

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER
150 GREENWICH STREET, 21ST FL.
NEW YORK, NY 10007

2/17/2016

ADDENDUM # 6

To prospective Bidder(s) on Bid #44733 Supply and Delivery of Aircraft Rescue Fire Fighting (ARFF) Vehicles for Port Authority Airports located in New York and New Jersey

Due back on 3/7/2016, no later than 11:00AM

I. CHANGES/MODIFICATIONS

The following changes/modifications are hereby made to the solicitation documents:

- a. Within the Part V Specifications Paragraph entitled “Chassis” delete the text in Section 2.3.3.1 on Page 10 in its entirety and replace it with: *“The vehicle shall be equipped with channel type structural steel front and rear bumpers providing protection to the full width of the vehicle. The bumpers shall be installed an adequate distance behind any sheet metal or body parts to allow pushing the vehicle without damaging the body.”*
- b. Within the Part V Specifications Paragraph entitled “Chassis” delete the text in Section 2.3.4.1 entitled “Towing Connections” on, Page 10 in its entirety, and replace it with *“Air connections, glad hands with quarter turn shut off valves, and an SAE J560B covered seven (7) pin female connector shall be provided at the front of the vehicles to allow a towing vehicle to control its service and charge its parking brake reservoir(s), and its brake/signal lights. Location to be approved by the Engineer.”*
- c. Within the Part V Specifications Paragraph entitled “Fire Fighting Systems”, Section 2.10.1.5 on Page 19, add the following sentence *“Heater to be wired through the ignition switch so the heater will only be operational when the ignition switch is in the run position.”*
- d. Within the Part V Specifications Paragraph entitled “Electrical”, Section 2.11.2.10 entitled “12 Volt DC Electrical System” on Page 29, add the following sentence *“A placard will be placed on or near the receptacle indicating the appropriate jump start voltage.”*

- e. Within the Part V Specifications Paragraph entitled “Electrical”, in Section 2.11.3.1.4 on Page 30 entitled “110 Volt AC On-Board Electrical System”, delete “*PTO engaged warning light*” after “*generator on/off buttons and a*”. and replace with “*generator drive engaged warning light*”.
- f. Part V Specifications, Page 32, Paragraph entitled “Cab And Driver Compartment”, Section 2.12.2.2 entitled “Doorways & Hatch” delete “*Cab doors shall be attached to the cab by full length stainless steel piano hinge with brass pins*” and replace with “*Cab doors shall be attached to the cab by full length stainless steel piano hinge with durable noncorrosive pins*”.
- g. Within the Part V Specifications Paragraph entitled “Instruments, Warning Lights, Controls And Screens”, add to the end of Section 2.13.1.4 on Page 36, “*Alarms that are not silenceable to comply with FMVSS or which the manufacturer considers would present a safety hazard if silenced need not comply with this requirement, but must be identified in the deviations section*”.
- h. Within the Part V Specifications, Page 58, Paragraph entitled “Fire Fighting Systems”, Section 4.4.2.1., delete “*with dry chemical*”.after “*turret*” in the first sentence.
- i. Within the Part V Specifications Paragraph entitled “Weights Dimensions And Capacities” Section, 5.2.1.1 on Page 59 after “*rear*”, add “*when measured from the furthest protruding component both front and rear in a parked or bedded position.*”.
- j. Within the Part V Specifications Paragraph entitled “Chassis”, delete in their entirety (1) Subparagraph 2.3.5 entitled “Vehicle Lifting Mechanism”; and (2) Section 2.3.5.1.
- k. Within the Part V Specifications Paragraph entitled “Fire Fighting Systems”, Section 2.10.5.1 on Page 22, after “*weatherproof*” delete “*have the ability to override settings in the cab as well as be locked out from the cab.*”
- l. Within the Part V Specifications Paragraph entitled “Fire Fighting Systems” Section 5.4.5 on Page 63 entitled “Halotron Agent” delete “*3.4.3*” and replace it with “*3.4.4*”
- m. Part III, Contract Specific Terms and Conditions, Page 12, Paragraph B entitled “Goal”, delete:

“Contract Number:

Name: Robert K. Foreman

Email: rforeman@panynj.gov

Telephone No.: (201) 395-3939

Address: The Port Authority of NY & NJ

2 Montgomery Street, 2nd Fl.

Jersey City, NJ 07302”

and replace with

Contract Number:
Name: Jacqueline Carroll
Email: jacarroll@panynj.gov
Telephone No.: (201) 395-3958
Address: The Port Authority of NY
& NJ
2 Montgomery Street, 2nd Fl.
Jersey City, NJ 07302”

II. BIDDER'S QUESTIONS AND ANSWERS

The following information is available in response to questions submitted by prospective Bidders. The responses should not be deemed to answer all questions, which have been submitted by Bidders to the Port Authority. It addresses only those questions, which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Bidders does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Bidder, by submitting its Bid, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, oral or in writing, shall impair or limit the effect of the warranties of the Bidder required by this Bid or Contract and the Bidder agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

<i>Question #1</i>	Please define what the PANYNJ considers to be minor component failures as noted in Section 1.1.3.3.
<i>Answer #1</i>	Please see Section 1.1.3.3 of the Part V Specifications Paragraph entitled “GENERAL”.
<i>Question #2</i>	Are switches that illuminate to signal activation acceptable?
<i>Answer #2</i>	Yes.

Question #3	Section 3.4 of the specification provides details for only a primary bumper turret. Please advise if a roof turret is required on the Class IV 4x4 Triple Agent Vehicles?
Answer #3	A roof turret is required on the Class IV 4x4 Triple Agent Vehicles.
Question #4	Section 3.4.1.1 states “The primary bumper turret is to be a dual agent electronically controlled bumper turret with dry chemical or approved equal.” Please revise Table 1.1 to include only AFFF and Dry Chem agents for the bumper turret.
Answer #4	The table does not require revision.
Question #5	We request further information regarding the section 2.3.3.1. You state that the vehicle will be used to push the ARFF vehicles to better understand the design requirements for the front bumper/skid plate to meet the specified angle of approach, to provide protection to the bumper turret and also accommodate movement of the vehicles.
Answer #5	Refer to Changes/Modifications a) above.
Question #6	Please remove the requirement for the tow vehicle to control the parking brake remotely as noted in section #2.3.4.1. The parking brake must be controlled from the ARFF vehicle cab.
Answer #6	Refer to Changes/Modifications b) above.
Question #7	Is it acceptable to provide frame mounted tow eye extensions located at the front and rear of the vehicle?
Answer #7	Yes.
Question #8	It is acceptable to allow the use of textured hard-coated aluminum handrails?
Answer #8	Yes.
Question #9	Clarification is requested on the definition of latest EPA requirements. Does the PANYNJ require “Tier IV f” (2016) emission engines to meet green requirements? Or will the PANYNJ accept older emissions engines installed using the flex program?
Answer #9	Detail on compliance with EPA requirements should be provided in the bid response.
Question #10	Are vertical exhaust outlets fitted with a rain cap located on the right hand side at the rear of the truck acceptable?
Answer #10	No. PANYNJ facilities are set up for left hand exhaust receptacles.

Question #11	Are spin-on heated fuel/water separators approved by and supplied by the engine manufacturer installed in the engine filter area detailed in Section 2.5.1.3 considered an equal to the specified filter?
Answer #11	Yes.
Question #12	Is the Allison transmission fail-safe mode acceptable to meet the requirement in 2.6.2.2.2? The Allison failsafe logic will lock the transmission in the current gear or first gear in the case of control faults to allow the vehicle to be moved out of harm's way.
Answer #12	Yes.
Question #13	Is the Gast Manufacturing RDT672 120VAC 60 Hz high pressure air compressor with an open flow output of 2.00 cfm and a maximum pressure of 175 psi an equivalent to the specified compressor?
Answer #13	Yes
Question #14	Is the Espar Hydronic L16 55,000 BTU/HR diesel fuel fired compartment heating system an approved equal?
Answer #14	Yes
Question #15	Approval is requested for the supplemental heaters to operate with the ignition switch in the run position. This request is to ensure that the heater is not left to run without the engine running and draining the batteries preventing the truck from starting. The Espar Hydronic L16 5,000 BTU/HR heater does offer self regulating operation for temperature control.
Answer #15	Granted.
Question #16	Can "corrosion resistant metal" be changed to "bronze pump housing and impellor with stainless steel shaft" as an alternate?
Answer #16	No.
Question #17	Is a multiport drain valve manufactured by Trident Emergency Products of Hatboro, PA an acceptable equivalent to one manufactured by Waterous or Hale?
Answer #17	Yes.
Question #18	Would water being discharged to ground rather than returned to the water tank with a churn line be an approved method to a churn line?
Answer #18	Yes.

