

**Replacement Dump Body Pre-Bid Meeting  
January 30, 2012 at 9:30 am**

**Vendors Present**

Knapeheide Truck Equipment  
Kranz Truck Equipment  
Crown Beds

**Notes**

Discussion of the scope of work for the replacement dump body/flatbed contract was lead by Jacky Traw. In summary, some dump beds are rotting and they're being replaced to run out the life of the truck. MoDOT wishes to control costs through this method. Trucks will be delivered to the vendor and picked up by MoDOT personnel. The vendor will remove the bed and provide MoDOT with scrap price. Existing hydraulics, lights, hoists, and tarp systems will be reused. Vendor selection will be based on truck location, type of dump body or flatbed to be replaced, pricing and completion time required by vendor. Listed below are discussion points from the equipment inspection by those in attendance.

- This will be a six month contract with options to extend. Tentative bid opening date will be 2/21.
- Currently, there is a replacement need for one 10' dump body, one 13' dump body and two flatbeds.
- If a bad hose, light, etc is found during replacement, pre-approval must be obtained from MoDOT before proceeding.
- MoDOT has strobe equipment and can provide to vendor if replacement is deemed necessary.
- Existing lighting will be reused on rear.
- Flatbeds should not have hoists but will keep existing hoses, hydraulics, etc.
- Flatbed color will be black but provide an option for yellow.
- Bed shakers will not be replaced.
- The type of hoists will vary between trucks.
- Tarp system will typically either be Aero or Pulltarp brand.
- Provide a body prop. It can be stowed by spring pin or something that remains with the truck. Forward swing works better than back.
- Wiring can be zip tied and secured to truck by rail welded to the frame, etc. Avoid clamps in frame to prevent moisture collection spots.
- Provide a 10-12" removable heavy asphalt lip 3/16" or better not welded to the side of the bed.
- Need extra heavy duty banjo hooks top and bottom on each side of the tailgate.
- Prefer tailgate taller than bed. This is included in specifications.
- J hooks on bed are not necessary.
- Do not use removable pin system to stow ladders.
- Reflector is sufficient to light the front side of the bed.
- Prefer tie bar instead of square tubing wiring for tail lights.
- Prefer mud flaps to be bolted straight down at the back of the frame to avoid a pocket that material gathers in.
- Use Grade 70 chain on tailgate; attach w/bracket & clevis.
- Bed floor gussets need to come all the way back to the tailgate.
- Use flange pin so a keeper isn't needed on each side of the tailgate. Flange pin will still need one keeper.

- Prefer ½ cab shield on dump beds.
- Do not place advertising stickers on bed.
- As an option, flatbed is to have drop down sides.
- Must change pin system. Currently pins are positioned all same way and fall out.
- Need bed floor tie down in all four corners.
- Tailgate should be double acting. No lower hinge, not a dump bed. Doesn't have to be removable but does need to pin somehow.
- No preference on flatbed cross members but the lower the better.
- Use same ladder system as dump beds.
- Prefer ½ cab shield on flatbed.
- Hydraulics to be mounted on both sides facing out.
- Quote option for regular stake pockets on fold down sides of flatbed with rub rail.
- If stake pockets are used, lights can be attached to bed or frame corner; must not interfere with sander. Three lights will be needed.