

## IFB 9048.5 Questions and answers

Q: International hasn't produced the 4900 Model since 2001. The current model is an MV607. Is that acceptable?

A: This should have been worded as the current model specific to the manufacturers Bid proposal. So yes the MV607 is acceptable as this is Internationals latest model Truck.

Q: Ether Start is no longer available on the modern diesel engines. Is omitting this item acceptable?

A: Ether start should have been omitted from the spec sheet as it is no longer offered on any diesel engine. So yes it is ok to omit this item.

Q: International does not offer a 30,000 lb rear air suspension. We do offer a 30,000 lb rear spring suspension. Is this acceptable?

A: Rear springs are acceptable (NOTE: We are looking to get the maximum allowable legal GVWR we can get in a single axle box truck as possible and if they don't offer that in airbags then the springs are acceptable)

Q: International has discontinued the dash mounted shift selector for the Allison transmission. We now provide a column mounted stalk shifter. Is this acceptable?

A: Since International does not offer the dash mounted shift selector the column mounted shifter is acceptable.

Q: 11R22.5 tires on the front will not provide enough GVWR to meet your requirements. Are 12R22.5 tires acceptable?

A: Yes the 12R22.5 tires are acceptable to meet the requirements.

Q: The Beltrami rear door specified no longer exists. Will a comparative composite roll up door suffice?

A: Yes a comparative composite door is acceptable as long as it is mid to upper grade and quality.

Q: Is a Leyman lift gate the only gate that is acceptable, or will a comparable gate be accepted? The single cart stop no longer exists. 12 to 16" extension/ retention ramps or a 4'6" dual cart stops are the industry standard.

A: We will consider other brands of platforms as long as it meets the specs provided 6,000 lb. capacity, power folding platform, dock bumpers, hydraulic cylinders (NO CABLES) etc. but prefer the Leyman. Today's industry standard for the cart stops are acceptable.

Q: Do you require an aluminum lift gate platform?

A: We do not require an aluminum lift gate platform but will consider it if it is placed in the bid

Q: Do you require a galvanized lift gate frame.

A: We do not require a galvanized lift gate frame but will consider it if placed in the bid.

Q: The 90 day delivery following receipt of the purchase order is not possible. The typical lead times on the body alone is 90 days. This will not allow for the build of the chassis. Current chassis lead times are between 60 and 90 days. 180 days lead time for the completed unit is more feasible. Would this be acceptable?

A: Yes the 180 COMPLETED unit is acceptable.

Q: The "4 x 6" designation on the base model spec refers to "Total Number of Wheel Positions & the Number of Driven Wheel Positions." So, a 4 x 6 has 4 total wheel positions with 6 (of the 4) as driven wheel positions. However, a 6 x 4 is a very common designation for a Tandem Axle Truck or Tractor. A tandem will have one non-driving front axle (2 wheel positions) and two driven rear axles (tandem axles with 4 driven wheel positions.) I think by the requested axle specifications that you mean a 4 x 2.

A: This spec should have been changed to 4 x 2 as we are looking for a single rear axle cargo truck.

Q: The International N9 has been discontinued (<https://www.equipmentworld.com/navistar-to-discontinue-medium-duty-n-series-engines/>)

A: I was unaware that the N9 engine was discontinued so it should be eliminated from our spec sheet. Depending on which manufacturer is bidding we will consider their latest offering of engine type as long as it meets the HP and Torque rating on our spec sheet.

Q: The Cummins L9 minimum rating is 260 HP/720 Torque. That engine will meet your spec requirements.

A: The L9 Cummins is acceptable.

Q: Ether Start has not been available since all diesel engines converted to electronic controls about 15-20 years ago. “**Diesel** engines can suffer the effects of **starting fluid**. Their high compression can cause the **fluid** to ignite too early, effectively causing pre-ignition, which invites all kinds of problems, like catastrophic piston or rod damage. Plus, it has no lubricating properties, so it can hasten piston wear.”

A: The Ether start was supposed to be eliminated from our spec sheet as it is no longer available on any modern diesel engine.

Q: There is no “30,000# Air Bag Suspension” for a single rear axle highway truck. The maximum legal load limit in Maryland on a van body truck or a flatbed truck on any one axle is 22,000 LB. The 30,000 LB rear axle is only used in Maryland with single axle dump trucks which have a special “Dump Truck Tag” with which they only weigh the total truck weight, not each axle. Again, if you want a tandem rear axle then you can get 34,000 LB legally on the 2-rear axles.

A: This spec seems to have caused the most confusion. With a maximum legal load limit on any one axle being 22,000 lb. We are looking to upgrade the axle and suspension so when we are at 22,000 lb. we are not maxing out the suspension and rear axle’s capacity. The last truck we bought has 23,500 lb. capacity rear springs with 4500 lb. Auxiliary rubber spring and 23,000lb. Rear axle.

It should have been worded that we are looking for the maximum legal GVWR we can get in a truck with a 4 x 2 configuration. (Single rear Axle), and if possible Air bag suspension but rear springs are acceptable.

Q: The Allison MD3060P was replaced by the Allison World Transmission in the early 1990’s. The transmission you need is the Allison 3000 HS Series. The “P” on the end of the model you spec’d stands for a Power Take-Off (PTO) Gear which is used to power hydraulic systems on special body configurations that use hydraulics to operate their equipment; i.e.: Dump Truck Hoists, Refuse Truck Packers, Roll-Off Truck Hoists, etc.... That transmission is more expensive than the one without the PTO Gear. If you need the PTO gear you will have to spec the Allison 3000 RDS or 3500 RDS for off road applications.

A: This should have been changed on our spec sheet to the World Transmission without PTO provisions as we have no need for Power Take Off implements on these trucks. The Allison 3000 HS Series is acceptable.

