City of Conway – Mayor's Office
1201 Oak Street
Conway, AR 72032
www.cityofconway.org

Invitation and Bid – 2012-23

INVITATION
TO THE VENDOR ADDRESSED:

Bidders are invited to offer to purchase the items listed herein in accordance with the terms and conditions attached. **Sealed** bids must be in the Office of the Mayor no later than **10 am, Wednesday, May 2nd, 2012** at which time all bids will be opened and read in the Downstairs Conference Room in City Hall. Successful bidders will receive purchase order, if necessary, within 30 days after the City Council approval. ***Unsigned bids will be rejected.***

City of Conway – Sanitation Department

BID SPECIFICATIONS

2012 AUTOMATED FRONT LOAD REFUSE TRUCK

GENERAL TERMS:

It is intended that the following set of bid specifications be used as a guideline for a 2012 new and unused front loading refuse truck. The body must be capable of compacting and transporting refuse to a landfill and dispensing the load by hydraulically ejecting the load from the front of the body. The truck must be able to maintain a highway speed of 70 mph. Equipment must be ready to use when delivered on site.

Bidder must have an established complete parts and service center for the chassis and packer body within a 60 mile radius of the City of Conway and have on hand a representative amount of parts suggested by the manufacture.

The service center must have factory trained technicians at their facility. Bidder must provide a list of references that have used this service center within the past twelve months. All cylinders shall have a five year manufacturer's warranty. Parts, service, and operator's manuals must be provided with this unit, in hard copy and CD form.

A complete copy of the warranty for the chassis and packer body must be provided. Awarded bidder shall deliver the complete unit within 90 days after receiving notice of award via a City of Conway issued, signed, and dated Purchase Order. All specifications are set at a minimum.

Any exceptions must be listed and submitted to the City of Conway Sanitation Dept. within five business days before bid is awarded.

Bid Specifications
Low Cab Over Engine (LCOE) for 40 Yard
High Compaction Front Loading Refuse Collection Truck

Wheelbase/Frame

- Wheelbase 210”
- CA 186”
- Platform 273”
- AF 66”
- Frame Reinforcement – Inside ¼” full steel Channel with 3,127,200 in lbs. per rail
- Extended Steel Bumper with Center Tow Pin
- Front Frame Extension for Refuse Service
- HD Crossmembers
- Skid Plate
- Crankshaft Adapter 1350 Series

Engine

Electronic 4-cycle diesel, in line 6 cyl., Turbocharged with air-to-air inter-cooler, minimum 700 cubic inch sleeved engine, minimum of 350 HP with 1200 ft/lbs. torque, all spin-on filters (fuel, oil, water).

NOTE: Bids will be accepted only on the following engines: Mack MP7, CAT Ascert C13, MBE 4000, and Cummins ISM. Engine must meet EPA-07 certifications.

- Air Compressor – 13.2 CFM
- Alternator – 12V 160A
- Batteries – 3 Group 31 650/1950 CAA Threaded
- Stud Type
- Battery Disconnect Switch
- Extended Life Coolant to –40 Degrees Fahrenheit
- Engine Block Heater
- Engine Brake
- Fuel-Water Separator
- Starter – 12-Volt Delco MTHO 39
- Exhaust – Single Vertical D.P.F.

Transmission/ Drive Lines

- Allison 4500-RDS-6 Rugged Duty Series
- Direct Mount Oil Cooler
- Synthetic Fluid (Transynd)
- Driveshaft Guard for Center Bearings
- Driveline Main Dana-Spicer 1810 HD
- Driveline – Interaxle Dana-Spicer 1710 HD

Front Axle

- Front Axle – 20,000 lb
- Springs – Multi-leaf 20,000 lb. Ground Rating
- Front Shock Absorbers
- Integral Power Steering
- Static Load Cushions
- Slack Adjuster
- Brakes – Meritor 16.5” X 6” Q+
- Wheels – Steel Disc 22.5 X 12.25 Hub Piloted
- Tires – Bridgestone 425/65R22.5 20L M844F
- Tapered King Pins with no Adjustment Required
- Unitized wheel hubs with permanent wheel seals

