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ADDENDUM #1

June 10, 2015

Bid 15T6, Tire Retread Services
Bid Due Date: June 25, 2015 @ 2:00 P.M.

This addendum is being issued to provide additions, corrections, clarifications and answers to certain questions raised referencing the original bid packages and any resultant contracts for the above bid.

1. SPECIAL NOTICES, Page 22 replace with Revised 06.10.15 –

9. DELIVERY

Pickup and delivery of casings will be made to: FCPS/Fleet Maintenance Department, 7446 Hayward Drive, Frederick, MD 21702.

10. VENDOR

Bidders submitting pricing shall be the vendor providing the retread services. No sub-contractors or resellers. The plant used for the retread services must be ISO 9001:2000 certified.

2. SPECIFICATIONS (Pages 23 – Page 28) replace with Revised 06.10.15 -

- A. Pneumatic Tire Retreading for Bus and Truck Tires

1. Type of Tread/Section of Casing (added):

Casings older than five years and/or have been recapped twice previously, will be rejected.

However, FCPS may make an exception to this general rule, in writing, on an individual case-by case basis.

6. Minimum Retread Process Specifications:

- i. Initial Inspection

To aid in determining casing integrity, the retreading plant shall use visual, **electronic and bead to bead** shearography casing inspection equipment.

12. Curing

Envelopes, diaphragms or sealing ring devices used to cure the tire shall be free of leaks and defects.

- B. Minimum Repair Process

Radial Tire Repair:

1. Nail Hole Repair (revised):

***FCPS will not accept sidewall section repairs.**

2. Section Repair:

- F. Product Warranty/Guarantee (removed):

A copy of this warranty shall be furnished with the bid.

- H. Retreading Facility(revised):

Tires will be repaired and retreaded using acceptable industry recognized procedures to include visual, **electronic and bead to bead shearography casing inspection equipment.**

Thank you for your interest in bidding with FCPS.

Sincerely,
Bill Meekins *BM*
Bill Meekins CPPB, CPCP, Buyer Specialist

BM/kap

pc: Mark Maggitti,
Bid File

BID 15T6, TIRE RETREAD SERVICES - SPECIAL NOTICES (REVISED 6.10.15)

- d. Price adjustments from the contractor/producer/processor/manufacture for any/all items may be considered at renewal. The request is subject to approval by the Contracting Officer. The request must be submitted in writing at least 60 days prior to the renewal term and shall be accompanied by supporting documentation.
- e. Should the awarded vendor, at any time during the life of the contract, sell materials of similar quality to another customer, or advertise special discounts or sales, at a price below those quoted within the contract, the lowest discounted prices shall be offered to FCPS.

7. SCOPE

The contractor shall furnish all necessary labor and equipment to pick-up and deliver casings, as well as labor, equipment, materials and supplies to provide retreading and repair services that meet the specifications, terms and conditions stated, and motor vehicle safety standards of the National Highway Traffic Safety Administration, U.S. Department of Transportation.

8. CONTRACT PERIOD

The contract term will be effective from date of award through June 30, 2016 with three additional one-year renewal options available.

9. DELIVERY

Pickup and delivery of casings will be made to: FCPS/Fleet Maintenance Department, 7446 Hayward Drive, Frederick, MD 21702.

10. VENDOR

Bidders submitting pricing shall be the vendor providing the retread services. No sub-contractors or resellers. The plant used for the retread services must be ISO 9001:2000 certified.

11. EMARYLANDMARKETPLACE REGISTRATION

Contractors are required to register with www.eMarylandMarketplace.org within five days following notice of award. Maryland law requires local and state agencies to post award notices on eMaryland Marketplace. This cannot be done without the contractor's self-registration in the system. Registration is free. Failure to comply with this requirement may be considered grounds for default. It is recommended that any interested bidder register with eMaryland Marketplace regardless of the award outcome for this procurement as it is a valuable resource for bid notification for municipalities through Maryland.

FREDERICK COUNTY PUBLIC SCHOOLS (FCPS)
BID 15T6, TIRE RETREAD SERVICES

SPECIFICATIONS – REVISED 6.10.15

A. Pneumatic Tire Retreading for Bus and Truck Tires

1. **Type of Tread/Selection of Casings**

All recapping shall be mud, snow or all weather design, suitable for surface road use and shall comply with federal, state and local noise performance standards. The quality of tread rubber shall be as specified. The contractor shall be responsible for selection of casings. All casings shall be recapped using the pre-cure method.

