

SECTION D – SPECIFICATIONS/SCOPE OF WORK

**Group I Only- Division of Fleet Management Services
Part I – Transit Service and Inventory Supply**

Commercial tire services for the transit fleet must be comprised of the following elements:

1. New Tire / Retread Tire Mounting, Balancing, and Delivery
 - a. The bidder must be able to mount, balance, and deliver new and retreaded tires to Montgomery County locations at least three (3) times per week (see C. 57, AUTHORIZED CONTRACT ADMINISTRATOR DESIGNEES AND INVENTORY DELIVERY LOCATIONS, for addresses).
2. Pickup of Old Tires
 - a. The bidder must be able to remove used tires and dispose of them in accordance with applicable laws and regulations. All tires that are disposed of must be accounted for and reported to the County on a weekly basis.
3. Wheel Service
 - a. Steel Wheel Service- the bidder is required to media-blast wheels, inspect for damage, cracks, corrosion, deformation, or any other unserviceable condition, and apply POWDER COAT in white, black, gray, and silver. Spray paint is NOT an acceptable wheel coating. The bidder's equipment must be capable of servicing up to and including 24.5" diameter wheels. Wheel servicing practices and procedures must conform to the standards set forth by the Technology and Maintenance Council of the American Trucking Association.
 - b. Aluminum Wheel Service- the bidder must be able to clean aluminum wheels during the dismounting/mounting process.
 - c. Aluminum Wheel Polishing- the bidder must be able to provide polishing of aluminum wheels when necessary for defect identification and fleet appearance.
 - i. Wheel polishing on wheels with NEW tires must be done on both sides of the Aluminum wheel.
 1. Aluminum Wheels with NEW tires mounted must be polished on both sides.
 - ii. Wheel polishing on wheels with RECAP tires mounted must be done on the dish side of the aluminum wheel only.
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 - d. Wheels that are not able to be repaired must be returned monthly or disposed after approval by the County with a record sent to the County.
4. Retreading Services
 - a. The bidder must be able to perform electronic inspection to detect penetrations through the crown and sidewall, as well as foreign objects embedded in the tire.
 - b. The bidder must be able to patch tires after detecting casing penetrations, as long as this is done in conformance with industry standards.
 - c. The bidder must use tire buffing equipment that is capable of removing the exact amount of tire casing necessary for casing concentricity and uniformity.
 - d. The bidder must be able to track tires by bar code or other computerized method throughout the pickup/dismounting/retreading/mounting/delivery process for control and accountability to ensure that Montgomery County receives back its own casings as retreaded tires.
 - i. Pickup of retread casings must be documented and tracked throughout the process in order to facilitate an audit of the entire life cycle of the product.
 - e. The bidder must have a quality control station on their assembly line that is capable of detecting and rejecting defective retreads.
 - f. The bidder must be able to dye or paint casings to ensure a consistent and uniform black appearance on all retreads.
 - g. The bidder must tag tires as retreads so that they do not become mixed with first-run tires during mounting and delivery.
 - h. The bidder must allow Montgomery County personnel to inspect retreading facilities to ensure that equipment used in retreading process is capable of meeting the standards outlined above.

- i. The bidder will be responsible for measuring and evaluating all quarantined wheel/tire sets to determine reuse or retread of the casing.
 - i. These tire/wheel packages will be used in drive wheel (rear) positions only.
 - ii. Tires that have less than 2/32" of tread depth cannot be re-used and must be inspected for retread eligibility or set for final disposition.
 - iii. Tires not eligible for retread must be tracked and noted before final disposition.
 - j. The bidder must serialize retread tires so they can be tracked throughout the lifecycle of the casing.
 - i. Serial number must be visible with the tire mounted on a wheel.
 - ii. Serial number must be resistant to chemical and heat induced fade.
 - k. The bidder must provide a monthly report showing details of the retread program.
 - i. Report to detail the volume of retreads completed and the associated serial numbers.
 - ii. Report to detail the volume of used tires that were ineligible for recap and final disposition.
5. Tire Design
- a. Tires must be an all-wheel-position radial optimized for urban operations involving frequent stopping and starting.
 - b. Tires must be designed for high-scrub applications.
 - c. Tires must have extra-thick sidewalls with depth indicators for identification of excessive wear.
 - d. Tires must have a minimum rating of 65 MPH.
 - e. Tires must be retreadable. Tires with groove-bottom protectors to prevent stone-drilling and enhance retreadability are required.
6. Tire Sizing, Specifications, and Anticipated Quantities
- a. See GROUP I Quotation Sheet.