Question #19	Is the recording of the pump overheat discharge valve to the onboard vehicle diagnostic system approved as an alternative to recording this data on the MADAS system?
Answer #19	Yes.
Question #20	To avoid a potential safety/trip hazard on the top deck of the vehicles, we request that the requirement that the tanks must be provided from the manufacturer fitted with lifting rings or eyes to facilitate tank install and removal be amended to require provisions in the tank to accommodate lifting eyes and to require a set of lifting eyes and any required tank lifting fixtures to be supplied shipped loose to each maintenance facility.
Answer #20	The request is approved as an acceptable alternate when two (2) sets of lifting eyes/fixtures are provided to each maintenance facility.
Question #21	Clarification of “self closing” is requested. Please specify the condition and operation of this feature. Is a manual latch system acceptable or is an automatic latching system required? We also request information regarding the intended flow rate of any fill connection exceeding the standard 80 psi.
Answer #21	Intent of this statement is that upon forward acceleration of the vehicle an open manhole would close and latch. Certain high pressure hydrants that PANYNJ has access to are delivered at 125 PSI and demonstration of compatibility with this type of pressure should be detailed in the bid response.
Question #22	Is an overflow tube design that extends into the fill tower above the top of the tank acceptable?
Answer #22	Yes.
Question #23	We request the manufacturer's standard water and foam tank level sensors and displays be considered approved equals. The proposed system uses SSI Technologies tank level sensors with water and foam tank levels displayed on the fire fighting system LCD display in the cab and at the structural control panel.
Answer #23	Request Approved.
Question #24	Are reels with capacity to hold one hundred feet (100') of dual agent hose meeting the requirements of the FAA 150-5220-10E Advisory Circular and NFPA 414 acceptable?
Answer #24	Yes.
Question #25	Are sealed weatherproof switches to control the electric rewind motor in place of the sealed enclosure an approved alternate?
Answer #25	Yes.

Question #26	Approval is requested to provide the manufacturer's standard wiring consisting of cable sized for the application with weatherproof fittings to the DC powered rewind motor. The National Electrical Code applies to only AC current powered devices and wiring.
Answer #26	The intent of the requirement is to protect wires from chaffing or cutting. However, if the wire routing is such that the wires are routed or protected from chaffing and inadvertent puncture or cutting, the request may be approved by the Engineer at the pre-production meeting.
Question #27	Is a bumper turret with auto oscillation mode considered an acceptable replacement for the specified ground sweep nozzles?
Answer #27	Yes.
Question #28	Is the Espar Hydronic heating system an acceptable equivalent?
Answer #28	Yes.
Question #29	Is a 24-volt vehicle electrical system with 12-volt negative ground accessory power in the cab acceptable?
Answer #29	Yes.
Question #30	Is wiring consisting of GXL and SGR type wire suitable for all 12 and 24 volt DC systems in automotive applications?
Answer #30	Yes.
Question #31	Are sonically welded wire terminations and splices with sealed heat shrink tubing to ensure a waterproof connection in place of the requested soldered connections acceptable?
Answer #31	Yes.
Question #32	Are Exide Group 31, 950 CCA at 0oF, 190 minute reserve capacity, 100 amp hour batteries acceptable?
Answer #32	Yes.
Question #33	The specified polarized receptacle is intended for 12-volt starting system vehicles. We request this requirement be removed for vehicles utilizing a 24-volt electrical system to avoid the potential hazards that could result when attempting to jump start or charge a 24-volt vehicle with a 12-volt power source.
Answer #33	The specified receptacle is not 12 VDC specific.
Question #34	Is the use of Delta-Q Technologies, QuiQ 1000, 25amp, 24-volt battery charger in place of the Progressive Dynamics model #PD2140 charger acceptable?