Casings older than five years and/or have been recapped twice previously, will be rejected. However, FCPS may make an exception to this general rule, in writing, on an individual case-by case basis.

2. **Type of Process**

For the purpose of this bid, recapping process is classified as pre-cure method. Only a full cap or top-cap recap shall be accepted.

3. **Undertread**

The rubber between the base of the tread design and the buffed carcass, known as undertread, shall be equal to or not less than 20% of the tread depth of the retreaded tire. The tread depth of the retreaded tire shall be no less than that specified for the applicable size listed in the attached item specifications.

4. **Tread Depth Requirements**

The minimum tread depth for FCPS shall be 22/32".

5. **Rubber Compound**

Only a Tier 1 rubber retread compound will be accepted.

6. **Minimum Retread Process Specifications**

FCPS shall list all casings to be retreaded by brand, serial number, and size. All casings shall remain the property of FCPS and be returned to FCPS. The following minimum process specifications shall be utilized:

i. **Initial Inspection**

Only a certified operator shall inspect casing. To aid in determining casing integrity, the retreading plant shall use visual, **electronic and bead to bead** shearography casing inspection equipment. The inspection shall include placing the tire on a mechanical spreader under adequate lighting and distortion of the natural contour sufficient for visual inspection. Casings accepted for retreading shall not contain any of the following:

- a) ply separation,
- b) broken, damaged, kinked, or exposed bead wire,
- c) injuries to plies in the bead area,
- d) flex breaks,
- e) loose cords on the inside ply,
- f) evidence of overload, under-inflation or run flat,

- g) tread separations which cannot be removed during buffing,
- h) sidewall separation,
- i) weather cracking extending into the body piles,
- j) non repairable damage to the inner liner or bead seating area on a tire designated as tubeless,
- k) nail hole or injuries of sufficient sizes and numbers that cannot be repaired using acceptable commercial practice and/or
- l) radial belt separations.

ii. After Inspection

Upon completion of the initial inspection, if a tire is found to be unacceptable for retreading or repair, the awarded bidder shall provide a written return-as-received (RAR) report, explaining why tires were not accepted for processing.

7. Samples After Award

FCPS reserves the right to request random rubber samples to submit to recognized independent agencies for evaluation. In the event of evaluation, failure to meet material specifications may result in termination of the contract for default. Such termination may include debarment from the FCPS bid list for two years.

8. Mold Flash/Rejected Recaps

Completed products must meet and/or exceed the requirements of latest issue of Federal Specifications ZZ-T-441. Prior to delivery retreaded tires shall be trimmed of mold flash and mold vent extrusions and shall be painted in accordance with accepted industry practice. Any evidence of inferior workmanship, defect or imperfection is reason for rejection of the retreaded tire at the contractor's expense. Some physical reasons for rejection are as follows:

- i. ply, tread, sidewall separation,
- ii. tread folds or tread element rounding, with radial over 1/2 of tread depth or over 1" long,
- iii. mold folds or mold tearing,
- iv. sidewall light or thin areas,
- v. off register treads; radially off register, and/or mold section misalignment on the periphery,
- vi. balance defect,
- vii. off-center treads,
- viii. smooth area in tread caused by use of spacer with no design,
- ix. smooth area in tread caused by use of spacer with no design configuration,
- x. soft, porous, or incomplete cure (tread hardness) and/or
- xi. mold flash in excess of .002".

Special Note:

Many recapped or repaired tires suitable for use on commercial or other vehicles are not acceptable for use on school buses used to transport children. Some visual causes for rejection follow:

- i. tires appear to have irregular treads,
- ii. excessive mold extrusions,
- iii. uncured rubber,
- iv. sidewall defects and/or
- v. any visual irregularity or defect

Tires having any of these defects shall be rejected. FCPS personnel responsible for receiving recapped or repaired tires will be cautious in their inspection process to detect

any recap or repair having the characteristics indicated above.

9. **Buffing**

The buffed carcass shall be buffed to dimensions compatible with the retread system used. The worn tread surface shall be removed to a symmetrical profile in accordance with procedure specifications. The buffed area of the carcass shall be free of contamination and oxidation. All buffing shall be done on an inflated buffer. Tread surface preparation involving skives will not be considered if penetration is through the first belt package.