Part II – Trailer, Off-Road Equipment, and Medium/Heavy Truck Commercial Tire Service

Commercial tire services for trailers, off-road equipment, and medium and heavy trucks must be carried out in accordance with the Rubber Manufacturer's Association publication RMA-HTM-2-98, "Care and Service of Truck and Light Truck Tires." Issued 1998. Commercial tires services must also be comprised of the following elements:

- 1. Section A- Flat Repair
 - a. Tire repairs must be performed in accordance with Recommended Practice 206A of the Technology and Maintenance Council of the American Trucking Association.
- 2. Section B- Tire Dismounting/Mounting
 - a. Tire mounting and dismounting must be carried out in accordance with Recommended Practice 209C of the Technology and Maintenance Council of the American Trucking Association.
- 3. Section C- Tire Switch
 - a. Tire switches are comprised of removing, dismounting, mounting, balancing, and installing tires.
 - b. Wheel lug nuts must be tightened in accordance with the applicable manufacturer's torque specification for the equipment being serviced.
- 4. Section D- Tire Flat Proofing
 - a. Tire flat proofing is comprised of filling the tire with a polymer or polyurethane material in place of air to prevent flat tires when operated over sharp objects.
- 5. Section E- Balance
 - a. Tire balancing must be carried out on a computerized spin balancer.

Part III – Trailer, Off-Road Equipment, and Medium/Heavy Truck Commercial Tire Miscellaneous

Prices bid in Part III will be used in combination with prices in Parts II and IV when determining total cost of parts and labor for commercial tire service.

- 1. Section A- Tire service not otherwise specified elsewhere in the bid.

- a. Due to the variety of the County's fleet and the possibility that new vehicles may be introduced into the fleet during the course of this contract, the bidder must supply a per hour cost for labor for situations that have not been otherwise specified within the scope of the bid.
2. Sections B, C, D and E- Trip Charges
 - a. The bidder must quote a price for service personnel to perform service call at the County's various locations. The trip charge must include travel to and from the location.
 - b. The trip charge is a one-time charge for that particular day's work, irrespective of quantity of tires serviced on that trip.
 - c. The trip charge may not be doubled due to the bidder's personnel needing to return at a later time or date to complete the job due to a shortage of tools, equipment, or correct parts.
3. Roadside Service Call
 - a. Roadside service labor rate must include the time it takes the bidder to have personnel at the site of disabled vehicles/equipment. Roadside service is limited to an area within 50 miles of driving distance from the Executive Office Building at 101 Monroe St. Rockville, MD 20850
4. Steel Wheel Service
 - a. The bidder must be able to media-blast wheels, inspect for damage, cracks, corrosion, deformation, or any other unserviceable condition, and apply powder coat in white, black, gray, and silver. Bidder's equipment must be capable of servicing up to and including 24.5" diameter wheels. Wheel servicing practices and procedures must conform to the standards set forth by the Technology and Maintenance Council of the American Trucking Association.
 - b. Wheels that are not able to be repaired must be returned.
5. Aluminum Wheel Polishing
 - a. The bidder must be able to provide polishing of aluminum wheels when necessary for defect identification and fleet appearance.
 - i. Wheel polishing on wheels with NEW tires must be done on both sides of the Aluminum wheel.
 - ii. Wheel polishing on wheels with RECAP tires must be done on the dish side of the aluminum wheel only.
 - b. Wheels that are not able to be repaired must be returned monthly.

Part IV- Trailer, Off-Road Equipment, and Medium/Heavy Truck Commercial Tire Inventory Supply and Disposal

Prices bid in Part IV will be used to determine pricing for purchase of new and retread tires. Prices in Part IV will be combined with prices in Parts II and III when determining total cost of parts and labor for commercial tire service.