Answer #34	Yes.
Question #35	Is the use of a Cummins Onan HG 1000 hydraulic driven generator system approved for this requirement?
Answer #35	Yes.
Question #36	Please revise the statement “a PTO engaged warning light” to “generator drive engaged warning light” in Section 2.11.3.1.4.
Answer #36	Refer to Changes/Modifications e) above.
Question #37	Is the utilization of SEO type jacketed cable in place of metal conduit or BX armored cable acceptable?
Answer #37	No. However, if the wire routing is such that the wires are routed or protected from chaffing and inadvertent puncture or cutting, the request may be approved by the Engineer at the pre-production meeting.
Question #38	Are full length stainless steel piano hinges with stainless steel pins acceptable as an alternative to stainless steel piano hinges with brass pins?
Answer #38	Yes.
Question #39	Please clarify whether the listed equipment will be provided by the PANYNJ or if the Bidder must supply the listed equipment. Complete descriptions including make and model numbers are required to ensure the expectations of the PANYNJ are met.
Answer #39	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-production meeting.
Question #40	Is the manufacturer's standard production design utilizing a Doga 24 V motor and transmission approved as an equivalent to the specified Sprague Devices windshield wiper system?
Answer #40	Yes.
Question #41	Is the manufacturer’s alarm system consisting of firefighting system alarms that have the ability to be silenced by the driver and instructor / fire system operator acceptable?
Answer #41	Refer to Changes/Modifications g) above
Question #42	The proposed system uses SSI Technologies tank level sensors with water and foam tank levels displayed on the fire fighting system LCD display in the cab and at the structural control panel. Exterior tank level LED lights are manufactured by Whelan. Are the manufacturer's standard water and foam tank level sensors and displays approved as equals?

Answer #42	Yes.
Question #43	Please clarify whether the equipment listed in the table on page 50 of Part V, Specifications will be supplied by the PANYNJ and mounted by the Bidder or if the Bidder is responsible for procurement and mounting of the equipment. We also request manufacturer names and complete model numbers for all equipment listed in the table to allow complete and accurate bids to be prepared and to determine the space required for mounting the equipment.
Answer #43	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-production meeting.
Question #44	Section 2.13.6.2 makes note of 12 VDC System. Is a 24 VDC System acceptable?
Answer #44	Yes.
Question #45	Please clarify if the specified radios will be provided by the PANYNJ and installed by the manufacturer, or if the manufacturer will be responsible for equipment procurement and installation.
Answer #45	Radios will be furnished by the Port Authority and installed by the Contractor.
Question #46	Is the Hadley Model H09324BC air horn an approved equivalent to the specified Grover air horn?
Answer #46	Yes.
Question #47	Is the Sharp Vision CW 134639 rear facing camera viewable on the in dash 10.4" video display in place of the Federal Signal Camset Model 56 acceptable?
Answer #47	Yes.
Question #48	We request the acceptance of the manufacturer's standard six (6) step finishing process to meet this requirement. A minimum of two (2) mil dry, two (2) component urethane primer/surfacer will be applied along with a coat of two (2) component sealer primer. Sikkens products manufactured by Akzo Nobel Coatings will be used.
Answer #48	The Port Authority will accept as an equivalent.
Question #49	Is an equivalent basecoat and topcoat paint manufactured by Sikkens/Akzo Nobel meeting all specification requirements and the requirements of the FAA 150/5220-10E Advisory Circular acceptable?
Answer #49	Yes.
Question #50	Approval to use the manufacturer's standard 24 VDC lighting system to meet FMVSS 108 is requested. All required lighting with the