The casings utilizing pre-cured tread shall be buffed to the width that is appropriate to the fixed dimensions of the pre-cured tread rubber specified. Carcasses being prepared for recapping shall be buffed to a texture as outlined by the Rubber Manufacturer's Association

Texture Specifications numbered four or five. The buffing radius shall be a minimum of 18" to 22".

No buffing marks shall be visible beyond the edge of the recapping tread.

10. **Cementing**

Buffed casings to be cemented shall be clean and free of foreign materials such as buffing dust, oil, dirt, etc. Cementing shall be accomplished within a maximum of one hour after buffing, but not before the tire has cooled to ambient temperature. Buffed tires stored longer than one hour shall be reworked prior to cementing.

11. **Building**

All tires must be inflated at running rim dimensions. The tread rubber shall be centered on the buffed circumference of the tire. Tread pattern interruption shall be minimized at the tread splice. The cut ends of tread shall have a roughened texture over the entire surface and shall be free of contamination. The splice shall be cured using suitable bonding material. Tread stretch requirements and building tolerances shall meet the requirements of the materials and equipment used. The tread width used shall be determined by the requirements of the casing. The maximum acceptable width shall be used unless otherwise requested.

12. **Curing**

Envelopes, diaphragms or sealing ring devices used to cure **the** tire shall be free of leaks and defects. Curing procedures include specifications on curing time, temperature and pressure. All tires cured at temperatures not exceeding 212°F.

B. **Minimum Repair Process**

Tire repairing services shall be performed using prescribed methods and tools. Operators must be trained to industry recognized standards. Final determination of repair ability, type of repair and repair material shall be made after skiving and inspection, in accordance with the recommended tables and criteria of the manufacturer. All materials used to repair tires shall be compatible.

Radial Tire Repair:

1. **Nail Hole Repair**

Any number of nail holes may be repaired in the repairable area of a radial tire as long as the repairs do not touch. Injuries 3/8" (9mm) or smaller in the crown area shall be repaired. If the injury is larger than 3/8" (9mm) in the crown area after the damage has been removed; the tire will require a section repair.

***FCPS will not accept sidewall section repairs.**

2. **Section Repair**

Section repairs may be made in the repairable area of a radial tire as long as the repairs do not touch. Section repairs shall not be made to the sidewall of any tire. The tire operating position and the cost of installing section repairs shall be considered when determining the repair of a radial tire. All section repairs shall be limited in size as specified by the published industry standards. All repairs in tubeless tires shall be covered with a repair sealant material.

3. **Bead Repair**

FCPS will not accept bead repair to any tire.

4. **Spot Repair**

FCPS will not accept spot repair to any tire.

C. **Final Inspection**

The retreader shall make a final inspection of the retreaded tire. The inside of the tire shall be checked on a tire spreader with adequate lighting to insure that nail holes, reinforcement repairs, skives and section repairs are properly handed and cured. Tires shall carry a code number on the sidewall indicating where and when the tire was retreaded. If the retreaded tire shows any defects, which will result in less than optimum performance, the retread shall be rejected and reworked at no additional cost to FCPS. The defective tires will be disposed of by FCPS.

A light coat of tire paint shall be applied to all finished tires.

D. **Rejection Procedures**

All tires rejected for retreading by the bidder shall be returned to FCPS at the original pick-up location. Rejected tires shall be clearly marked as having been rejected and returned with a report stating the reason(s) for the rejection.

E. **Testing**

FCPS reserves the right to select one tire from each delivery made throughout the contract term to subject that tire to inspection and tests, which will determine whether it conforms to all requirements of the contract. This inspection may include the cutting open, mutilation or destruction of the chosen tire.

Upon inspection and testing, if the tested tire meets all requirements of this contract and the industry standard, FCPS will accept the delivery and pay for the tested tire. However, if tests find the tire to be defective, imperfect or in some regard not meeting requirements, FCPS will not accept or pay for the tested tire or other tires from the same delivery.

Failure of the awarded bidder to comply with specifications or terms of the contract or failure of a tested tire to meet specifications of the contract will be sufficient cause to penalize the awarded bidder according to the contract terms. This penalty may include debarment for a period of two years.

F. **Product Warranty/Guarantee**

The awarded bidder agrees that the repair or retread services furnished shall be covered by the most favorable commercial warranties that the awarded bidder gives any customer for such services. In addition to this, and normal implied warranties, if the retread fails while in service, and the cause is faulty workmanship and/or materials, the tire shall be returned to the awarded bidder in accordance with the following scales:

1. Tires failing before 50% of the retread is worn shall be refunded or a credit be issued at full cost.
2. Tires failing beyond 50% of the retread shall be repaired or retreaded at the full expense of FCPS.

