

STATE OF OHIO—RECAPPED/RETREAD TIRES

*** This is a contract excerpt only. To view the entire contract please view the file listed after the heading, "Entire Contract:".

EPP-SPECIFIC LANGUAGE

SPECIFICATIONS

I. SCOPE: The purpose of this contract is to provide a ready, reliable source for tire recapping/retreading service for state owned and operated vehicles, to include automobiles, station wagons, vans, light trucks, medium/heavy trucks, off-road, grader and farm tractor tires.

II. DEFINITIONS:

A. "Contractor" shall be the successful vendor or bidder and its several stores and dealers in the State of Ohio carrying the contractor's name and line of products.

B. "State" shall mean the State of Ohio or any agency allowed to use this contract whose vehicles come under the terms of this contract, not otherwise excluded from this contract.

C. "Legal Minimum" shall be the legal minimum tread depth remaining on the casing to be retreaded. The Tire Retread Information Bureau indicates that Federal Motor Carrier Safety Regulations 393.75 states a minimum of 2/32" (4/32" on front wheels of a bus, truck or truck tractor) is required for retreading.

D. "Mold Cure" refers to the preferred method of retreading of automobile and some light truck tires to be utilized in this contract. This method utilizes uncured tread rubber applied to the tire and the tire then placed in a preheated mold with heat and pressure for a specified time to cure and bond the rubber to the tire with a tread pattern impressed into the rubber.

E. "Pre-cure" refers to the method of retreading of medium/heavy truck tires and off road tires to be utilized in this contract. This method utilizes the application of a precure tread with the tread pattern already cured into the tread rubber.

F. "Federal QPL" indicates the Federal Qualified Products List. Only retreading products listed in the Federal QPL are acceptable for this contract.

III. BIDDER'S/CONTRACTOR'S REQUIREMENTS:

A. Bidders responding to this Competitive Sealed Bid must submit evidence that they are a national retreading manufacturer and have a certified QAFIP, NDTRA or ARA dealer program or be an authorized dealer of such a manufacturer, and be of adequate size to properly service the requirements of the contract. Bidders responding to this bid must be the actual retreader of the tires for the state and all rubber used in the retreading processes be of the same manufacturer and quality as stated in your bid. A facility certification inspection may also be performed to ensure that the bidder can produce quality retreads in an acceptable manner.

B. In order for the state to obtain a quality product, each bidder must submit with his bid evidence he is using a retreading process that is listed on the Federal GSA Quality Products List. Bidder must submit with the bid data from the Federal Qualified Products List, listing the product being bid.

C. When picking up tires, the tires are to be written up on a work order or tire receipt and tagged to insure the state gets the same tires returned. The work order or receipt must contain the tire serial numbers. All rejected casings that fail final inspection will be returned to the state agency and receipted by serial number with a returned as received report to the agency stating why the tire was unacceptable for retreading. In addition, the contractor shall be required to conduct an "out of service" tire analysis at the location when picking up casings for retreading. This is to help ensure indiscriminate disposal of potentially retreadable tires.

D. The successful contractor must perform an initial inspection of the casing to determine the worth of the casing itself. In addition to a visual inspection of the casing, using a spreader to examine the inside, the contractor should also utilize electronic, holographic, X-ray or ultrasonic equipment to detect damage to the casing.

E. Property damage insurance: The contractor shall carry property damage insurance in amounts to cover any damages resulting from fire, theft, negligence, willful abuse, vandalism, or any other acts of destruction to any State tires while in the contractor's care and/or on the contractor's property or as a result of the contractor's negligence, willful abuse, vandalism or any other acts of neglect.

F. Bidders must submit with their bid proof of product liability insurance in the amount of \$1,000,000.00. This is in addition to the property damage insurance required and is to ensure proper performance of the contractor's product. Should the contractor's product fail while in use, the contractor may be held liable for any damages to the vehicle or other property damage or injury caused as a result of product failure.