	exception of headlights is submersible meeting Ip67 requirements. Products from the following manufacturers are utilized -- J.W. Speaker: Front Turn Signals -- Hella, Brake/turn/Tail -- J. W. Speaker Front and Rear Marker Lights -- Weldon; Side Marker Lightd --Hella
Answer #50	Bidders must supply data demonstrating IP67 classifications for lamps that meets or exceeds the specification requirement.
Question #51	Section 2.18.1.5 calls for a 12VDC illuminations system. Is a 24VDC acceptable?
Answer #51	Yes.
Question #52	Section 2.18.2.1 request 12VDC fog lights. Are 12VDC fog lights acceptable?
Answer #52	Yes.
Question #53	Section 2.18.3.1 request 12VDC LED light bars. Are 24 VDC light bars acceptable?
Answer #53	Yes.
Question #54	Section 2.18.4.1 request 12 VDC emergency lighting. Are 24 VDC emergency lighting acceptable?
Answer #54	Yes.
Question #55	Section 2.18.4.2 request model number L21HRP beacon lights by Whelan Engineering or an approved equal. Are Whelan Engineering model L21HRP4, 24VDC LED Beacons acceptable as an equivalent?
Answer #55	Yes.
Question #56	Section 2.18.4.3 requests model M6V2R lightheads. Are Whelan Engineering 24VDC 700 Series Super LED warning lights acceptable as an equivalent?
Answer #56	Yes.
Question #57	In section 2.18.5.1 you request 12VDC perimeter lights. Are 24 VDC perimeter lights acceptable?
Answer #57	Yes.
Question #58	In section 2.18.6.1 you request 12 VDC spotlights. Are 24 VDC LED spotlights equipped with a 24-volt electrical system acceptable?
Answer #58	Yes.
Question #59	The specified light model is a combination red and white LED typically used for license plate illumination. Please advise if the intention is to use red lights for top deck illumination.

Answer #59	No.
Question #60	Section 2.18.7.2 requests model #570036 produced by Warren Betz Manufacturing step lighting. Is a 24VDC LED step lighting acceptable as an equivalent?
Answer #60	Yes.
Question #61	Section 2.18.8.1 request model #H71020501Optilux Spotlights produced by Hella Corporate Center USA, Inc. Are 24 VDC LED spotlights for vehicles equipped with 24-volt electrical systems acceptable as an equivalent?
Answer #61	Yes.
Question #62	Is a 24 VDC LED interior cab lighting manufactured by Weldon Inc acceptable as an equivalent for model #60CREGCS produced by Whelan Engineering requested in 2.18.11.1?
Answer #62	Yes.
Question #63	Section 2.18.10.1 requested 12VDC LED strip lighting or rope lights mounted on the inside of the cabinets. Is 24VDC LED strip lighting for vehicles equipped with 24-volt electrical system approved as an equivalent?
Answer #63	Yes.
Question #64	Please clarify whether the equipment listed in the table on page 50 will be supplied by the PANYNJ and mounted by the Bidder or if the Bidder is responsible for procurement and mounting of the equipment. We also request manufacturer names and complete model numbers for all equipment listed in the table to allow complete and accurate bids to be prepared and to determine the space required for mounting the equipment.
Answer #64	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-production meeting.
Question #65	Please define the requirements of the Halotron re-servicing kits that are required. Are these kits intended to include only the hoses, regulators and connections required to fill the truck mounted vessel or is Halotron I agent also required to be supplied? If agent is required also specify the quantity of agent required. 500 lbs is required for the initial tank fill, 500 lbs. for re-servicing.
Answer # 65	The Halotron re-servicing kits should contain the hardware necessary to fill the truck-mounted vessel. Additional agent for re-servicing is not a requirement.