All tires repaired or retreaded hereunder shall be guaranteed against defects in materials and workmanship for the tread life of the tire. For the purpose of this clause, tread life is the period of wear between the original tread design depth and when the remaining tread design depth measures 3/32". Tread design depth shall be determined by measurements taken at three points within each tire groove and equally spaced around the circumference of the tire, and the results averaged.

If a tire is found to be defective in material or workmanship, such tire shall either be repaired or retreaded again at the bid contract price, prorated on remaining tread design depth, in excess of 3/32". Should a defective condition develop in the tire body or carcass, which prevents retreading or repairing again, FCPS will not accept the tire. If the defect occurs as a result of the awarded bidder's error, FCPS shall receive either a refund or a credit toward future orders for retreading or repairing service.

G. Pickup and Delivery

Contractor shall pick up carcasses to be recapped and deliver back to FCPS upon completion. Awarded bidder shall pick up casings and return retreaded tires and rejects within seven calendar days after receipt of order. The pick-up and return shall occur twice weekly between the hours of 7:00 a.m. and 1:00 p.m. All tires must be tracked from pick up through delivery using a permanent bar code system.

H. Retreading Facility

Equipment used to retread tires shall be of modern design, in good working order, and capable of producing a tread design of good appearance, dimension, and performance. Tires will be repaired and retreaded using acceptable industry recognized procedures to include visual, **electronic and bead to bead** shearography casing inspection equipment. Retreading shall have essentially the same shoulder design and dimensions as a tire has when new. The retread facility shall have an operating procedure conforming to those established by the Tire Retreading Institute, Retreading Industry Action Committee, American Retreader's Association, or other recognized procedures. Such procedures shall include:

1. condition of casings,
2. inspection and casing grading procedures (sequence and scope of inspections),
3. buffing,
4. cementing,
5. tread rubber application,
6. curing,
7. trimming and finishing and
8. final inspection.

I. Pneumatic Tires

The retreaded tires and all component parts thereof shall be designed to give satisfactory service when installed on vehicles or other tire using equipment of the Board of Education's, and when operated under conditions for which they were designed. Servicing, adjustment, and replacement shall be readily accomplished under various field conditions.

1. All retreaded tires shall properly fit standard rims recommended for the tires.

2. Each retreaded tire shall consist of the component parts described. Deviations there from in accordance with the manufacturer's standard practice shall be permitted when such deviations result in a tire suitable for the intended purpose, and have been approved by the processing agency.
3. The tread and tread design shall be suitable for:
 - a) minimizing skidding,
 - b) resisting abrasion and
 - c) protecting the carcass from injury.
4. Skid depths shall not be less than that of tires currently supplied to the original equipment manufacturers.
5. Each proposal shall contain the complete name of the retreading method on which he is bidding. Only those retreaded tires having current tread design will be accepted on this contract. Discontinued tread designs will not be -acceptable.

J. **Discontinued Tread Design**

For the purposes of this contract, FCPS requires a similar tread design to that which is currently in use. In the event that a tread design is discontinued, the awarded bidder shall continue to provide the same tread design as originally awarded until an acceptable replacement has been tested and approved by FCPS in writing to the awarded bidder.

Frederick County Public Schools
Purchasing Department
PRE-BID MEETING ATTENDANCE ROSTER

BID 15T6, TIRE RETREAD SERVICES

MEETING DATE/TIME: 06.10.15 @ 10:00 a.m. (Conf. Rm. 2B)

NAME (PLEASE PRINT)	FIRM REPRESENTED (PLEASE PRINT)	PHONE NUMBER	FAX NUMBER	E-MAIL ADDRESS
BILL FINISECH	Co. Name: MCCARTHY TIRE Address: WINCHESTER, VA	240 444-8786		BFINISECH@ MCCARTHYTIRE.COM
Anthony Aker	Co. Name: Resley Tire Co Inc Address: 16611 National Pike Hagerstown, Md 21740	301 790-3941		Tony@ResleyTire.com
JACK Phelps	Co. Name: S+S Tire Address: 900 E. Patrick St Frederick, Md	301-696- 0697		
JAIME SOLANO	Co. Name: S+S Tire Address:	240 674-6448		JSolano111 @f4h00.com
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