



Making a difference...together

Agenda Item #6  
REPORT #JWDC 2010 - 03

**REPORT TO THE JUAN DE FUCA WATER DISTRIBUTION COMMISSION  
MEETING OF TUESDAY, JUNE 8, 2010**

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SUBJECT      AWARD OF TENDER FOR SUPPLY OF CAB AND CHASSIS

PURPOSE

To award the tender for the replacement of the Tanker Truck Cab and Chassis, Unit #FTT001, included in the Vehicle and Equipment Replacement Capital Budget.

BACKGROUND

This vehicle forms part of the asset base of the Capital Regional District (CRD) and is assigned to Juan de Fuca Water Management, within the Integrated Water Services department. The vehicle will be specially equipped to meet the needs of Water Management, specifically as a potable water tank for water main and reservoir cleaning. An analysis has been completed for this unit. The analysis considers the Go Green requirements, the vehicle replacement cycle, total kilometers, age and forecasted repairs required for the cab frame. The analysis is attached (refer to Attachment 1).

The existing stainless steel tank is still serviceable and will be transferred onto the new chassis and the old cab and chassis will be disposed of.

A tender was prepared and advertised on the CRD web site, under business opportunities, as well as hand delivered to interested parties.

ENVIRONMENTAL

Given the CRD goal of being carbon neutral by 2012, each vehicle replacement request is reviewed from the perspective of right sizing the vehicle for the intended use. In this case, a vehicle with B20 compatible diesel engine that meets the needs of the job requirement was selected. This gives the CRD the opportunity to reduce GHG emission through the use of current technology in the engine and of bio-fuels.

ALTERNATIVES

Alternative 1 – Do not award the contract.

Alternative 2 – Award the contract for the supply of Cab and Chassis.

FINANCIAL IMPLICATIONS

Alternative 1 - If this vehicle is not replaced, the costs associated with the operation and maintenance of the vehicle will continue to increase. The increased down time resulting from higher maintenance needs will jeopardize the ability of the CRD to meet operational needs.

Alternative 2 - Tender costs shown in bold are the lowest compliant bids received. Not all the bids met the tender specifications. Purchase of the vehicle will be funded from the vehicle and equipment replacement fund in the capital budget.

**Juan de Fuca Water Distribution Commission – 8 June 2010**

**Re: Award of Tender for Supply of Cab and Chassis**

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<b>Vehicle</b>	<b>Supplier</b>	<b>Make &amp; Model</b>	<b>Net Price</b>
FTT001	P&R Western Star	2011 Freightliner M2 112	\$135,836.96 non compliant
	Berks Intertruck	New 2009 Autocar ACX64	\$152,715.50
	MACK Sales & Service B	2011 MACK MRU613	\$156,574.95
	<b>MACK Sales &amp; Service A</b>	<b>New 2008 MACK MRU613</b>	<b>\$122,028.55</b>

Replacement for Unit FTT001

The bid from P&R Western Star did not meet the following specifications:

- The Freightliner is a conventional cab where the tender specified a cab over design.

The lowest bid from MACK Sales and Service A met the tender specifications.

Due to the requirement to transfer the tank, the old vehicle was not offered as a trade in and will be disposed of on completion of the work.

RECOMMENDATION

That the Juan de Fuca Water Distribution Commission award the tender for Cab and Chasis to Mack Sales & Service in the amount of **\$122,028.55**

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David Goddard  
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Customer & Technical Services  
Integrated Water Services

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J.A. (Jack) Hull, MBA, P.Eng.  
General Manager, Integrated Water Services  
Concurrence

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Jan van Niekerk, P.Eng.  
Senior Manager, Customer & Technical Services  
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Replacement analysis for Vehicle FTT001 Purchased in 1981

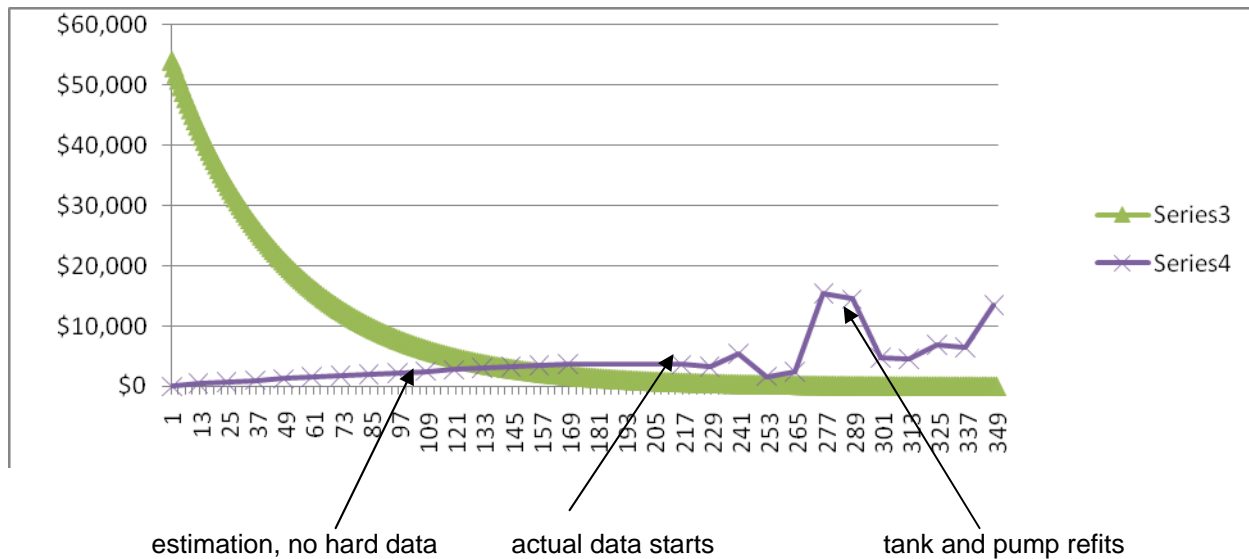
This vehicle is used by Integrated Water Services, Juan de Fuca Water Management, primarily for water main and reservoir cleaning operations. Throughout the year, under all weather conditions, the vehicle is required to transport personnel and tools throughout the CRD. The vehicle is operated in the urban area and in the public eye. The vehicle may be required to serve as backup water supply for customers in emergencies such as water main failures. The odometer on this vehicle exceeds 250,000 km.

ENVIRONMENTAL

The present 1981 Diesel powered truck is being replaced by a B20 compatible diesel engine truck with current engine technology, which has a better fuel economy and a reduced CO2 output. There is no hybrid vehicle available in this class suitable to this type of duty.

Vehicle replacement cycle is based on data up to the end of March 2010:

The vehicle replacement graph reflects the optimal replacement cycle. Where the two lines cross indicates the optimal replacement point, the lowest life cycle cost per Km.



From the above graph, it can be seen that the optimal replacement point for this vehicle was around 145 months in the lifecycle. We are well past that point and the lifecycle cost per km continues to rise. While the vehicle puts on only about 8,600 km annually, imminent required repairs are the fiberglass hood and supporting structure as well as the cab frame. The age of this vehicle makes many of the parts obsolete. It is recommended that the Cab and Chassis for the vehicle be replaced and the tank retained.