1. In cases where tires quoted are discontinued, the bidder must supply functionally equivalent tires (subject to County approval) at the same price as the originally quoted tire.
2. New Tire / Retread Tire Mounting, Balancing, and Delivery
 - a. The bidder must be able mount, balance, and deliver new and retreaded tires to Montgomery County locations at least twice per week (see C. 57, AUTHORIZED CONTRACT ADMINISTRATOR DESIGNEES AND INVENTORY DELIVERY LOCATIONS, for addresses).
3. Pickup of Old Tires
 - a. The bidder must be able to remove used tires and dispose of them in accordance with applicable laws and regulations.
4. Wheel Service
 - a. Steel Wheel Service- the bidder must be able to media-blast wheels, inspect for damage, cracks, corrosion, deformation, or any other unserviceable condition, and apply POWDER COAT in white, black, gray, and silver. Spray paint is NOT an acceptable wheel coating. The bidder's equipment must be capable of servicing up to and including 24.5" diameter wheels. Wheel servicing practices and procedures must conform to the standards set forth by the Technology and Maintenance Council of the American Trucking Association.
 - b. Aluminum Wheel Service- the bidder must be able to clean aluminum wheels during the dismounting/mounting process.

- c. Wheels that are not able to be repaired must be returned.
- 5. Retreading Services
 - a. The bidder must be able to perform electronic inspection to detect penetrations through the crown and sidewall, as well as foreign objects embedded in the tire.
 - b. The bidder must be able to patch tires after detecting casing penetrations, as long as this is done in conformance with industry standards.
 - c. The bidder must use tire buffing equipment that is capable of removing the exact amount of tire casing necessary for casing concentricity and uniformity.
 - d. The bidder must be able to track tires by bar code or other computerized method throughout the pickup/dismounting/retreading/mounting/delivery process for control and accountability to ensure that Montgomery County receives back its own casings as retreaded tires.
 - e. The bidder must have a quality control station on their assembly line that is capable of detecting and rejecting defective retreads.
 - f. The bidder must be able to dye or paint casings to ensure a consistent and uniform black appearance on all retreads.
 - g. The bidder must tag tires as retreads so that they do not become mixed with first-run tires during mounting and delivery.
 - h. The bidder must allow Montgomery County personnel to inspect retreading facilities to ensure that equipment used in retreading process is capable of meeting the standards outlined above.
 - i. The bidder will be responsible for measuring and evaluating all quarantined wheel/tire sets to determine reuse or retread of the casing.
 - i. These tire/wheel packages will be used in drive wheel (rear) positions only.
 - ii. Tires that have less than 2/32" of tread depth cannot be re-used and must be inspected for retread eligibility or set for final disposition.
 - iii. Tires not eligible for retread must be tracked and noted before final disposition.
 - j. The bidder must serialize retread tires so they can be tracked throughout the lifecycle of the casing.
 - i. Serial number must be visible with the tire mounted on a wheel.
 - ii. Serial number must be resistant to chemical and heat induced fade.
 - k. The bidder must provide a monthly report showing details of the retread program.
 - i. Report to detail the volume of retreads completed and the associated serial numbers.
 - ii. Report to detail the volume of used tires that were ineligible for recap and final disposition.

Group II Only- Department of Fire and Rescue Services

The Montgomery County Fire and Rescue Service (MCFRS) mandates that prospective bidders for provision of tires, associated accessories and tire/wheel maintenance and service adhere to all pertinent industry standards and to the most current National Fire Protection Association (NFPA), Tire Industry Association (TIA), Tire and Rim Association (TRA), Rubber Manufacturers Association (RMA) relevant standards, and the American Trucking Association Technology and Maintenance Council (ATA/TMC) Recommended Practices (RP's), specifically:

<i>RP #</i>	<i>DATE</i>	<i>DESCRIPTION</i>
RP205C	4/2015	Use of Tire Bead Lubricants
RP206B	5/2017	Tire Repair Procedures
RP214D	5/2014	Tire/Wheel End Runout and Balance
RP215E	6/2015	Sources of Tire and Wheel Information
RP209F	4/2017	Tire and Rim Safety Procedures
RP217E	10/2017	Attaching Hardware for Disc Wheels
RP222C	3/2010	User's Guide to Wheels and Rims
RP230B	5/2014	Tire Test Procedures for Tread Wear, Serviceability and Fuel Economy

RP233C	5/2017	Radial Tire Nail Hole Repair Training Guidelines
RP235B	5/2017	Guidelines for Tire Inflation Pressure Maintenance
RP237B	4/2017	Torque Checking Guidelines for Disc Wheels
RP241B	3/2018	Tubeless Disc Wheel Inspection for Undersized Bead Seats
RP243	5/2014	Tire and Wheel Match Mounting Markings
RP249A	4/2012	Safety Issues Related to the Use of Flammable Liquids During Tire Demounting
RP256	5/2016	Inspection Criteria for Steel and Aluminum Wheel Corrosion and Pitting