Rear Axle

- Rear Axle – 46,000 lb. double reduction with 46,000 lb. Anti- sway springs
- Power Divider Lockout
- Bronze Trunnion Bushings
- Slack Adjusters
- Brakes – Meritor 16.5" X 7" Q+
- Wheels – Steel Disc 22.5 X 8.25 Hub Piloted
- Tires – Bridgestone 11R 22.5 14G M711

Cab (Interior Features)

- Ash Tray
- Air Conditioner
- Cigar Lighter
- AM/FM Radio with CD
- CB – 5-way Binding Post
- Coat Hook
- Glove Box
- Heater with Integral Defroster
- Dome Light with Self-Contained Switch
- Steering Wheel, 2 Spoke Uretane Grip
- Fixed Steering Column

Seats:

- Driver – Bostrom Talladegha 905L Air Susp. (Hi-Back)

  Rider – Non-Suspension (Mid-Back)
- Seat Belts – Driver and Rider Lap & Shoulder
- With Seat Belt Retractor
- Sun Visors – LH and RH
- Floor Mats – Rubber with Closed Cell Vinyl
- Nitrile Backing
- T.M.C. Recommended Instrument Panel
- Key Type Starting
- Engine Shutoff – Key-Type Control
- Directional Signal Switch, Manual Cancelling
- Air Pressure Gauge – Dual
- Voltmeter
- Fuel Level Gauge
- R
- Engine Oil Pressure Gauge
- Engine Coolant Temperature Gauge
- Low Air Pressure Indicator (Light and Buzzer)
- Transmission Gauge
- Speedometer/Trip Odometer, Electronic
- Tachometer with Hourmeter, Electronic
- High Beam Indicator
- Parking Brake On Indicator
- 5 lb. Fire Extinguisher
- Reflector Kit

Cab (Exterior Features)

- Welded Steel Shell, Galvanized
- Rust Preventative Procedures
- Polyurea Fender for Chassis & Cab Section
- Cab Ladder with Anti-Skid Roof
- Safety Glass Windows
- Tinted Windshield
- Windshield Corner Wind Deflectors
- Windshield Wipers – Two, Pantograph Type

  Daytime Running Lights

- Identification and Clearance Lamps (7)
- Side Markers - Lamps and Reflectors
- Bottom Mounted
- Wiper Motor - Electric with Intermittent Feature
- Windshield Washers – Electric Wiper Mtd. with 7 qt.
- (6.6 L) Reservoir
- Mirrors – West Coast Bright Finish
- with Stainless Steel Bracing, LH & RH
- Bright Finish Convex Mirrors
- Headlamps – 2 single 7" round Halogen Lamps
- Front Turn Signals
- Transistorized Flasher
- Horns – Air, Twin Trumpet Mtd. Under Cab
- & Electric (Single Tone)

Doors – Fiberglass with:

- Roll-up Windows
- Screened Vent in LH door
- Peep Window in RH door

Grab Handles – Aluminum, RH & LH Behind Door

Rear Cab Glass (Non-Tinted)

Cab Mounting and Lift – Mounting 4-Point Fixed Type

Fuel Tank

- Fuel Tank – RH 70 Gallon Steel

Air Brakes

- Dual Air Dryer with Cooling Tank
- ABS System
- Automatic Drain Valve – Non-Heated
- Increased Air Capacity

Electrical

- Daytime Running Lights
- Electric Circuit Protection Package
- Waterproof Electrical Connections
- Provision for Local Installation of Strobe Light
- Body Link for Local Installation of Packer

Paint

- Paint Cab & Interior – DuPont # 96939 Bengal Tan
- Chassis & Running Gear – DuPont Black

Warranty

- 1 year / 100,000 mile Base Warranty on Chassis
- 3 year / 300,000 mile Parts & Labor Warranty on engine

  "From Fan Hub to Fly-wheel" **Specifically Including:**

  Air Compressor

  EGR Control Valve

  Fuel Injectors

  Exhaust After Treatment System

  Fuel Supply Pump

  Starter

  Turbocharger

I. Body

CAPACITY

The partial pack front loader body shall have a body capacity, excluding the receiving hopper, of not less than: 28 yd^3

The hopper shall have a capacity of twelve (12) cubic yards.

BODY DIMENSIONS

Body length including cab shield (cab shield 53”) is 352”

Overall length with arms down and forks in full tuck position is 415”.

