u>	<u>AGE</u>	<u>MTR</u>	<u>MNT</u>	<u>TOTAL</u>	<u>ADJUSTED REPLACE DATE</u>
20302	1998	CTR States	1FVXJLEB6YHA86993	04/04/2002	5.0	5.0	5.4	15.4	10/22/2021

This is a replacement vehicle and the surplus will be sold on Purple Wave.

See photo attached.

Specifications not met by Feld Fire:

1. Pump Priming System not as specified (air not electric).
2. Dump Chutes are manufactured from steel and painted vs. stainless as specified. Painted steel rusts once it is scratched which happens with every use allowing rust and corrosion to set in. After time it needs replacing, stainless steel in a lifetime product.
3. Wheel base is longer than spec which causes reduced turn radius on narrow roads and driveways.
4. Lettering and emblems are very minimal in the bid – this is a substantial additional after delivery cost – \$3,000.00 - \$5,000.00. Not clear if the Chevron Striping is supplied by manufacturer.
5. The air primer is not considered to be as effective. Air primers have been used on some of our Apparatus typically with poor pump priming outcomes, these systems are not efficient at priming pumps in comparison to the electric versions we also have on other Apparatus.
6. Dump valve controls for rear dump are not in the cab. This creates a safety problem by putting someone near rear of the backing apparatus to use switches. This creates a slower dump time during water shuttle operations and may effect ISO water hauling times.
7. Controls for both right and left side dump valves are not in the cab. This creates a safety problem by putting someone near the apparatus to use switches. This creates a slower dump time during water shuttle operations and may effect ISO water hauling times.
8. Pre-construction and final approval trips to factory only support one (1) SCFD 1 staff member. Normally the department sends three (3) or four (4) staff members to check and double check compliance with specs and for any deficiencies.
9. There are concerns about the stability of the REV Group Inc. due to numerous acquisitions.

Specifications not met by Rosenbauer:

1. Road speed - this vehicle, as bid, is designed to run 60 MPH, however the differential has a very high gear ratio for this type of truck. As designed the Apparatus will not run the speed limit on our highways or paved county roads. It would be a traffic hazard, as well as delaying response and water shuttle times.
2. Pre-construction and any inspection trips are the responsibility of SCFD 1 and may have to be done virtually.
3. The emergency switch panel is poorly designed, creating possible distractions during operation.
4. SCFD 1 currently has several Central States/Rosenbauer tenders in our fleet. Poor design and structural issues have been present for the majority of their life. Poor electrical design and use of substandard wiring practices have also played a big part in frequent failures requiring numerous repairs to be made. Part delays have also played a role in extended downtimes of apparatus.
5. Some warranties provided are substandard to what our specification calls for.

Specifications not met by Alexis:

1. The fire pump is not as specified and ties Sedgwick County to Alexis for manifold and associated parts.
2. Pump Priming System is not defined.
3. Water Tank manufacturer is not specified.
4. Dump Valve and Extensions are controlled differently.
5. Battery Charger and Compressor are not as specified.

Questions and Answers:

Brandi Bailly: Do we have any other types of fire apparatus other than Pierce?

Brian Richey: We have other brands of fire apparatus, Smeal and Sutphen as some of our first out response vehicles, probably about 50% Pierce and 50% of other brands is our balance right now on those.

Tim Myers: Do we have Spartan, Alexis, or Rosenbauer?

Brian Richey: We have some Spartan fire engines. We have three (3) Rosenbauer tankers. We have a mixture of several different ones. Most of our front line fire trucks would be Pierce, Spartan, and Sutphen. Our tender line would be Rosenbauer and Pierce.

Anna Meyerhoff Cole: Was Conrad the only one that met all specs?

Brian Richey: Pretty much. We currently have a Pierce tender exactly like this specification currently on order so this would be an additional order to what we've already ordered. There's some value in having the same type of product, especially with the new people coming in for training and operational purposes. It should be a carbon copy of what we ordered earlier in the year.

Russell Leeds: The specifications that went out for bid, there was nothing proprietary in there that would prohibit the others from meeting the specifications?

Brian Richey: Absolutely not. What it really comes down to is the way these companies do business. There was nothing in the specs proprietary to any one (1) company. Any of these builders could have built the truck exactly as the specs define but they chose to, for whatever reason, invoke their design into our spec and not meet ours.

Russell Leeds: The vehicle we are replacing is listed as a 1998? It shows it came into service in 2002.

Brian Richey: I think that was a typo. The truck did come into service in 1998 but I think where they got the 2002 is when Sedgwick County Fire moved to the Stillwell facility and that's where the recordkeeping started in the FASTER system within Sedgwick County. Before that it was with the City of Wichita in their software system. It was during that timeframe Sedgwick County and Wichita Fire had a joint agreement to provide the repair in one (1) shop that Wichita overseen.

Russell Leeds: So we have an almost 25 year old truck that we are continuing to maintain at this point.

Brian Richey: Yes and parts are really getting hard to find for that model year stuff. You have to get creative on what you can and can't do. I don't like that but that's what we're up against.

Tim Myers: Other parts are also hard to come by because of the supply chain issue.

Brian Richey: Right now we are kind of seeing some unseen things. It's hard to get chassis. You have seen what's on the car lots. It's the same way on the heavy truck side. They are just not available. We're talking 10-12 months just to get the part of the truck in so they can start building the other part of the truck. The supply chain disruption is huge. That was part of our criteria when we met this. We have a lot of parts in stock to maintain our Pierce stuff and those same parts we can use on similar type trucks we have.

Brandi Bailly: So the one (1) we are replacing had about a 22-23 year old life span? Does the life span of the one we are wanting to buy have the same life span?

Brian Richey: We would hope so. Most of our tenders we have right now were built in late '90s through 2007. We would hope to get 20 years out of this tender. Keep in mind these trucks sit loaded with 2,500 gallons of water everyday of their life. If you get a water leak, rust issue, or plumbing issue you can't see unless you start working on them and just the corrosion factor.

Russell Leeds: Was this truck forecast in your replacement plan and budgeted for the 2022 budget?

Brian Richey: Yes it was.