In addition to product liability insurance, the state requires that the bidder's product be warranted as follows: Every retread and/or repair produced by a qualified supplier and bearing a valid DOT shop number is warranted to be free from defects in workmanship and materials and to give satisfactory service under normal operating conditions for the life of the tread. Should the retread fail while in service and the cause is faulty workmanship and/or materials, the tire shall be returned to the contractor and be adjusted on the following scale:

Tread life remaining % of Credit to customer

100-80 % 100%

79-60% 75%

59-40% 50%

39-20% 25%

19- 0 % 0%

The retreader will not be liable for retreads rendered unserviceable due to road hazards (cuts, punctures, etc.), improper inflation, wheel misalignment, vehicle damage, improper mounting or damage caused by abuse, neglect, collision, vandalism, fire or chemical corrosion.

G. The successful vendor(s) shall provide to State Purchasing, 4200 Surface Road, Columbus, OH 43228-1395, a report on the number of tires recapped and the total dollar volume of said recapping. The initial report is due on the anniversary date of the contract and a final report due upon the expiration of the contract.

IV. RETREADING REQUIREMENTS:

A. The method of processing tires for retreading shall be by the mold cure or the precure method, as indicated by section II., "definitions", D. & E., in a manner acceptable to the standards of the industry.

B. Tread rubber specifications shall be as accepted by the Federal QPL for the different tires to be retreaded.

C. Tread design and minimum tread depth shall be as per the following table. Actual samples of tread being offered may be requested for each tire/tread design being bid before any award is made:

Tire Tread Design, Minimum Tread Depth

Passenger All season 10/32"
Passenger All terrain 12/32"
Light truck All season 12/32"
Light truck All terrain 14/32"
Truck/bus-radial Steering 16/32"
Truck/bus-radial Traction 22/32"
Truck/bus-bias Traction 18/32"
Trailer Highway 12/32"
Off-Road Lug 32/32"

D. Causes for casing rejection: Casing inspection shall be made by a trained inspector. the inspection shall include placing the tire on a mechanical spreader under adequate lighting (200 to 300 foot candlepower or better). In addition, it is in the best interests of the retreader that his retreading plants utilize electronic and ultrasonic casing inspection equipment to determine casing integrity. Casings acceptable for retreading shall not contain any of the following:

- ▲ Ply separation
- ▲ Broken, damaged, kinked or exposed bead wire
- ▲ Injuries to plies in the bead area, not including bead protector fabric.
- ▲ Flex breaks
- ▲ Loose cords on the inside ply or evidence of overload, under inflation or run flat.
- ▲ Tread separation which cannot be removed with buffing
- ▲ Sidewall separation
- ▲ Weather cracking extending into body plies
- ▲ Non-repairable damage to the inner liner or bead seating area
- ▲ Holes of sufficient size and number that cannot be repaired using acceptable commercial practice.
- ▲ Radial belt separations
- ▲ Bias tires worn to the extent that requires more than 10% of the circumference of the top ply be removed.
- ▲ Defaced or removed tire manufacturing identification data.
- ▲ Age--no tire casing over five years old is to be recapped.

E. Repairable tires: permissible repairs/repair limits shall be as per the requirements of Federal Specification ZZ-T-441H, latest edition, section 3.5, "Repairing".

F. Upon completion of the retreading process, the retreader shall make a final inspection of the retreaded tire(s). The inside of the tire shall be checked on a tire spreader to ensure that nail holes, reinforcement repairs, skives, section and bead repairs are properly bonded and cured. Should there be evidence of any defects which could result in less than optimum performance, the retread must be rejected and reworked.

V. GENERAL REQUIREMENTS:

A. The receiving agency will be responsible for inspecting the retreaded tires and determining if tires meet required specifications. Tires failing to meet required specifications will be rejected at no cost to the agency.

B. The facilities of the potential awardee/or awarded contractor may be inspected by announced or unannounced visit by representatives of State Purchasing at any time prior to or after an award has been made.

C. All repairs to casings must be made as per industry recognized standards and work must be completed using prescribed methods and tools.