Overall length with arms down and forks in horizontal position is 453”

Body width, outside shall be no more than 96”.

Body width, inside should be a maximum of 88”.

Body height, inside should be a minimum of 87 ½ “.

Body height above chassis rail, arms down is 107”.

Body height above chassis rail, arms up with full tuck forks is 120”.

Height above frame with tailgate raised including rear underride guard is 199 “.

Hopper width (bottom) must be no less than 79 5/8”.

Hopper width (top) must be a minimum of 80”.

Hopper length at roof must be a minimum of 93”.

Hopper depth must be a minimum of 92”.

BODY CONSTRUCTION

Packer body will have flat hopper and body floor with curved roof and body sides and of overhead loading design. Hopper will be designed to properly handle containers from 1-10 cubic yard capacity.

Roof - Minimum 8 gauge high tensile steel sheet 80,000 PSI minimum yield.

SIDE WALLS

Lower hopper sides – minimum 3/16” 321 Brinell abrasion resistant steel plate, 150,000 PSI minimum yield.

Upper hopper sides – minimum 12 gauge high tensile steel sheet, 80,000 PSI minimum yield.

Body sides – minimum 8 gauge high tensile steel sheet, 80,000 PSI minimum yield.

FLOOR

Hopper floor – minimum 1/4” 321 Brinell, 150,000 PSI minimum yield.

Body floor – minimum 1/4” 321 Brinell, 150,000 PSI minimum yield.

ROOF AND SIDE REINFORCEMENT

Upper longitudinal corner brace shall be 11 gauge 80,000 PSI minimum yield 4” x 6” deep formed channel fully welded to the roof and body side sheets.

Lower longitudinal corner brace shall be 11 gauge 80,000 PSI minimum yield 4” x 16” deep formed channel fully welded to the body side sheets.

Forward vertical body side bolster shall be 3/16”, 80,000 PSI minimum yield 6.72” x 7” deep formed channel conforming to the curved body sides and fully welded to the body sides.

Rear vertical body side bolster shall be 3/16”, 80,000 PSI minimum yield 6.7” x 5” deep formed channel conforming to the curved body sides and fully welded to the body sides.

HOPPER SIDE REINFORCEMENT

The bottom side brace shall be 11 gauge formed 7-5/8” x 1-3/4” channel, 80.000 PSI minimum yield.

Lower and intermediate side bracing – minimum of six (6) 11 gauge 80,000 PSI minimum yield 7-1/4” x 1-3/4” formed angles of lap construction.

Upper hopper side braces (2) shall be 11 gauge formed 5-3/4” x 1-7/8” channel, 80, 000 PSI minimum yield.

All external welds of hopper side bracing shall be continuous full seam.

FLOOR REINFORCEMENT

Shall be 5” x 4” formed channel on approximately 15” centers. Cross members shall be full width, single piece construction.

Forward body area cross members shall be minimum 7 gauge 80,000 PSI minimum yield, all others 11 gauge 80,000 PSI minimum yield.

Cross members shall interlace with body longitudinals to fully support the floor.

Body Longitudinals (Long Members) - Shall be minimum of 3/16” 80,000 PSI minimum yield formed box section.

Side Access Door - The side access door shall be located at the front street side of the body with minimum opening of 27” x 31” (837 in²). Steps and grab handles shall be provided for ease of entry. An electrical interlock shall be provided to disable the pump whenever the side door is open.

Roof Access Ladder - A ladder shall be provided on the rear of the tailgate for access to the body roof. Steps must be of “non-slip” material and bottom step must be no higher than 28” above ground.

SLIDING TOP DOOR

A hydraulically actuated sliding top door will be provided to cover the hopper for traveling to the discharge site.

The top door cylinder shall be double acting and have a minimum 2-1/2” bore x 90” stroke with a 1-1/2” diameter chrome plated rod.

An in-cab mounted light will be provided to indicate when the top door is not fully open.

Front Head Closure - A 39” x 79” front head closure screen made of expanded metal shall be provided to prevent loose debris from entering the area in front of the packer and to prevent unauthorized entry by non-service personnel.

PACKING MECHANISM

A hydraulically actuated packer traversing a minimum of 83-1/2” into the body, from the front head, shall clear the hopper of material with a maximum cycle time of twenty-six (26) seconds.