Question #66	Please clarify whether the equipment listed in the table on page 57 will be supplied by the PANYNJ and mounted by the Bidder or if the Bidder is responsible for procurement and mounting of the equipment. We also request manufacturer names and complete model numbers for all equipment listed in the table to allow complete and accurate bids to be prepared and to determine the space required for mounting the equipment.
Answer #66	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-production meeting.
Question #67	Are turrets capable of flow rates of 1250 GPM in high flow and 625 GPM in low flow mode acceptable?
Answer #67	Yes.
Question #68	Please verify if it is required with a roof turret. The turret is easily visible from the driver's and instructor's seated position if the turret is activated and moved from the parked position.
Answer #68	This is required for the roof turret.
Question #69	Please verify the bumper turret discharge requirements. We believe the statement "with dry chemical" can be removed as the dry chemical agent system is not listed in Table 1.1 or in section 4.2.2 of the specification.
Answer #69	Refer to Changes/Modifications h) above.
Question #70	Is a dedicated joystick to control the roof turret and a dedicated joystick to control the bumper turret acceptable?
Answer #70	Yes.
Question #71	Request for approval on 6x6 ARFF vehicles equipped with a HRET to not exceed a total length of 504 inches.
Answer #71	Refer to Changes/Modifications i) above.
Question #72	Please clarify whether the equipment listed in the table on page 60 will be supplied by the PANYNJ and mounted by the Bidder or if the Bidder is responsible for procurement and mounting of the equipment. We also request manufacturer names and complete model numbers for all equipment listed in the table to allow complete and accurate bids to be prepared and to determine the space required for mounting the equipment.
Answer #72	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-manufacturing meeting.

Question #73	Is an electronically controlled roof turret manufactured by Elkhart Brass Fire Fighting Equipment of Elkhart IN meeting all necessary performance requirements acceptable an equivalent to the 3480 Stream Master II produced by Akron Brass?
Answer #73	Yes.
Question #74	Please eliminate the need for the piercing tip to fog outside of the aircraft as this operation would render the cameras useless in any attempt to see the success of the piercing operation.
Answer #74	Please reference NFPA 414 4.19.6.8.
Question #75	Please revise the requirement to read: “The HRET shall have the ability to extend into an attack position forward, up and down below grade in the vertical plane. The HRET shall have the ability of rotating at its base in the horizontal plane a minimum of thirty (30) degrees both left and right of center. The HRET shall be capable of performing multiple pierces along a fuselage at a minimum of 15 degree in both directions from center covering a fuselage total distance of 22 feet. All operations shall be achieved with not more than two (2) adjacent controls located between the driver and instructor / fire system operator. The system shall be programmed with limits so that the boom and both the penetrating nozzle and turret are prevented from crashing into the cab or itself during articulation, tilt and extension.”
Answer #75	Please reference NFPA 414 4.19.6.8 and 4.19.6.10, and 4.19.6 (paragraph 14).
Question #76	Is an HRET with fully automated movements from the bedded position to high attack or low attack that automatically beds from any deployed position an approved equivalent?
Answer #76	Yes.
Question #77	Section 5.4.5 “Turret controls” states that all specifications of section 4.4 shall apply. We request this statement to be removed to allow the manufacturer's standard joystick control system to be employed. The HRET control system and the bumper turret joystick are turret specific.
Answer #77	Deviations to Section 4.4 above and beyond the approval given to Section 4.4.3.1 should be detailed in the Bidder's response.
Question #78	It is requested that FMVSS 101, 102, 103, 104, 111, 118, 119, 120, 121, 124, 201, 205, 206, 207, 208, 209, 210, 212, 216 requirements be removed from the bid document. A suggested alternative would be to reference the NFPA 414 and FAA AC 150/5220-IOE as the requirement in each area to ensure all items meet the acceptable industry standards.