A. REQUIRED DOCUMENTATION

To provide assurance that bidders are fully cognizant of current best practices relative to tire and wheel care/maintenance, bidders shall provide the County with the following within 10 working days of request from the County. Failure to do so will result in your bid being declared Non-Responsive:

1. Company Safety and Compliance Manuals
2. Documentation of employee training/certification through tire manufacturers and industry organizations such as the: Tire Industry Association (TIA CTS 300 level), American Trucking Association/Technology and Maintenance Council (ATA/TMC) Recommended Practices, The Rubber Manufacturer’s Association (RMA) relative to OSHA and other tire industry safety and procedural standards/best practices.
3. Lists of tools carried on service vehicles including torque devices and calibration records.
4. Documentation of membership in either the Tire Industry Association or American Trucking Association Technology and Maintenance Council.
5. Operational and procedural manuals relative to:
Proper wheel removal, wheel condition inspection and reinstallation including torque devices used to ensure proper clamping force. Proper valve stem and core installation, including applicable torque procedures and use of double seal tire/valve steam cap, inflate-through or flow-through cap, roper radial truck tire repair methods, materials, and tire dismount/mount procedures.
6. An inventory of service vehicles used in the delivery of tires/service and equipment carried on those vehicles including types of torque devices (and calibration dates), air compressors, portable cages, lift gates and warning/safety lighting devices.

B. SERVICE

1. Repairs

Tires that can be repaired are expected to be repaired so long as successful bidder adheres to industry best practices and standards for repairs (ATA TMC RP 206B). “Plugs” inserted from the exterior are NOT acceptable; prior to repairs, holes/other damage must be properly evaluated for field repair or retread shop repair. Repairs to sidewall damage are not acceptable. Patches are acceptable.

2. Casing Credits

MCFRS expects that some original tread tires may not be reusable due to low tread depths. However, since there is no retread program and the casings are virgin casings, MCFRS expects:

- a. To receive a casing credit shown on invoices for those casings that the bidder can retread and sell to other users.
- b. That MCFRS will not sustain a disposal charge for those casings.

C. SUPPLY AND DISPOSAL1. Creation and Maintenance of Tire Bank

The purpose of a tire bank is to provide matches for tires removed to maintain equal tread depths across single axles and tandems. Fire apparatus is often subject to single tire damage, resulting in road calls for emergency single tire replacement. These occurrences often result in unacceptable tire height differences on single or tandem axle configurations and require follow-up so as not to destroy dual sets. For example, a single axle pumper damages and flattens an outside dual tire; the tire tread depths across the axle are an average of 14/32nds. The new tire, placed on the outside position, has 26/32nds tread depth. That height difference will result in damage/shortened life to both tires on that side of the axle as they revolve at different speeds. The follow-up suggested by best practices is either to remove the new tire for reuse and install a used serviceable tire close to 14/32nds tread depth to match or to install three additional new tires on that axle and move the other three tires that are at 14/32nds to a tire bank after inspection for reuse.

****NOTE: When tires are utilized from the Tire Bank, in addition to matching tread depth of existing tire(s), the successful bidder must utilize a FIFO (First In, First Out) racking system to continually rotate the oldest tires out first, thus preventing any tire from sitting for an extended period.***

2. Tire Audits of Tire Bank

The successful bidder shall perform bi-annual Tire Audits for the fleet manager to ensure a tire bank of reusable tires in good condition and with a tread depth above 6/32nds.

D. OPTIONAL: WHEEL ALIGNMENTS/STEERING/SUSPENSION REPAIRS, AS REQUESTED

1. As requested, and with PRIOR approval from a Fire and Rescue Service Fleet Crew Chief, the successful bidder may be authorized to perform necessary wheel alignments, steering and/or suspension repairs before/after tire replacement service.
2. Examples of repairs that may be required are as follows: tie rod end, ball joints, drag link replacement, etc.
3. Technician performing other repairs must be experienced in such repairs.

E. QUOTATION SHEETS

1. "Estimated Annual Usage" information on the Quotation Sheets is average. The quantities do not reflect exact annual tire order quantities; therefore, there is no guarantee of annual purchases.
2. Unless otherwise noted on the Quotation Sheets, only "acceptable brand(s)" are to be provided by the vendor.
3. Tires listed on Quotation Sheets reflect most tires sizes currently purchased and utilized.

SEE QUOTATION SHEET