The lower packing panel face will be a minimum 3/16” 321 Brinell 150,000 PSI minimum yield, abrasion resistant steel plate. The upper vertical face will be a minimum 7 gauge, 80,000 PSI minimum yield. The packer will be reinforced with a combination of structural members for maximum rigidity.

PACKING MECHANISM GUIDE RAILS

The hopper zone packer guide rails (2) in the side of the body shall be comprised of 3/8” 50,000 PSI minimum yield structural angle welded to 3-1/2” x 1/4” ASTM A500 Grade B structural tubing on each side of body. The structural tubing shall be of a continuous piece the full interior length of the hopper, 128” long.

Abrasion resistant wear bars, 145,000 PSI minimum yield x 400 BHN, shall be clad to the hopper zone guide rails, each side, in the following manner:

Bottom horizontal track wear bar shall be 1/4” thick x 3-1/2” wide and located 3-1/2” above floor at corner.

Top horizontal track wear bar shall be 1/4” thick x 2-1/2” wide.

Outer vertical track wear bar shall be 1/4” thick x 2-1/2” wide.

The ejection zone guide rails shall be 3/8” 50,000 PSI minimum yield structural angle welded to the full length 3-1/2” x 3-1/2” x 3/16” ASTM A500 Grade B structural tube. A 1/4” x 2-1/2” H.R.S. wear bar shall be welded to the vertical and undersides surface of the guide rail assembly. The top wear surface shall be clad with 1/4” x 3-1/2 H.R.S. steel.

The packer panel shall be guided on each side of the body with 3” x 6” x 1/4” ASTM A500 Grade B structural tubing clad with 145,000 PSI minimum yield abrasion resistant wear bars in the following manner:

Bottom horizontal packer panel wear bar shall be 3/8” thick x 3” wide x 41” long.

Top horizontal packer panel wear bar shall be 1/4” thick x 3” wide x 41” long.

Two (2) vertical packer panel wear bars, located below the structural tubing, shall be 1/4" thick x 2" wide x 18" long.

The packer panel shall be provided with bolt-on lugs for each of the two (2) packing cylinders. The cylinders shall be attached to the packer panel lugs via two inch (2") diameter pins. Cylinder removal may be accomplished by either pulling the pins or by removing the entire bolt-on lugs. The lugs shall be attached to the packing panel with six (6) ¾" diameter bolts for each lug assembly.

The body front head shall also be provided with bolt-on lugs for packing cylinders. The lugs shall retain cylinder pins with four (4) ¾" diameter bolts.

The packer will be hydraulically actuated by two (2) double acting telescopic cylinders with 5-1/2" bore

Packer cylinders shall have spherical bearings on both ends.

Packing force – minimum cylinder compaction force shall be 105,000 pounds.

BUSTILE TAILGATE

Tailgate must be one piece; top hinged and shall open approximately 30º above horizontal.

Tailgate back sheets shall be constructed of a minimum 10 gauge, 80,000 PSI minimum yield steel.

Tailgate side sheets shall be constructed of a minimum 11 gauge, 80,000 PSI minimum yield steel.

The tailgate shall be reinforced by a minimum 1/4" 80,000 PSI minimum yield, horizontal boxed braces.

The tailgate will be secured to the body by two (2) sets of hinges with 2" hinge pins at the roof line.

A heavy duty rear door positive seal of rubberized gasket material will be installed the full length of the bottom and 68" up the sides of the tailgate to prevent leakage.

The tailgate shall be secured in the closed position by means of a fully automatic latching mechanism actuated by a separate control in the cab.

The tailgate shall be raised and lowered hydraulically actuated by two (2) double acting cylinders with a minimum bore of 3" x 28-1/4" stroke with 1-1/2" diameter hardened chrome plated rod. Cylinder design shall also include an orifice fitting in the base port which will prevent the rapid descent of the tailgate in the event of a hydraulic failure.

The tailgate shall be locked by two (2) lock cylinders with a minimum bore of 3" x 3-5/8" stroke with 1-1/2" diameter hardened chrome plated rod. Lock and tailgate raise cylinders shall be actuated by separate controls in the cab.