<i>Answer #78</i>	Compliance with AC 150 5210-10e and NFPA 414 is paramount and primary. Both of these documents reference NFPA 1901, Standard for Automotive Fire Apparatus.
<i>Question #79</i>	Throughout the specification there are specific brand items being requested with an allowance for an "approved equal". If the Port Authority intends to use Federal funding for this project, these specific brand references may be of concern to the FAA. It is requested that all standard items used on a manufacturer's ARFF truck be considered approved equals, or that all of the specific brand references be removed.
<i>Answer #79</i>	The bid solicitation only states that the Port Authority may seek FAA funds. If when seeking FAA funding should there be issues with specification items that are specified with an "or equal" provision that matter will be between the Port Authority and the FAA. Per your request, see Appendix A, Automotive Procurement Standard Contract Terms and Conditions, paragraph 19, Materials and Workmanship, on page 10.
<i>Question #80</i>	Since item H includes item G in the total dollar amount, item G indirectly becomes part of the binding package through this reference. Please provide clarification on the binding status of item G?
<i>Answer #80</i>	Please see Part IV, Pricing Sheets, Paragraph G, page 5.
<i>Question #81</i>	Specifies four (4) lifting eyes shall be provided on the roof of the ARFF vehicles to facilitate lifting of the vehicle by a crane. When properly lifted using these lifting eyes the vehicle must be capable of being lifted and suspended with no permanent damage due to flexing or bending.
<i>Answer #81</i>	Refer to Changes/Modifications j) above.
<i>Question #82</i>	Please provide additional information as to what cab settings are to be overridden from the pump panel and what settings from the pump panel are to be locked out from the cab. It is recommended that the PA delete this option because it is not an industry standard, nor is it recognized in NFPA 414 or FAA AC 150 150/5220-IOE.
<i>Answer #82</i>	Refer to Changes/Modifications k) above.
<i>Question #83</i>	Please provide further information for the ballistic rated safe the Port Authority would like to use.
<i>Answer #83</i>	The ballistic safe referred to is intended to be a GunVault Speedvault or approved equal. It is anticipated that each vehicle will have at least three (3) of these individual gun lockers mounted in each vehicle. Certain vehicles may get four (4) but any increases above the initial three (3) will be made at the pre-manufacturing meeting as staffing needs dictate.

Question #84	Excluding the gun safe, will the specified cab loose equipment be provided by the Port Authority or the vehicle manufacturer?
Answer #84	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-manufacturing meeting.
Question #85	Will each of the radio sets be provided by the Port Authority or the vehicle manufacturer?
Answer #85	Radios will be furnished by the Port Authority and installed by the Bidder.
Question #86	Will the Intercom system to be provided by the Port Authority or the vehicle manufacturer?
Answer #86	Intercom system will be provided by the vehicle manufacturer installed.
Question #87	Will a DEVS system meeting the requirements of the bid be considered acceptable?
Answer #87	The DEVS system should be provided as specified.
Question #88	It is understood that a single FLIR camera will be mounted on the HRET in order to meet 5.4.1.6. Will there be a second camera on the brow of the cab to meet 2.15.2.1?
Answer #88	A second camera is not required.
Question #89	Will the loose equipment specified be provided by the Port Authority and will it be required to be mounted by the successful bidder?
Answer #89	The listed equipment is provided as information to Bidders as to the anticipated weight of the equipment. The equipment will be provided by the PANYNJ and further discussions on placement will occur during the pre-manufacturing meeting.
Question #90	Are the ladders and pike poles being provided by the Port Authority?
Answer #90	The ladders should be provided and installed by the Bidders. The Pike poles will be provided by the Authority.
Question #91	We are confident the intended reference was 3.4.4 since that is the section outlining the Halotron components. Item 3.4.4.3 - states a total of ten (10) Halotron re-servicing kits shall be provided. Is the 5.4.5 requirement intended to duplicate the total amount of Halotron re-servicing kits to twenty (20)?
Answer #91	Refer to Changes/Modifications 1) above.
Question #92	Is a removable polypropylene strainer in place of the ¼” stainless steel mesh screen an approved equivalent?
Answer #92	Yes.

Question #93	Please revise section 3.4.3.4 to read: “The dry chemical agent and water/AFFF agent systems shall supply a dual agent hose reel that meets the specifications of Section 2.10.10. The reel shall be sized to accommodate two (2) one hundred (100’) foot lengths of suitably sized and rated hose for the application and discharged rates.”
Answer #93	Please see above question and answer #24.

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

SELENE ORTEGA, MANAGER
COMMODITIES AND SERVICES DIVISON
PROCUREMENT DEPARTMENT

BIDDER'S FIRM NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO SHANTA NELSON, WHO CAN BE REACHED AT (212) 435-4661 OR AT SNELSON@PANYNJ.GOV.