All lights will be recessed into the tailgate with the lens flush with the outer skin. Clearance, backup and directional lights shall be a Lexan lens, shock mounted in a protective housing. The whole unit will be "pop-out" and replaceable. All vehicles will meet FMVSS #108 and state lighting and reflector requirements.

An in-cab light and audible alarm will be provided to indicate that the tailgate is not fully closed. A mechanical flag device must be included to indicate that the tailgate is locked.

LIFT ARMS

The lift arms will be 3” x 8” box reinforced type construction rated and capable of lifting 8,000 pound gross container and payload.

Lift arms shall be capable of lifting loaded containers from a truck dock with 10’ maximum pocket height.

Lift arm cycle time will be approximately 18-20 seconds.

Pick-up, dump, and disengagement will be done without the need for assistance and without the driver leaving the cab.

The lift arms, during the dump cycle must not obstruct or interfere with the opening of the truck cab doors on either side.

The two (2) 3” x 8” rigidly constructed lift arms will be held tight to the torque tube using 4” thick ASTM A-487, 60,000 PSI yield cast steel clamping devices, and secured using two (2) 7/8” Grade 8 bolts and lock nuts on each side.

The arm torque tube will be mounted in four (4) split bearing blocks with four (4) replaceable split bronze bushings with grease provisions. The split bearing blocks will be rigidly welded to the lower front of the body.

The lift arms will be hydraulically actuated by two (2) double acting cylinders 4-1/2” bore x 41-1/2” stroke with a 2-1/2” diameter induction hardened and chrome plated rod.

The cylinders will be located outside the body at the body floor level and directly attached to the lift arms.

Two (2) 1-1/2” x 51” grip high tensile, 50,000 PSI minimum yield forks shall be welded to a 4-1/2’ O.D. x 3/8” wall C-1018 Seamless tubing fork cross shaft assembly. This assembly shall include rubber bumpers to reduce impact and prevent damage to containers.

Fork cross shaft assembly shall be attached to the arms with two (2) split bearing blocks with replaceable split bronze bushings fitted with grease provisions.

Fork Hydraulics - The forks will be hydraulically actuated by two (2) double acting cylinders, 4” bore x 25” stroke with a 2” diameter induction hardened and chrome plated rod.

Forks shall be designed to provide the necessary dump angle to assure complete discharge of materials from the refuse containers.

Lift arms shall be brought to a smooth stop in the raised and lowered position by use of a cam operated deceleration valve.

Heavy duty bolt-on hard rubber arms stops located at the side of the body will cushion and prevent over travel of the lift arms.

Maximum height with the lift arms raised in the full up and forks fully tucked position will be 13’6” (based on a chassis rail height of 42”).

An in-cab mounted warning light will be provided to indicate when any part of the arms are raised above the body.

HYDRAULICS

The maximum operating pressure of the system will be 2500 PSI.

A heavy duty gear pump with hydraulic over-speed control (HOC) shall be provided with a rated capacity of approximately 50 GPM @ 1300 RPM.

All hydraulic tubes will be securely clamped to prevent vibration, abrasion, and excessive noise.

All hydraulic hoses shall conform to S.A.E standards for designed pressure. Bends shall not be more than recommended by S.A.E. standards. Flat Spots in hoses will not be acceptable.

All pressure hoses shall be protected with fabric guard.

The hydraulic oil reservoir shall have a gross capacity of 47 gallons filled with 41 gallons of hydraulic fluid.

The tank shall be complete with a screened fill pipe and cap, filter breather, clean out cover, shut off valve, oil level sight, and temperature gauge.

The hydraulic system shall be protected by a five (5) micron, in tank, return line filter along with a 100 mesh (140 micron) reusable oil strainer in the suction line.

The return line filter shall also include an in-cab filter by-pass monitor which shall alert the operator or service personnel when the filter is need of replacement.

A hydraulic pump shut down system shall also be included which shall prohibit prolonged operation of the hydraulics when the filter is in the bypass mode.

The main control valve will be a six (6) section stack valve with relief to prevent overload damage. Valve capacity will be a minimum 50 GPM @ 2500 PSI and designed to properly operate all hydraulic components.

CONTROLS

Arm, fork, packer, top door, tailgate raise, and tailgate lock controls shall be provided. Arm and fork movement shall be accomplished by an air over hydraulic, self-centering joystick that returns to the neutral position when released. An arm rest shall be provided for operator comfort. Packer, top door, tailgate raise, and tailgate lock controls shall be air toggle type. All controls shall be located inside the cab within easy access to the driver. A separate in-cab control shall be provided for tailgate lock function.

All controls shall be properly labeled and indicate the direction of travel (i.e., arms up, arms down, etc.) with warning lights to indicate “Tailgate Open”, “Top Door Closed” and “Arms Above Cab”.

Electrical:

A PLC (Programmable Logic Controller) electronic controls center shall be provided to monitor system functions and operate the auto pack function. The PLC shall be installed inside the truck cab and shall possess self diagnosing error codes which identify the trouble source. Both audio and LED outputs must be made available to aid in locating trouble source.

All electrical wiring connectors to be automotive double-seal, with wiring in split convoluted loom. All wiring connections to be soldered with rubber molded covering or crimp type connectors with shrink wrap. Unprotected wiring in any application is unacceptable.

All switches not manually operated shall be proximity in type. Mechanical switches are not acceptable.

Clearance, back up, and directional lights shall be Lexan lens, shock mounted in a protective housing. The whole unit shall be pop out and replaceable.

All lights shall be provided in accordance with FMVSS#108, plus mid body turn signals on each side of the body and a center brake light on the rear.

REAR UNDERRIDE GUARD

The body shall be equipped with a rear under-ride guard as standard equipment, to meet Federal Motor Carrier Safety Regulation, 49CFR393.86, TTMA RP No.41-02, and SAE J682, Oct 84.

PAINTING

The entire body shall be properly cleaned of all direct, grease, and weld slag. Cleaning shall be in keeping with accepted industry practices.

A liberal coat of Sikkens Washprimer Red self etching primer is to be applied.

Top coat finish shall be Sikkens Autocrylic urethane enamel.

Color shall be: Du Pont #546 Green

ADDITIONAL FEATURES

The unit shall come equipped with a throttle advance system.

Packer controls shall provide an AutoPack feature to enable a single button automatic packing cycle.

A floodlight with in-cab switch shall be mounted in the front bulkhead area to illuminate the body hopper.

A flashing amber strobe light is to be installed onto the rear tailgate.

The entire body and all body components are to be covered by a full one-year warranty.

Body side backing assist light- in cab switch

Color Flat Screen Camera system with color monitor

Clean out shovel kit- mounted forward of packer panel

Service hoist kit

Rear "caution" decal

TRADE- IN

2005 MACK

VIN 1M2K189C55M027756

City of Conway
Additional Information

The bidder shall include all charges, including taxes, fees, and shipping. (If applicable)

The bidder needs to include an anticipated delivery date. (If applicable)

In submitting this bid, it is understood by the undersigned bidder that the right is reserved by the City of Conway to reject any and all bids:

Contact Information: Danny Alford

Danny.alford@cityofconway.org

City of Conway Sanitation Department
(501) 450-6155

Bid Specifications can be obtained from our website:
www.cityofconway.org

If you have any questions regarding submission of bids, please contact Felicia Rogers @ 501.450.6110. All bids must be sealed. No faxed or emailed bids will be accepted.

As always the City of Conway appreciates your business.

City of Conway – Mayor's Office
2012-23 – 2012 Automated Front Loading Refuse Truck
Bid Opening Date: Wednesday, May 2nd, 2012
City Hall - Downstairs Conference Room @ 10:00am

Net Bid Amount:
2012 Automated Front
Loading Refuse Truck $ _____

Trade In Bid Amount **$**_____

2005 MACK

VIN 1M2K189C55M027756

Total Bid Amount: **$**_____

Description of Tuck _____

Anticipate Delivery Date: _____

The bidder shall include all charges, including taxes, fees, freight and shipping. (If applicable)

Authorized Agent Bidding on this project:

_____
Company Name

_____
Company Representative Name

_____
Representative's Signature

_____
Address Email Address

_____
City State Zip

_____
Telephone Number Fax Number

_____
Date

City of Conway – Mayor's Office
Terms & Conditions
www.cityofconway.org
Important – Read Carefully

By Submission of bid, bidder certifies that he has read all terms and conditions and that bid is submitted in accordance therewith.

1. Prices quoted will be considered to be net prices unless otherwise stated by the bidder. Cash discounts requiring payments in less than 30 days will not be considered in making awards.
2. Prices quoted shall be FOB Conway unless otherwise specifically stated on proposal. In either case, delivery charges must be prepaid.
3. All charges including taxes, shipping, freight, and any miscellaneous taxes shall be included in prices quoted, if applicable.
4. Bidder certifies that he will make delivery of items for which he bids within 10 days after receipt of award – ***unless otherwise specifically stated***. Time of delivery in excess of 10 days may be considered a factor in making awards.
5. In case of default of contractor in making deliveries as per contract, the City may procure the articles or services from other sources and hold the contractor responsible for all excess costs occasioned thereby. Bidder's record as to satisfactory performance under previous contracts will be considered a factor in making awards and retention on bid lists.
6. The City reserves the right to reject any or all bids, in part or in whole and to waive information in bids received.
7. If not otherwise specified, bidder must furnish brand names with catalog number, if any, on items which are offered as "equal." In all such cases the burden of establishing equality is upon the bidder and failure to do so within a reasonable time may result in rejection. Alternative bids will not be considered unless no other type bid for the item is received.
8. In the case of equal or tie bids, preference will be given to Arkansas bidders. Other than as stated in the first sentence, awards on tie bids will be made at the discretion of the purchasing official. In such cases, "splitting" will be avoided and awards of previous contract(s) to one or more of the bidders will not be a factor.
9. In the event that bidder is unable to furnish all of an item, bids on portions thereof may be considered.
10. Final inspections and acceptance or rejection will be made after delivery. Items rejected because of non-conformance shall be removed and replaced immediately with those which meet specifications, all at the expense of the contractor. In the event that necessity requires the use of non-conforming items, payment therefore will be made at a proper reduction in price which shall be not greater than contractor's actual cost by purchase, fabrication, manufacture or other production method plus transportation paid to carriers. All costs in connection with testing items that do not meet specifications shall be paid by contractor.
11. Quality, time of performance, probability of performance, and location of bidder will be factors in awards of all contracts.
12. The City reserves the right to purchase any, all or none of the items listed, in combinations thereof that may be in the best interest of the City of Conway.
13. The City reserves the right to change any specifications, terms and/or conditions at any time, with adequate notice in writing to bid invitees of those changes, if any.
14. The City is qualified for "GSA" pricing schedules***, if available and applicable***.
15. The City reserves the right to waive any informalities or minor defects, but this shall not be construed to indicate waiver of any specification, term and/or condition unless in the best interest of the City in the judgment of the City.

16. **CONSTRUCTION/INSTALLATION:** Any construction work that is worth $20,000 or more must comply with Arkansas Code Annotated § 22-9-204.

17. **Arkansas Prevailing Wage Law A.C.A. §22-9-301 through 3-15:** The City of Conway, general contractors or any subcontractors is subject to the Arkansas Prevailing Wage Law, A.C.A. **§22-9-301 through 3-15.** The Labor Standards Division enforces laws related to prevailing wage (PDF). Arkansas's prevailing wage law is commonly referred to as the "little Davis-Bacon Act." The law requires the division to issue a wage determination for each public works project where the cost of all labor and materials exceeds $75,000. *Exemptions are public school construction; work done for or by any drainage, improvement, or levee district; highway, road, street or bridge construction and maintenance, or related work contracted for or performed by incorporated towns, cities, counties, or the Arkansas Highway Department.* If you need a copy of the Prevailing wage Regulation and Laws that are required; this information is available at http://www.arkansas.gov/labor/pdf/prevailing_wage_regs.pdf.

18. **PROHIBITED INTEREST CONDITION:** No official of the City authorized on behalf of the City to specify, plan, design, negotiate, make, accept or approve, or take part in specifying, planning, negotiating, making, accepting or approving any construction or material purchase contract or any subcontract in connection with any purchase made by the City of Conway shall become directly or indirectly interested personally in the purchase in the purchase or any part thereof.

19. **EQUAL OPPORTUNITY IN EMPLOYMENT:** All qualified bidders will receive consideration without regard to race, color, religion, sex, age, disability or national origin.